Appendix G

Traffic Impact Study - September 14, 2005, John Collins P.E.

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TRAFFIC IMPACT STUDY

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THE MARKETPLACE AT NEWBURGH

NYS ROUTE 300 AT INTERSTATE 84 (EXIT 7)

TOWN OF NEWBURGH, NEW YORK

JOB NO. 837
SEPTEMBER 14, 2005

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EXECUTIVE SUMMARY

The Marketplace at Newburgh is a proposed regional shopping center which is planned to be constructed on a site located on the east side of NYS Route 300 (Union Avenue) north of Interstate 84. It is proposed to be developed in phases and will ultimately consist of approximately 850,000 s.f. of Gross Leasable Area (GLA). The effect of this proposed retail development on traffic operations on the surrounding roadway has been evaluated in detail. To complete this evaluation, existing traffic volumes were counted and projected to a 2008 Design Year. Estimates of the traffic to be generated by the Marketplace at Newburgh were made and added to the roadway system to obtain the 2008 Build Traffic Volumes. Capacity analyses were then conducted to determine existing and future Levels of Service. Based on the results of the analysis, recommendations for improvements were made where necessary.

A review of the analysis indicates that with the completion of the following improvements, acceptable Levels of Service will be obtained and the proposed Marketplace at Newburgh will not result in a significant negative impact on traffic operations in the area.

1. An analysis of the proposed access to Union Avenue indicated that the driveway should be constructed to consist of four exiting lanes and two entering lanes and should align opposite the Newburgh Mall south driveway approach. A separate right turn lane should be provided on the northbound and southbound approaches and signalization will also be warranted. With these improvements, the intersection will be able to adequately accommodate the additional traffic generated by the Marketplace at Newburgh.

2. The intersection of NYS Route 52 and Meadow Avenue/Powder Mill Road currently experiences significant peak hour delays and congestion primarily due to the lack of separate turn lanes. Improvements will be required at this intersection regardless of the proposed

development. The construction of left turn lanes and related improvements will have to be pursued at this intersection. As part of this proposed development, plans have been developed to construct a new roadway connection to NYS Route 52 opposite Powder Mill Road to provide a standard four way intersection and separate left turn lanes will also be provided on the NYS Route 52 approaches. Meadow Avenue will be relocated and the existing traffic signal will be upgraded. The overall safety of the intersection will be improved. These improvements will have to be coordinated with the Town and the State Department of Transportation as part of the Highway Work Permit process.

3. A new access drive should be constructed opposite Fifth Avenue. This driveway should consist of two exiting and one wide entering lane and a traffic signal should be installed to control traffic movements. In addition, due to the significant through volumes along NYS Route 52, NYS Route 52 should be widened to provide a separate left turn lane northbound to accommodate traffic entering and exiting the site.

4. The existing traffic signals at the Exit 8, I-84 ramps will have to be upgraded and interconnected with the new signal at the Fifth Avenue and the proposed NYS Route 52 access. In addition, the I-84 westbound off ramp will have to be widened to include additional length on the right turn lane approaching the NYS Route 52 intersection.

5. At the intersection of Meadow Avenue and NYS Route 300, the traffic signal phasing will have to be upgraded to accommodate the expected turning movements.

6. The New York State Department of Transportation is currently completing improvements including the provision of separate turn lanes and upgraded signalization at the intersection of NYS Route 300 and NYS Route 32. These improvements will be required to accommodate future traffic volumes with or without the proposed development.

7. Associated with the construction of the site access and new signalization, the adjacent existing traffic signals along NYS Route 300 will have to be interconnected. These include the intersection of NYS Route 300 and Meadow Avenue/Meadow Hill Road, the existing Newburgh Mall north driveway and coordination with the planned new signalization of the I-84 exit ramps.

8. The Newburgh Commons Driveway connection to Union Avenue is projected to experience long delays for exiting vehicles under Future No-Build conditions. It is recommended that the intersection be monitored for potential signalization.

9. The intersection of NYS Route 52 and NYS Route 300 has been identified as an existing constrained intersection. Improvements will be required at this intersection regardless of the proposed development. A fair-share contribution towards these improvements should be undertaken in association with the project.

SECTION I

INTRODUCTION

A. PROJECT DESCRIPTION AND LOCATION (Figure No. 1)

The Marketplace at Newburgh is a proposed regional shopping center which is planned to be constructed on a site located on the north side of Interstate 84 east of NYS Route 300 (Union Avenue). The proposed development is expected to be approximately 850,000 square feet of Gross Leasable Area (GLA). The site will be served via an access connection to Union Avenue opposite the southerly driveway to the Newburgh Mall as well as a driveway connection to NYS Route 52/Meadow Avenue which will be constructed in coordination with improvements at the intersection. An additional access connection opposite Fifth Avenue is also proposed to NYS Route 52 north of the I-84 (Exit 8) interchange. The proposed development is expected to be completed in the next several years and for the purposes of analysis, a design year of 2008 has been utilized in this report.

B. SCOPE OF STUDY

This study has been prepared to evaluate the potential traffic impacts of the proposed Marketplace at Newburgh on the adjoining roadway network and where necessary recommend any roadway improvements which may be required in order to serve future traffic volumes.

In the course of completing this study, traffic counts and field inspections of the roadways in the vicinity of the site were conducted by representatives of John Collins Engineers, P.C. At the time of the field inspections, information was collected regarding existing roadway geometrics, traffic control and traffic flow characteristics. The traffic counts included both machine and manual traffic counts which were conducted during the weekday and Saturday Peak Hours. In addition, previous reports and other available information were also referenced. The locations evaluated were outlined in the Town of Newburgh Planning Board Scoping Document dated February 10, 2005 for the project.

Based on the results of the traffic surveys and comparisons of the counts with the other available data from the Town and New York State Department of Transportation (NYSDOT), the existing traffic volumes were established for the various driveways and adjacent intersections. The existing traffic volumes were then projected to the future design year of 2008 taking into account normal background traffic growth. In addition, there are several proposals for additional development in the area. The traffic expected to be generated by these other developments was also estimated and added to the Projected Traffic Volumes to obtain the 2008 No-Build Traffic Volumes. The traffic expected to be generated by the proposed Marketplace at Newburgh was then estimated based upon information published by the Institute of Transportation Engineers. This site generated traffic was then added to the roadway network and then combined with the 2008 No-Build Traffic Volumes in order to obtain the 2008 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then analyzed and compared to roadway capacities to determine current and future operating conditions. Where traffic problems were identified, recommendations for improvements were then made.

SECTION II

EXISTING ROADWAY AND TRAFFIC CONDITIONS

A. DESCRIPTION OF EXISTING ROADWAY NETWORK

As indicated previously the site is located on the east side of NYS Route 300 (Union Avenue) and driveway connections are proposed to this roadway and to NYS Route 52. A description of these roadways as well as other adjacent roadways follows:

1. Interstate 84 - is a major limited access highway located immediately south of the site. It runs in an east/west direction throughout Orange County. To the east, it provides access to Dutchess County via the Beacon/Newburgh Bridge and to the west it provides access to the western portions of Orange County and to Pennsylvania. In the vicinity of the site, the roadway consists of two lanes per direction and has a posted speed limit of 55 mph. There is an existing cloverleaf interchange (Exit 7) connecting I-84 with Union Avenue immediately south of the site which is being modified and upgraded by the New York State Thruway Authority. A diamond type interchange (Exit 8) connection with NYS State Route 52 is located to the east of the site.

2. NYS Route 300 (Union Avenue) - Is under the jurisdiction of the NYSDOT and this roadway consists of five lanes in the vicinity of the site. It has signalized intersections with the Newburgh Mall North Drive and Meadow Hill Road/Meadow Avenue north of the site and with NYS Route 17K south of the site. Continuing north of Meadow Hill Road, Union Avenue narrows to a three lane roadway approaching the intersection with NYS Route 52. North of NYS Route 52, the roadway consists of

one lane in each direction. At the intersection with NYS Route 32, the NYSDOT is currently in the process of upgrading the intersection to include separate turn lanes and upgraded signalization.

3. <u>Meadow Avenue</u> - is a two lane Town roadway which originates at a signalized intersection with NYS Route 52 and Powder Mill Road. It continues in westerly direction and intersects with Union Avenue at a signalized intersection opposite Meadow Hill Road. The roadway continues in a westerly direction providing access to the Newburgh Mall and the Stop and Shop Shopping Center. It continues west, crosses I-87 and provides access to other residential areas of the Town.

4. <u>NYS Route 52</u> - is a two lane roadway which runs in a generally northwest/southeast direction in the area. It has a signalized interchange connection with the ramps to I-84 (Exit 8) which are signalized intersections with separate left turn lanes. The roadway continues in a northwesterly direction intersecting with Powder Mill Road/Meadow Avenue as well as NYS Route 300. The roadway continues through the Town of Newburgh and into the Town Montgomery.

5. <u>NYS Route 17K</u> - is a major state arterial roadway which runs in generally east/west direction paralleling Interstate 84 in this area. The roadway originates in the City of Newburgh and in the vicinity of the site, the roadway consists of a five-lane cross section. The roadway has signalized intersections with D'Alfonso Road, NYS Thruway ramp/Unity Place as well as with NYS Route 300 (Union Avenue). West of NYS Route 300, the roadway becomes a generally two-lane road continuing in a westerly direction and intersecting with I-84 at a signalized diamond interchange. The roadway continues west into the Town of Montgomery.

B. 2004 EXISTING TRAFFIC VOLUMES (Figures No. 2 and 3)

All available information regarding existing traffic volumes and roadway conditions in the vicinity of the site was collected from the NYSDOT and from the Town of Newburgh. In addition, representatives of John Collins Engineers, P.C. conducted field surveys during several months during 2004. At the time of these surveys, turning movement counts were collected during peak periods on Weekdays and Saturdays at the following locations as specified in the Town of Newburgh Scoping Document.

1. NYS Route 300 (Union Avenue) and NYS Route 52
2. NYS Route 300 and Meadow Hill Road/Meadow Avenue
3. NYS Route 300 and Newburgh Commons Driveway
4. NYS Route 300 and Newburgh Mall Northerly Driveway
5. NYS Route 300 and Newburgh Mall Southerly Driveway/Proposed Site Access
6. NYS Route 52 and Meadow Avenue/Powder Mill Road/Proposed Site Access
7. NYS Route 52 and Fifth Avenue/Proposed Site Access
8. NYS Route 52 and I-84 Eastbound on/off Ramps
9. NYS Route 52 and I-84 Westbound on/off Ramps
10. NYS Route 300 and I-84 Exit 7 Ramps
11. NYS Route 300 and Thruway (Exit 17) Ramps
12. NYS Route 300 and NYS Route 17K
13. NYS Route 300 and NYS Route 32

Based upon a review of the traffic counts collected as well as the traffic generating characteristics of the proposed retail facility, the following peak hours were determined to be critical with respect to the traffic analysis.

Peak PM Highway Hour -- 4:30 PM - 5:30 PM

Peak Saturday Hour -- 12:30 PM - 1:30 PM

The counted traffic movements were summarized for each of the peak hours and compared with other previously collected data for the area to establish the existing traffic volumes. Figures No. 2 and 3 contained in Appendix "A" of this report summarize the 2004 Existing Traffic Volumes for the Weekday Peak PM and Saturday Peak Hours, respectively. Note that additional seasonal traffic count data were also collected at key locations during December 2004. A discussion of these conditions is presented in Section III-G.

C. DESCRIPTION OF CAPACITY ANALYSIS PROCEDURES

In order to determine existing and future traffic operating conditions at the study area intersections, it was necessary to perform capacity analyses. The following is a brief description of the analysis method utilized in this report:

o Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedure described in the 2000 Highway Capacity Manual, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

- o Unsignalized Intersection Capacity Analysis

  The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the 2000 Highway Capacity Manual. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "D" of this report.

D. ANALYSIS OF EXISTING TRAFFIC CONDITIONS (Table No. 1)

Capacity analyses were conducted for each of the above locations utilizing the 2004 Existing Traffic Volumes for the Weekday and Saturday Peak Hours. Utilizing the above criteria, Table No. 1 of Appendix "B" summarizes the resulting peak hour Levels of Service. Copies of the capacity analyses worksheets are contained in Appendix "C" of this report. The computer printouts provided in this appendix also indicate the type of traffic control present, the number of lanes provided and the corresponding lane widths at the intersections.

E. ACCIDENT DATA (Table A)

All available accident data for the area roadways was collected from the New York State Department of Transportation for the latest three-year period. Copies of the accident data are contained in the Appendix E of this document. Table A provides a summary of the accidents by location, type, weather conditions, number of vehicles involved and other important contributing factors.

SECTION III

ANALYSIS OF FUTURE TRAFFIC CONDITIONS

A. METHODOLOGY OF ANALYSIS

In the course of completing this study, traffic volumes on the roadways surrounding the site were counted and compared to other available count data to determine the 2004 Existing Traffic Volumes for each of the peak hours. These volumes were then analyzed to determine existing operating conditions at the key intersections adjacent to the site.

The Existing Traffic Volumes were then projected to the 2008 Design Year, using an appropriate growth factor to take into account normal traffic growth in the area. This resulted in the 2008 Projected Traffic Volumes. Traffic from other developments proposed in the area were estimated and added to the projected Traffic Volumes. This resulted in the 2008 No-Build Traffic Volumes. The capacity analyses were recomputed with these volumes to determine the Levels of Service under the 2008 No-Build Condition.

Estimates of the traffic expected to be generated by the proposed Marketplace at Newburgh were then made and added to the 2008 No-Build Traffic Volumes to obtain the 2008 Build Traffic Volumes. The capacity analyses were then recomputed to determine the Levels of Service under the 2008 Build Condition. Recommendations for improvements were then made based on the results of the analyses.

B. 2008 NO-BUILD TRAFFIC VOLUMES (Figures No. 4 and 5)

In order to account for an increase in traffic due to normal background traffic growth in the area, the 2004 Existing Traffic Volumes were increased by a factor of 1.5% per year to the 2008 Design Year resulting in the 2008 Projected External Traffic Volumes. The other developments considered as part of the No-Build conditions included the following:

- Target Store
- Proposed Holiday Inn
- Proposed Commercial development at the southeast corner of Route 17K/Route 300
- Britain Commons
- Walmart Expansion
- Hess Mart

The resulting 2008 No-Build Traffic Volumes are shown on Figures No. 4 and 5. These figures are located in Appendix "A" of this report.

C. SITE GENERATED TRAFFIC VOLUMES (Table No. 2)

In order to estimate the anticipated amount of traffic to be generated by the proposed shopping facility during peak hours, information published by the Institute of Transportation Engineers (ITE) as contained in their publication entitled, "Trip Generation", 7th Edition, November 2003 was utilized. It should also be noted that with respect to the adjacent roadways, the ITE data indicates that a major portion of the trips generated by such a facility are attracted from the existing traffic stream and therefore, are not considered new trips to the roadway network but are classified as "pass-by trips" or trips which are diverted from the existing traffic stream. Based on the ITE data for this size shopping center between 25% and 35% of these trips can be expected to already be on the roadway network. For the purpose of this report, a 25% pass-by credit has been used which is considered somewhat conservative. This trip credit is also reflected in Table No. 2.

D. ARRIVAL/DEPARTURE DISTRIBUTIONS (Figures No. 6 and 7)

Based on the results of the traffic counts conducted at the existing Newburgh Mall driveways and a review of the other existing traffic volumes on the area roadway and other pertinent population data, the expected arrival/departure distributions were identified. Figure No. 6 shows the anticipated arrival distribution and Figure No. 7 shows the departure distribution for the trips to and from the proposed shopping center.

E. <u>2008 BUILD TRAFFIC VOLUMES</u> (Figures No. 8, 9, 10 and 11)

The additional site generated traffic volumes expected to be generated by the proposed retail facility were assigned to the roadway network utilizing the above mentioned distributions. Figures No. 8 and 9 contained in Appendix "A" show the site generated traffic volumes. These volumes were combined with the 2008 No-Build Traffic Volumes to obtain the 2008 Build Traffic Volumes. Figures No. 10 and 11 show the 2008 Build Traffic Volumes for the PM and Saturday Peak Hours, respectively.

F. <u>2008 FUTURE BUILD TRAFFIC ANALYSIS</u> (Table No. 1)

A capacity analysis was conducted for each of the site driveways as well as the adjacent intersections utilizing the 2008 No-Build and 2008 Build Traffic Volumes in order to determine future Levels of Service under the 2008 No-Build and Build Conditions. Table No. 1 summarizes the resulting peak hour Levels of Service. Copies of the capacity analysis worksheets are contained in Appendix "C" of this report. The following is a brief description of each of the intersections analyzed and the results of the capacity analysis and any corresponding recommended improvements:

5 ~~1.~~ <u>NYS Route 52 and NYS Route 300</u>

NYS Route 52 intersects with NYS Route 300 at a full movement signalized intersection. The Route 300 approaches have separate left turn lanes and a single through lane. The Route 52 approaches consist of one through lane and a shoulder/right turn lane. Under current conditions, this intersection experiences peak hour delays.

The Town has identified this intersection as needed improvements to accommodate future traffic volumes. It is expected that the Marketplace at Newburgh will participate on a "fair-share" basis for the improvements at this intersection.

4 ~~2.~~ NYS Route 300 and Meadow Hill Road/Meadow Avenue

Meadow Hill Road aligns opposite Meadow Avenue at a signalized intersection with Route 300 (Union Avenue). The Meadow Hill Road and Meadow Avenue approach both consists of a separate left turn lane and a shared through/right turn lane. The Route 300 approaches to the intersection consists of three lanes in the form of a separate left turn lane, exclusive through lane and a shared through/right turn lane.

The capacity analysis conducted at this location under the 2008 No-Build Traffic Volumes indicate that an overall Level of Service "D" will be experienced during both the Peak PM and Peak Saturday Hours. The analysis recomputed utilizing the 2008 Build Traffic Volumes at this intersection indicate an overall Level of Service "D" will be maintained for both peak hours. The existing traffic signal will have to be upgraded and coordinated with the other adjacent signals along Union Avenue.

7, ~~3.~~ NYS Route 300 and Newburgh Commons Driveway (Auto Zone)

The Newburgh Commons Driveway intersects with NYS Route 300 at a "stop" sign controlled "T" type intersection. The driveway approach consists of two exiting lanes. NYS Route 300 consists of two lanes per direction plus a center left turn lane. The capacity analysis conducted at the intersection indicates long delays for traffic exiting the driveway under the 2008 No-Build Conditions. A traffic signal will be required to improve this. The intersection was reanalyzed with the installation of an actuated traffic signal interconnected with the adjacent signals on NYS Route 300. The analysis was recomputed utilizing the 2008 No-Build and Build conditions traffic volumes. A review of the analysis indicates that with signalization, an overall Level of Service "C" or better will be obtained.

2 4. North Newburgh Mall Driveway and NYS Route 300

Currently the North Mall driveway is a signalized intersection with NYS Route 300 and provides two lanes entering and two lanes exiting the mall. NYS Route 300 along this vicinity consists of two lanes in each direction with a center shared turning lane for both northbound and southbound left turns. The capacity analysis conducted at this intersection utilizing the future No-Build and Build Traffic Volumes indicates that with the signal coordination, this intersection will operate at an acceptable Level of Service "D" or better during peak periods.

1 5. Proposed Site Access/South Newburgh Mall Driveway and NYS Route 300

NYS Route 300 at its approach to this intersection consists of two travel lanes in each direction with a center shared turning lane permitting left turns into the Newburgh Mall driveway. The Newburgh Mall South Driveway approach to the intersection consists of a one lane approach channelized to permit right turns exiting only. This driveway also allows entering traffic from both the northbound and southbound approaches to the intersection. The posted speed limit in this vicinity is 45 mph.

In association with the construction of the Marketplace at Newburgh, a new access roadway will be constructed opposite the existing Newburgh Mall driveway. The new roadway will be a boulevard type roadway and will consist of multiple lanes with the exiting approach (westbound approach) to be constructed as a double left turn lane, one through lane and a separate right turn lane. Separate right turn lanes should also be provided on NYS Route 300. A review of the traffic signal warrants indicates that signalization will also be required in association with the new driveway. Therefore, a multi-phase actuated traffic signal will be installed at the intersection. This signal will also have to be coordinated with the proposed signal at the I-84 ramp connections to

NYS Route 300 as well as the other existing signals north of this location.

Capacity analysis conducted utilizing the 2008 Build Traffic Volumes for this intersection indicates that with the improvements an overall Level of Service "D" would be experienced for both the Peak PM and Peak Saturday Hours.

6 . 6. NYS Route 52 and Meadow Avenue/Powder Mill Road

This existing four-way intersection is currently controlled by a traffic signal. All approaches consist of one lane and during peak hours the intersection experiences delays due to the lack of separate left turn lanes. These delays will increase in the future with certain movements operating at Levels of Service "E" and "F" under future No-Build conditions. Improvements to this intersection will be required to serve future traffic volumes. The provision of a separate left lane on NYS Route 52 and reconstruction of the intersection has been considered under the future Build conditions. The improvements proposed also call for the provision of a new access drive along with this reconstruction (See Access Plan). The analysis was recomputed utilizing the future Build traffic volumes with improvements. A review of these analyses indicates that acceptable Levels of Service will be experienced.

7 . 7. NYS Route 52 and Fifth Avenue/Proposed Site Access

Fifth Avenue currently intersects with NYS Route 52 north of the I-84 interchange at a "stop" sign controlled "T" type intersection. The NYS Route 52 southbound approach consists of one lane as does the Fifth Avenue approach. The northbound approach includes a through lane and a shoulder right turn lane. The capacity analysis conducted utilizing the Existing traffic volumes indicates that traffic exiting Fifth Avenue currently operates at Levels of Service "E" and "F" during peak periods. These delays are expected to increase under future No-Build conditions.

With the construction of the proposed access connection aligning opposite Fifth Avenue, a four-way intersection will result. In order to accommodate the traffic movements at the intersection additional widening on Route 52 to provide separate left turn lanes on both the northbound and southbound approaches as well as a separate right turn lane on the northbound will be required. This is identified on the plan contained in Appendix "A". The capacity analysis conducted at this intersection indicates that the installation of a traffic signal will also be required. The signal will have to be interconnected with the adjacent signals at the I-84 Exit 8 ramps. With these improvements an overall Level of Service "C" or better will be obtained during peak hours.

8 & 9. <u>NYS Route 52 and I-84 Exit 8 Ramps</u>

NYS Route 52 intersects with I-84 at a diamond interchange. NYS Route 52 approaches consists of one through lane and a separate left turn lane while the off ramp approaches consists of a separate left and separate right lane. The traffic is controlled by a multi-phase traffic signal. The capacity analysis conducted at this intersection indicates that during the peak hours the interchange ramps currently operate at a Level of Service "C" or better. The intersections were reanalyzed utilizing the future No-Build traffic volumes. A review of these analyses indicates a Level of Service "D" or better will be maintained. The intersection was reanalyzed utilizing the future Build traffic volumes. A review of these analyses indicates that the westbound off ramp will have to be widened to increase the right turn lane length, the southbound approach will have to be widened to provide a full right turn lane. The traffic signals will need to be upgraded and interconnected with the signal proposed at the Fifth Avenue intersection to maintain an overall Level of Service "D" during peak hours.

11 & 12 ~~10~~. Union Avenue and I-84 On/Off Ramps (Exit 7)

The eastbound on/off ramp connection to Union Avenue consists of a signalized intersection which accommodates left turns southbound on Union Avenue and eastbound I-84. This intersection consists of two through lanes in each direction plus a separate left turn lane. Right turns from the ramps are channelized. Traffic is controlled by a multi-phase actuated traffic signal. The capacity analysis conducted at this intersection utilizing the Existing traffic volumes indicates a Level of Service "C" or better during peak periods. The intersection was reanalyzed utilizing the future No-Build and Build traffic volumes. A review of these analyses indicates that a Level of Service "D" or better will be obtained.

The I-84 westbound on/off ramps are currently channelized ramps connecting to Union Avenue. This section of Union Avenue consists of two lanes per direction plus a separate left turn lane. The Thruway Authority has plans to reconstruct the ramps and install signalization. The intersection was analyzed utilizing the future No-Build and Build traffic volumes. A review of the analysis indicates that a Level of Service "D" or better will be maintained at the intersection under future conditions.

15. ~~11~~. NYS Route 17K/NYS Route 300 and I-87 On/Off Ramp/Unity Place

NYS Route 17K intersects with the I-87 off ramp and Unity Place at a signalized full movement intersection. The NYS Route 17K approach consist of two lanes in each direction plus separate left turn lane and a channelized right turn westbound onto the ramp. The off ramp approach consists of two lanes while Unity Place has a multi-lane approach. Capacity analysis conducted at the intersection indicates that an overall Level of Service of "C" is currently experienced at this intersection. The intersection was reanalyzed to evaluate future No-Build and Build conditions. A review of this analysis indicates that with signal timing modifications, the intersection will maintain an overall Level of Service "C" or better during peak periods.

14, ~~12~~. <u>NYS Route 17K and NYS Route 300 (Union Avenue)</u>

Under current conditions NYS Route 17K intersects with Union Avenue at a signalized full movement intersection. The intersection was improved in association with the Lowe's Shopping Plaza. The improvements have provided dual left turn lanes on the northbound, eastbound and westbound approaches and maintaining two through lanes in each direction. A capacity analysis conducted at the intersection currently operates at an overall Level of Service "D" or better during peak periods. The analysis was recomputed utilizing the future No-Build and Build traffic volumes. A review of these analyses indicates that similar Levels of Service will be maintained at the intersection.

13. 13. <u>NYS Route 32 and NYS Route 300</u>

NYS Route 32 intersects with NYS Route 300 at a signalized four-way intersection. The current conditions this intersection experiences peak hour delays due to the lack of turning lanes. The New York State Department of Transportation is in the process of upgrading the intersection to include separate turn lanes as well as new signal installation. A copy of the NYSDOT improvement plan is contained in Appendix "F".

The capacity analysis conducted at the intersection utilizing the improved intersection with the No-Build and Build traffic volumes indicates that overall Levels of Service "C" or better will be experienced during the peak hours at this intersection.

G. <u>CONSIDERATION OF PEAK SEASONAL TRAFFIC CONDITIONS</u>

(Figures No. 2S and 3S, Tables No. 1S and 2S)

Certain select turning movement traffic counts and machine traffic counts were collected during the month of December 2003 to identify seasonal variations due to increased shopping activities and to supplement the traffic counts for typical times of the year. Appendix "F" contains copies of the machine traffic counts and a comparison of the counted traffic volumes at select intersections including the Newburgh Mall driveways are presented for the weekday and Saturday conditions on Figures No. 2S and 3S. Based upon a review of this information, while the entering and exiting driveway volumes show a seasonal increase and the overall intersection traffic volumes are only slightly higher than typical conditions.

In addition, based on information published by the Institute of Transportation Engineers, estimates of the peak season (Christmas season) trip generation estimates were computed for each of the peak hours (Table No. 1S). These traffic volumes were assigned to the roadway network following the procedures previously described in this report. These volumes were combined with the No-Build traffic volumes to obtain the Build traffic volumes for the peak season conditions. A separate capacity analysis was conducted at these intersections during the peak hours utilizing these traffic volumes (See Table No. 2S). As can be seen from a review of the analysis, with the increased volumes, the intersections will experience longer peak hour delays and a traffic management program will have to be implemented to accommodate the expected future traffic volumes during these time periods.

H. <u>OTHER TRAFFIC CONSIDERATIONS</u>

1. <u>Traffic Simulation Analysis</u> (Appendix "G")

   A SYNCHRO/SIM Traffic analysis was prepared for the Union Avenue corridor between the Thruway ramps and Meadow Avenue. This analysis was prepared to evaluate the signal system operation and to define the signal timings and coordination for the existing and proposed traffic signals. A similar analysis was undertaken for the NYS Route 52 corridor including the Exit 8 ramps, Fifth Avenue and Meadow Avenue intersections. Copies of the SYNCHRO printouts are contained in Appendix "G" of this document. It should be noted that the queue lengths at each of the intersections for each of the peak hours are also identified on these printouts with a summary presented in Table No. Q-1

2. Public Transportation

Public transportation bus service in the area is somewhat limited. The various routes are identified in Appendix "H". With the development of the Marketplace @ Newburgh, coordination with the Orange County Planning department will be undertaken to provide bus service and on-site bus stops to accommodate the patrons of the facility. These will be coordinated during the site plan approval process.

3. Internal Traffic Circulation and Signing

A detailed internal circulation/signing plan has been developed indicating the various on-site traffic control directional signing to distribute traffic onto the roadway network, including the various access routes to Interstate 84 and Interstate 87. In addition, at the major internal intersection where the NYS Route 52 and NYS Route 300 access drives intersect, an actuated traffic signal will be installed to control traffic movements at this intersection.

4. Development Phasing

With the construction of the proposed retail development, it is anticipated that portions of the development may be completed and opened prior to the entire development. Separate analyses have been undertaken to evaluate potential phasing. Based on the analysis, approximately 350,000s.f. of development could be accommodated via the single access connection to Route 300 and the implementation of the related intersection improvements. An additional 150,000 to 200,000 s.f. of additional development could be accommodated with the provision of the Route 52/Meadow Avenue access and its related improvements.

5. Consideration of Drury Lane Interchange

The New York State Department of Transportation has plans for the construction of a new interchange connection with I-84 at Drury Lane, which is located further west of the site. This new interchange will provide direct access to the Stewart Airport from I-84 and it is anticipated that there will be a reduction in traffic destined to the airport, which currently utilizes Route 300 south of the site. Based on traffic projections, it is anticipated that during the peak PM hours a volume reduction of approximately 5-10% can be expected once this new interchange is completed. The analysis contained herein does not take any credit for this reduction.

I. SUMMARY AND CONCLUSIONS

In summary, the proposed Marketplace at Newburgh will require the construction of access related improvements and upgrades to signalization in the area to accommodate the additional traffic volumes. However, with the implementation of the improvements outlined herein, acceptable Levels of Service will be experienced at the adjoining intersections.

Respectfully submitted,
JOHN COLLINS ENGINEERS, P.C.

Philip J. Grealy, Ph.D., P.E.

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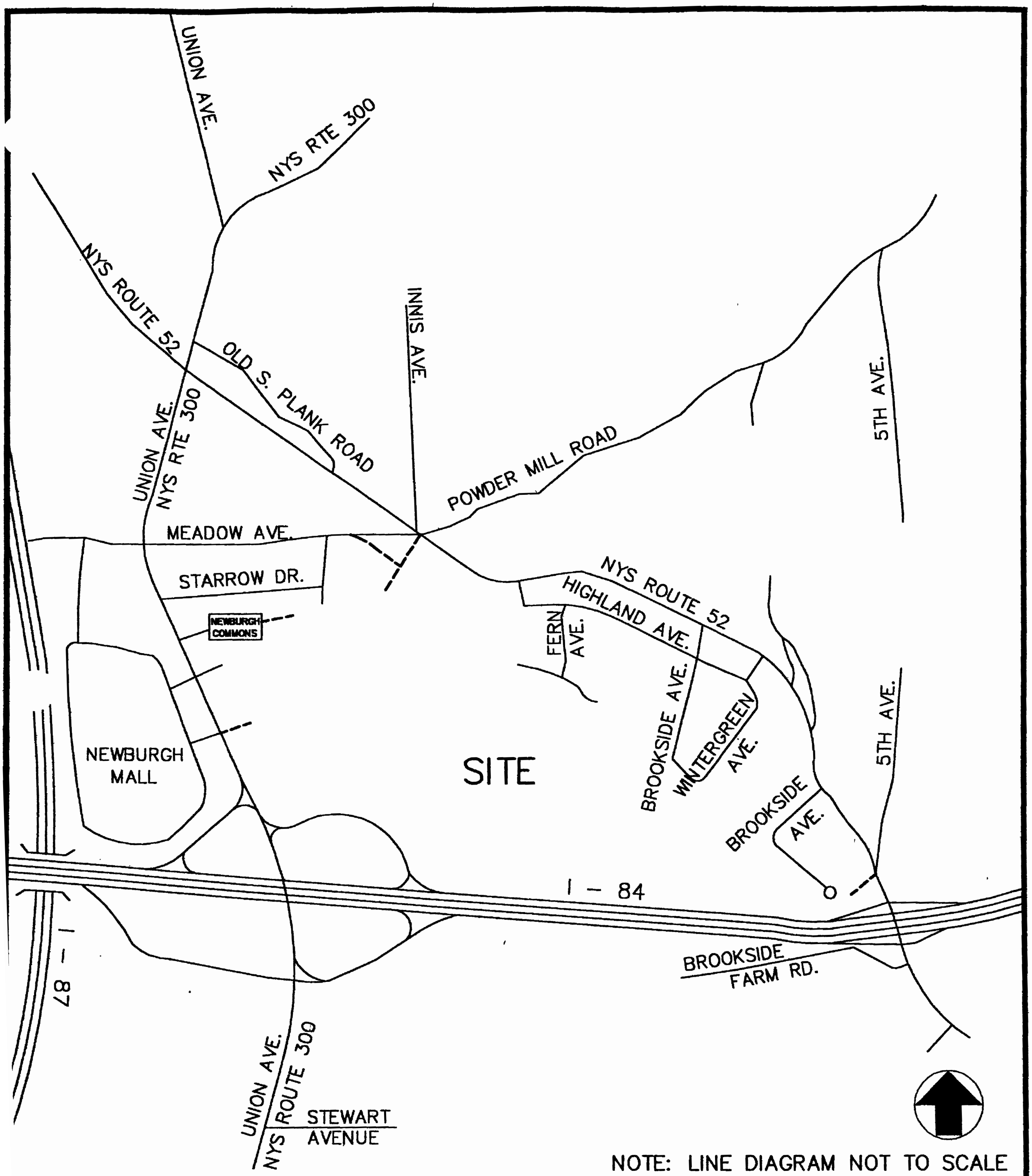


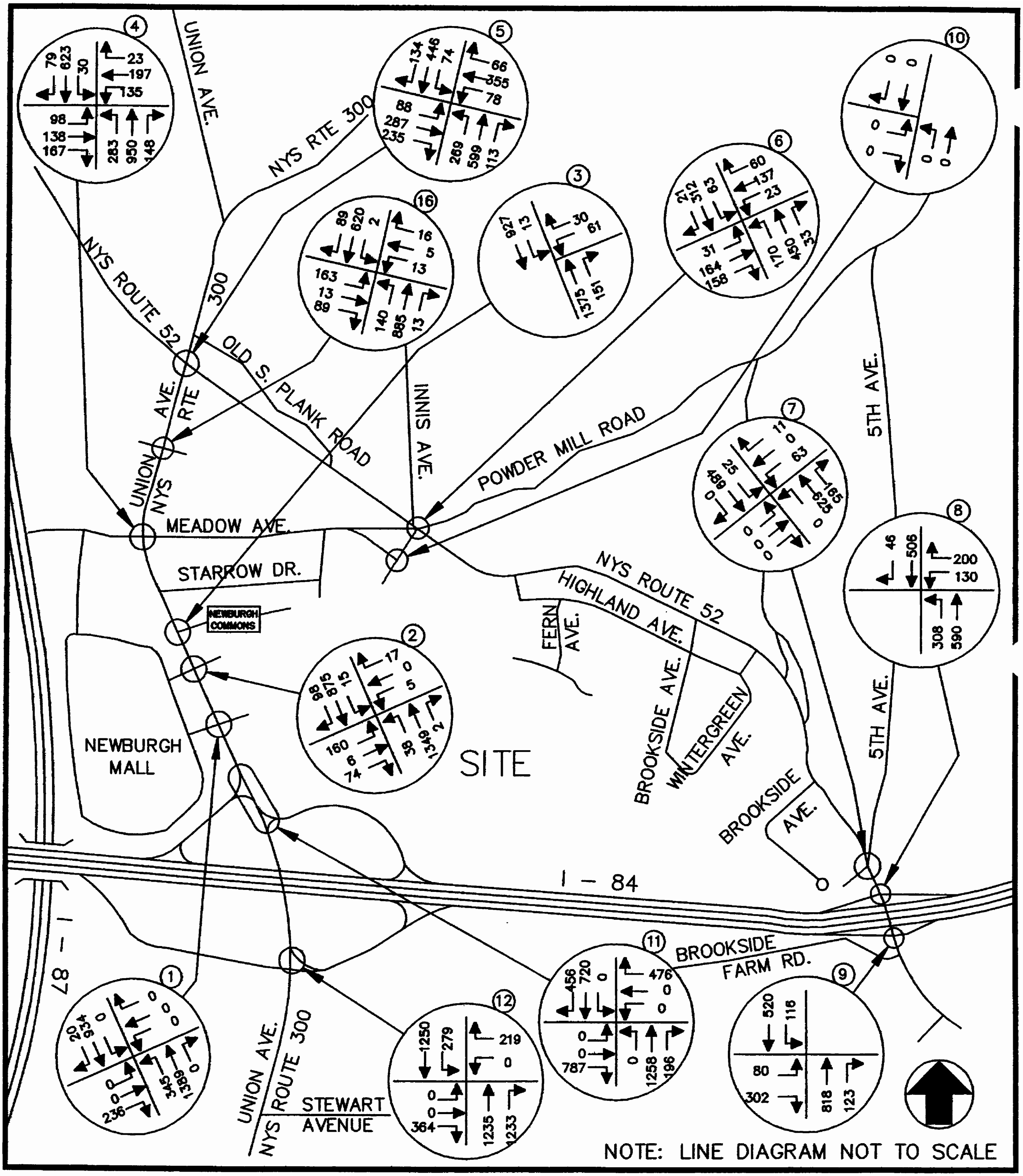
THE MARKET PLACE AT NEWBURGH

SITE LOCATION MAP

IE JRGH, NEW YORK

OHN COLLINS ENGINEERS, P.C.
AWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 1

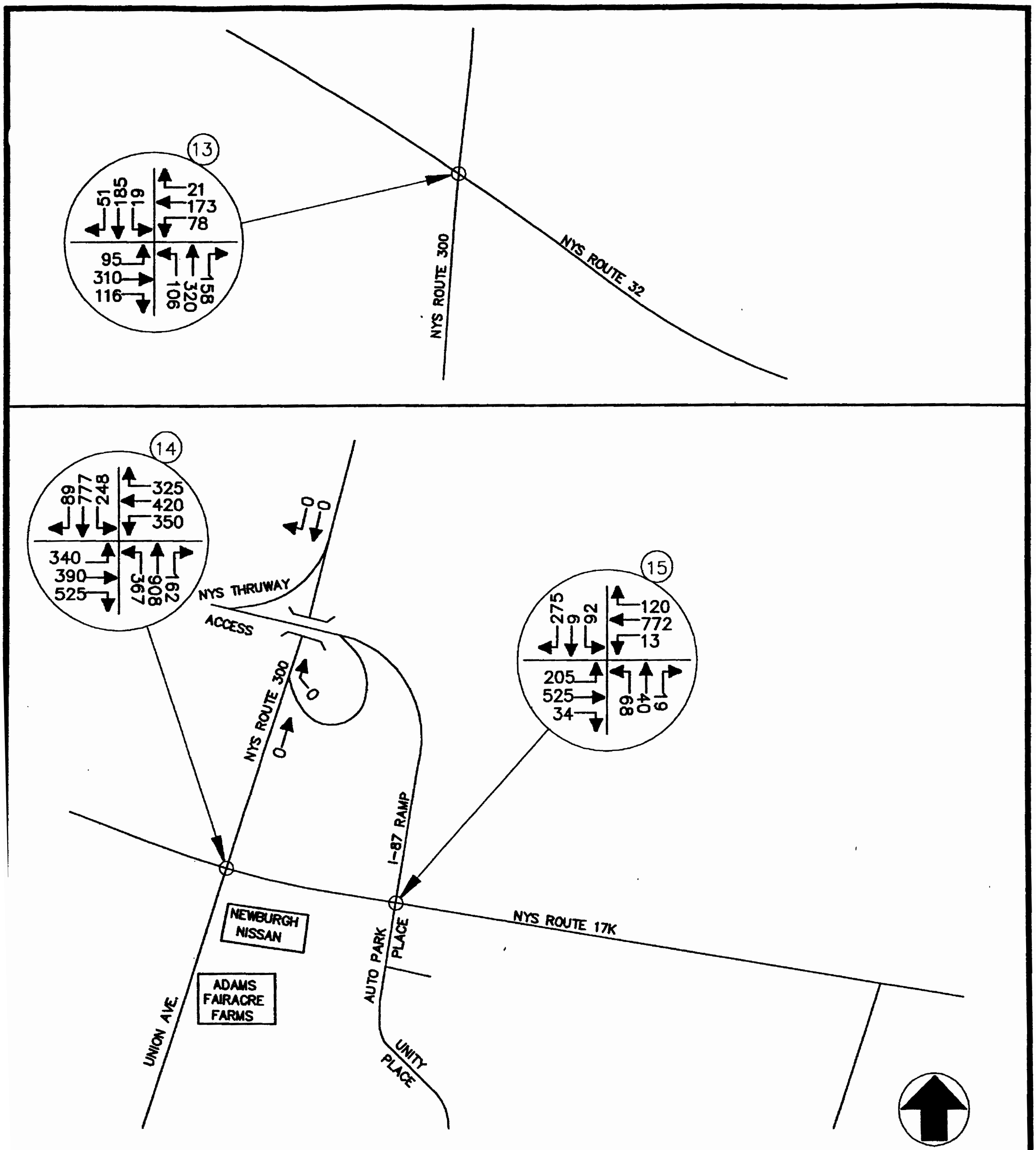


THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

2004 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(850,000 S.F.)

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 2



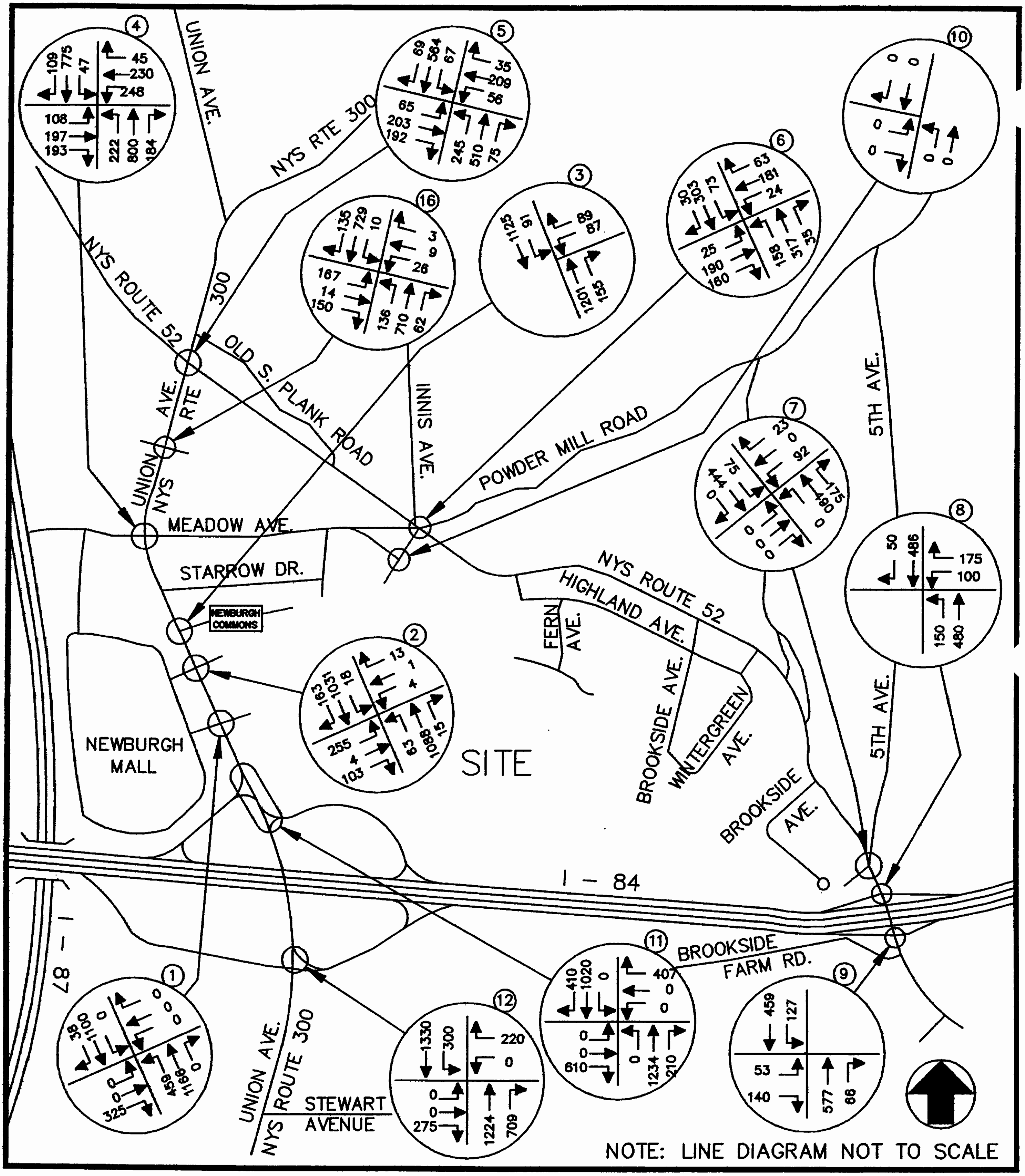
NOTE: LINE DIAGRAM NOT TO SCALE

THE MARKET PLACE AT NEWBURGH
IE' 3URGH, NY

OHN COLLINS ENGINEERS, P.C.
AWTHORNE , NEW YORK

2004 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(850,000 S.F.)

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 2A

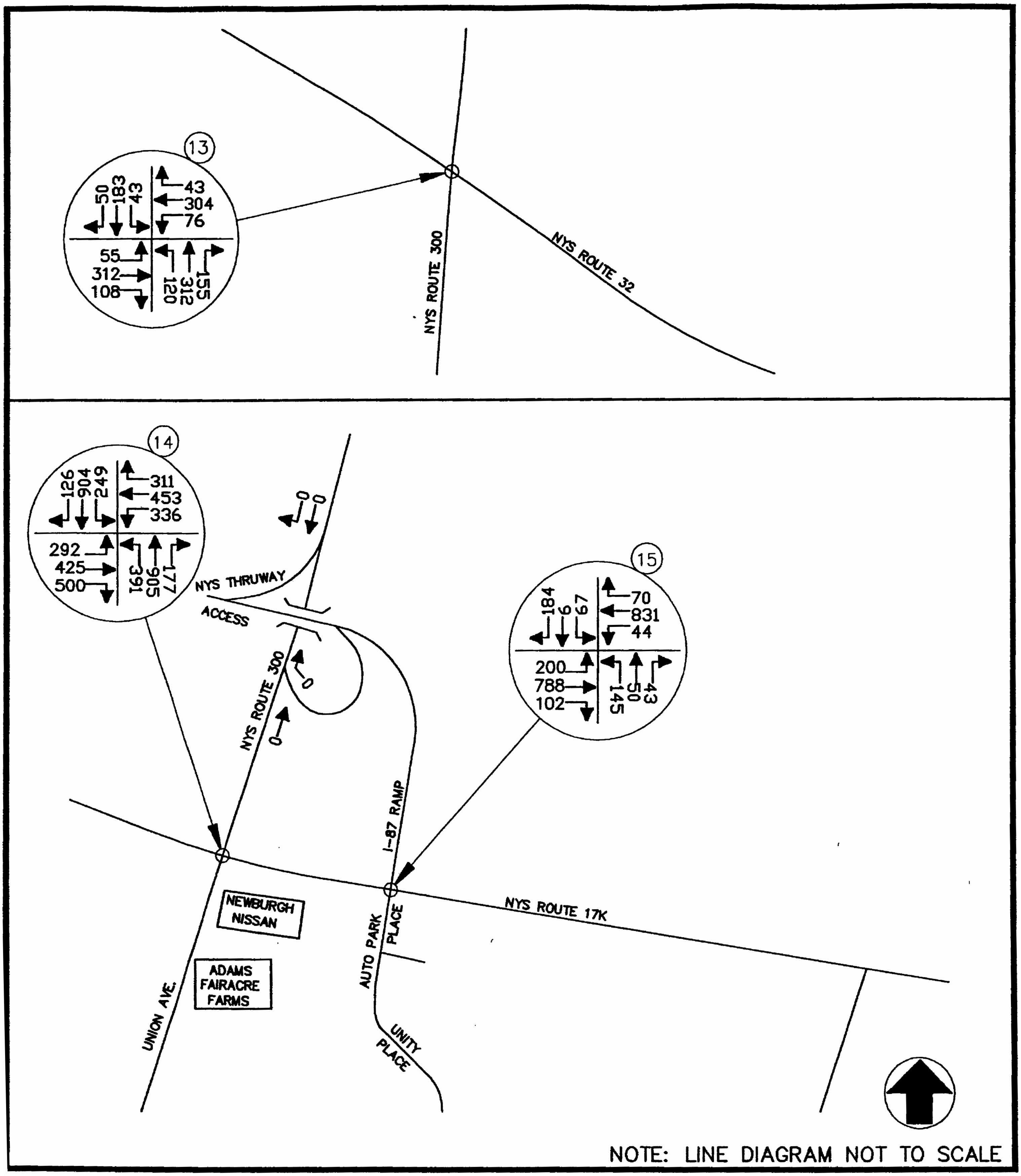


THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

2004 EXISTING TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(850,000 S.F.)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 3

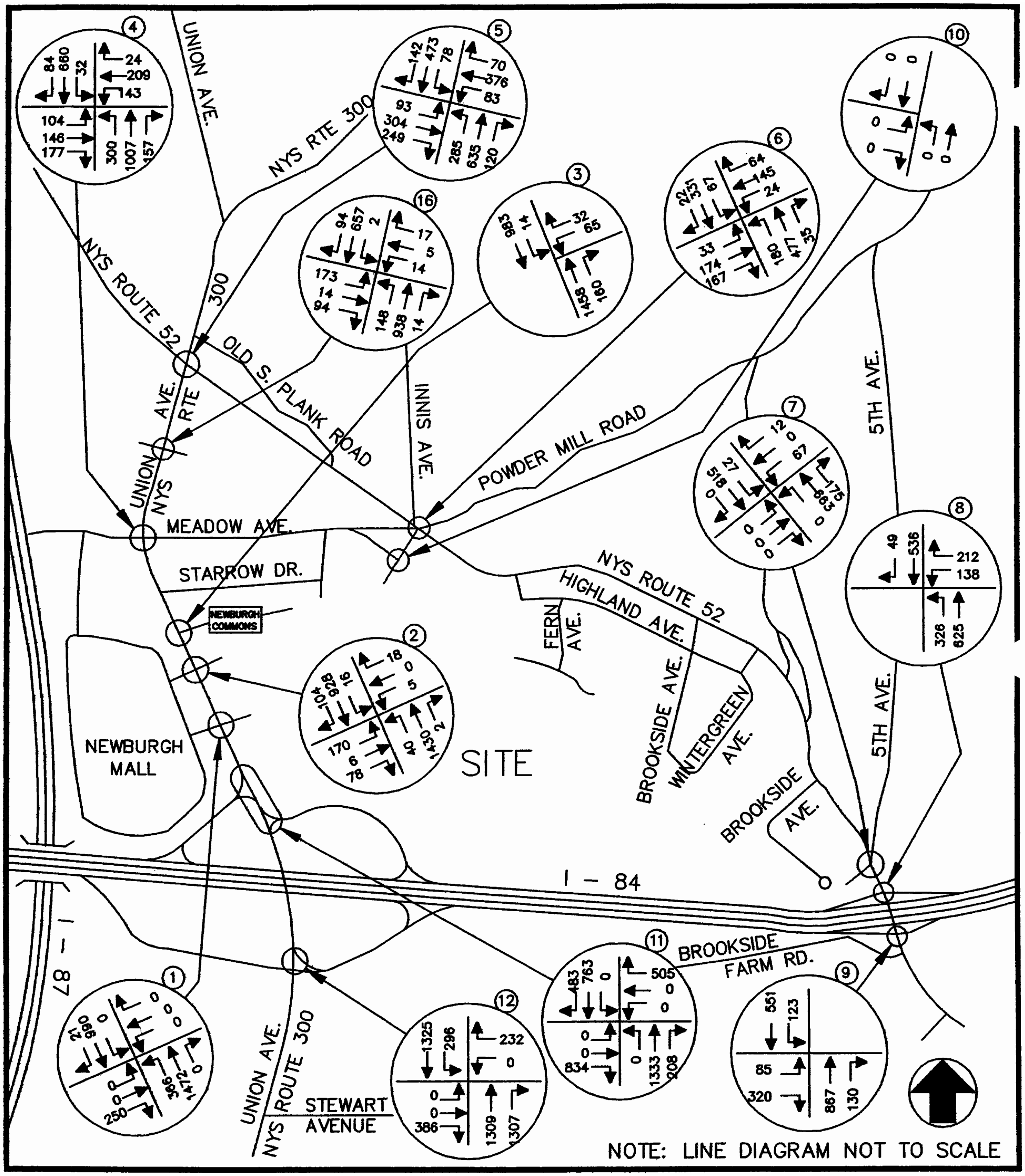


THE MARKET PLACE AT NEWBURGH
NEWBURGH, NY

2004 EXISTING TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(850,000 S.F.)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 3A

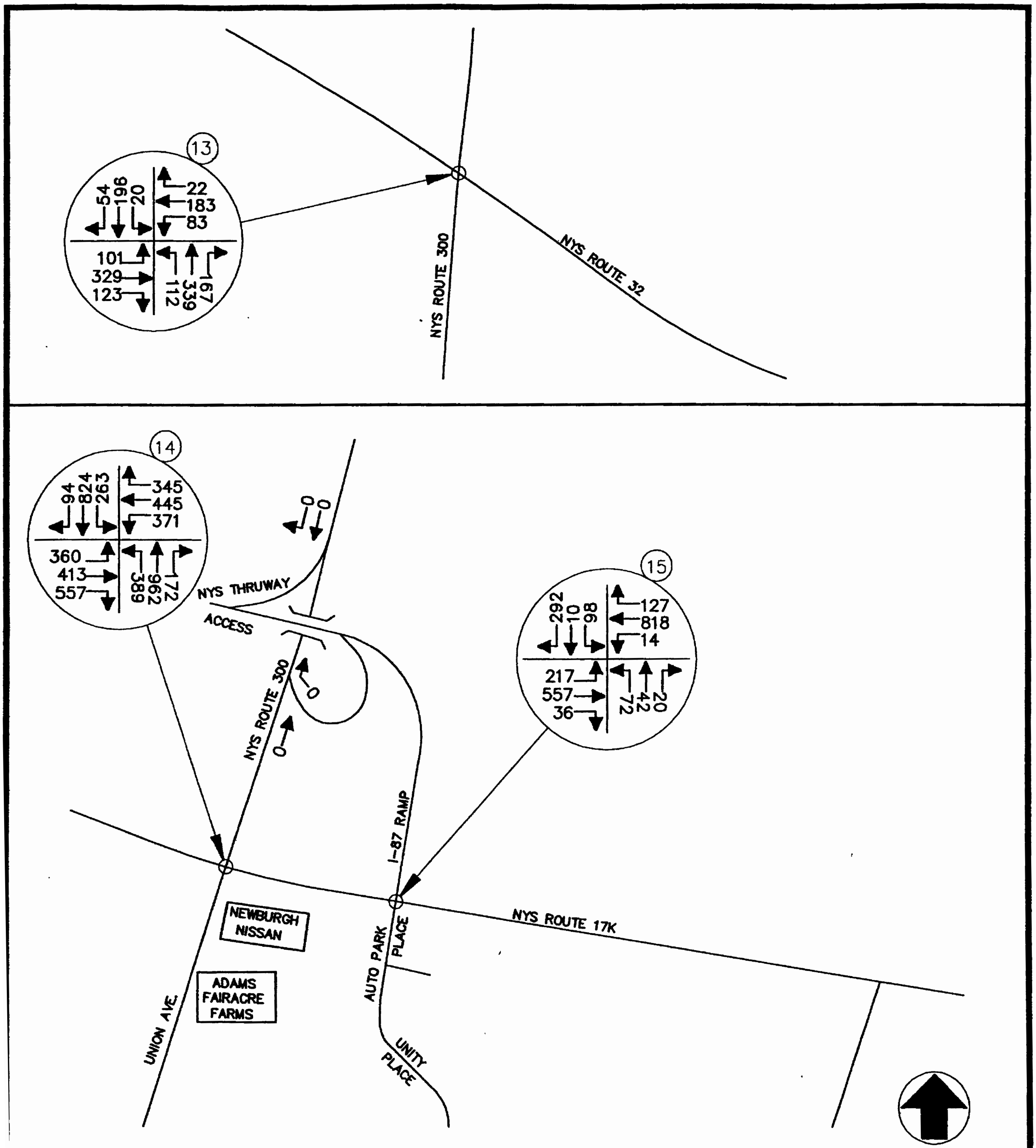


THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

2008 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(850,000 S.F.)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 4



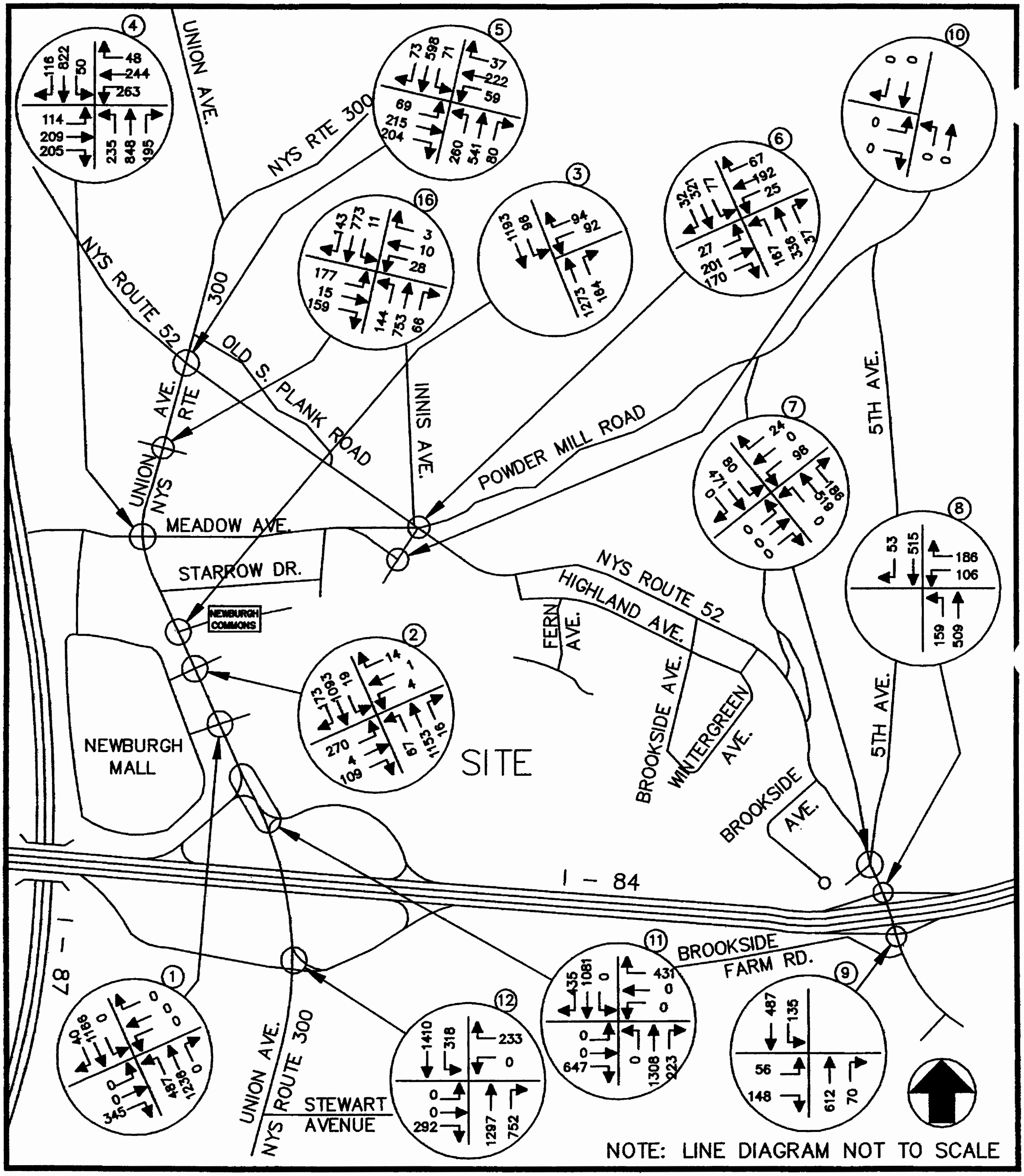
NOTE: LINE DIAGRAM NOT TO SCALE

THE MARKET PLACE AT NEWBURGH
N' 'BURGH, NY

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

2008 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(850,000 S.F.)

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 4A

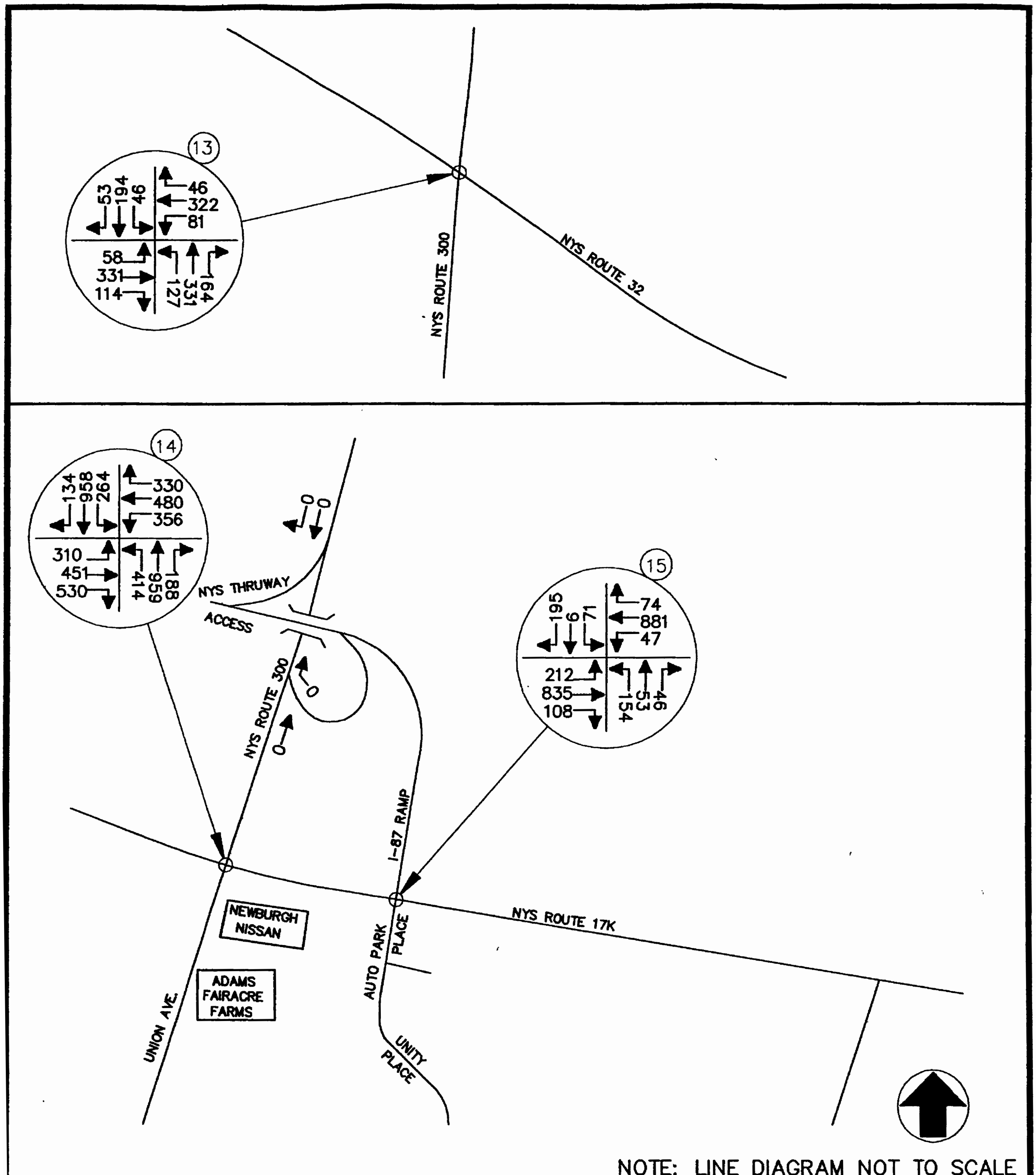


THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

2008 NO-BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(850,000 S.F.)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 5

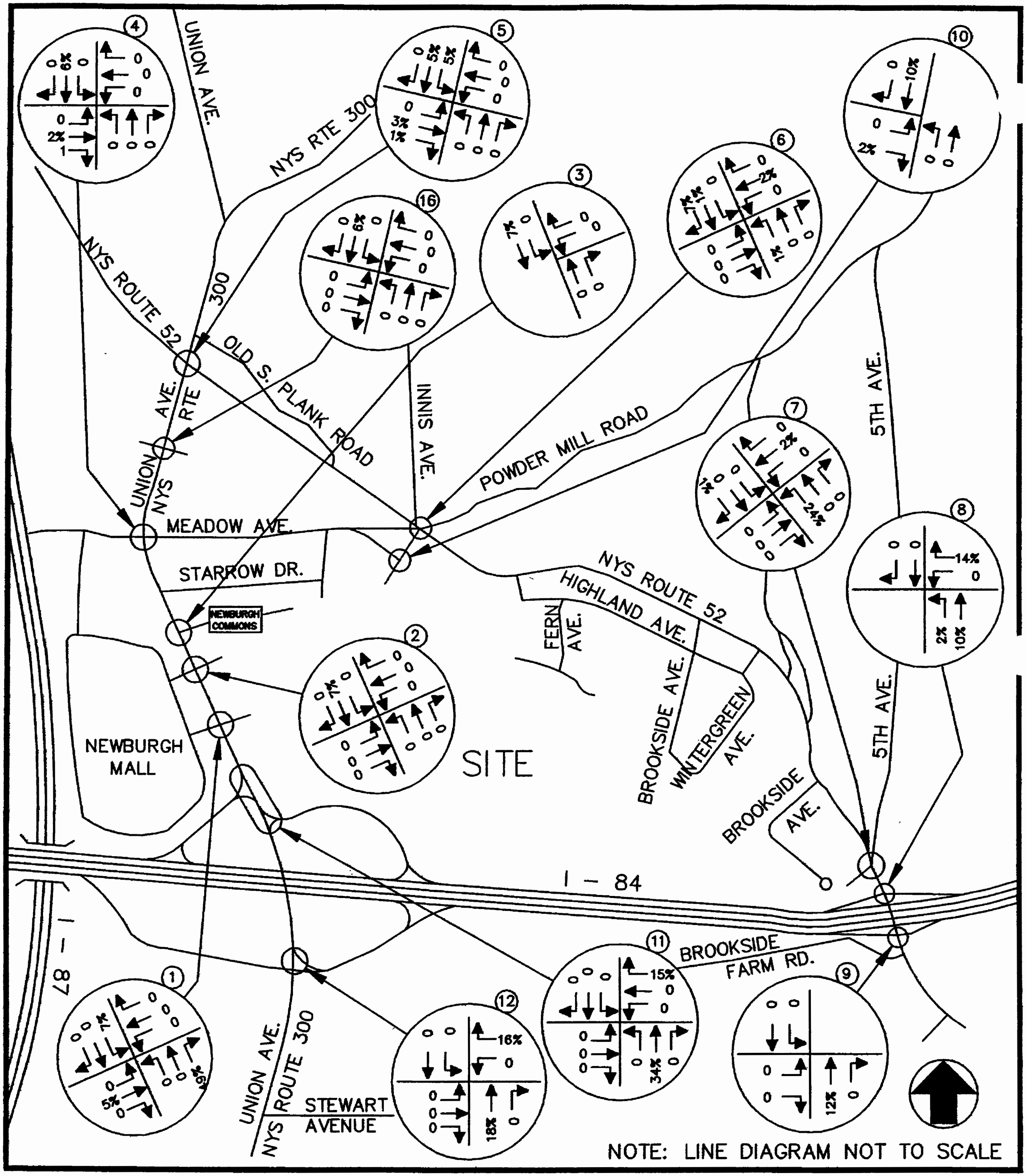


THE MARKET PLACE AT NEWBURGH
NE BURGH, NY

2008 NO-BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(850,000 S.F.)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 5A



THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

ARRIVAL DISTRIBUTION

(850,000 S.F.)

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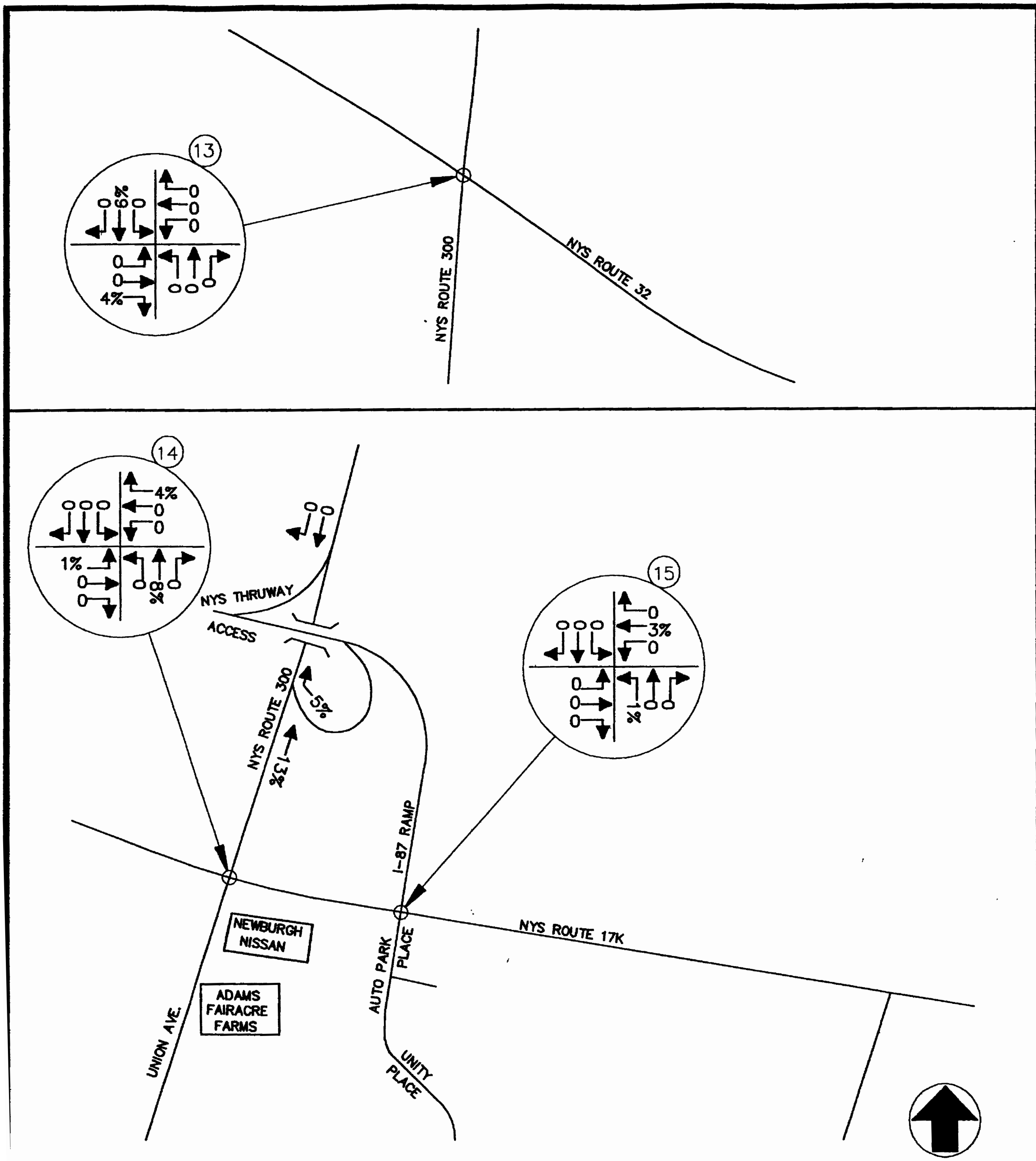
HAWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 6



NOTE: LINE DIAGRAM NOT TO SCALE

THE MARKET PLACE AT NEWBURGH
NE BURGH, NY

ARRIVAL DISTRIBUTION

(850,000 S.F.)

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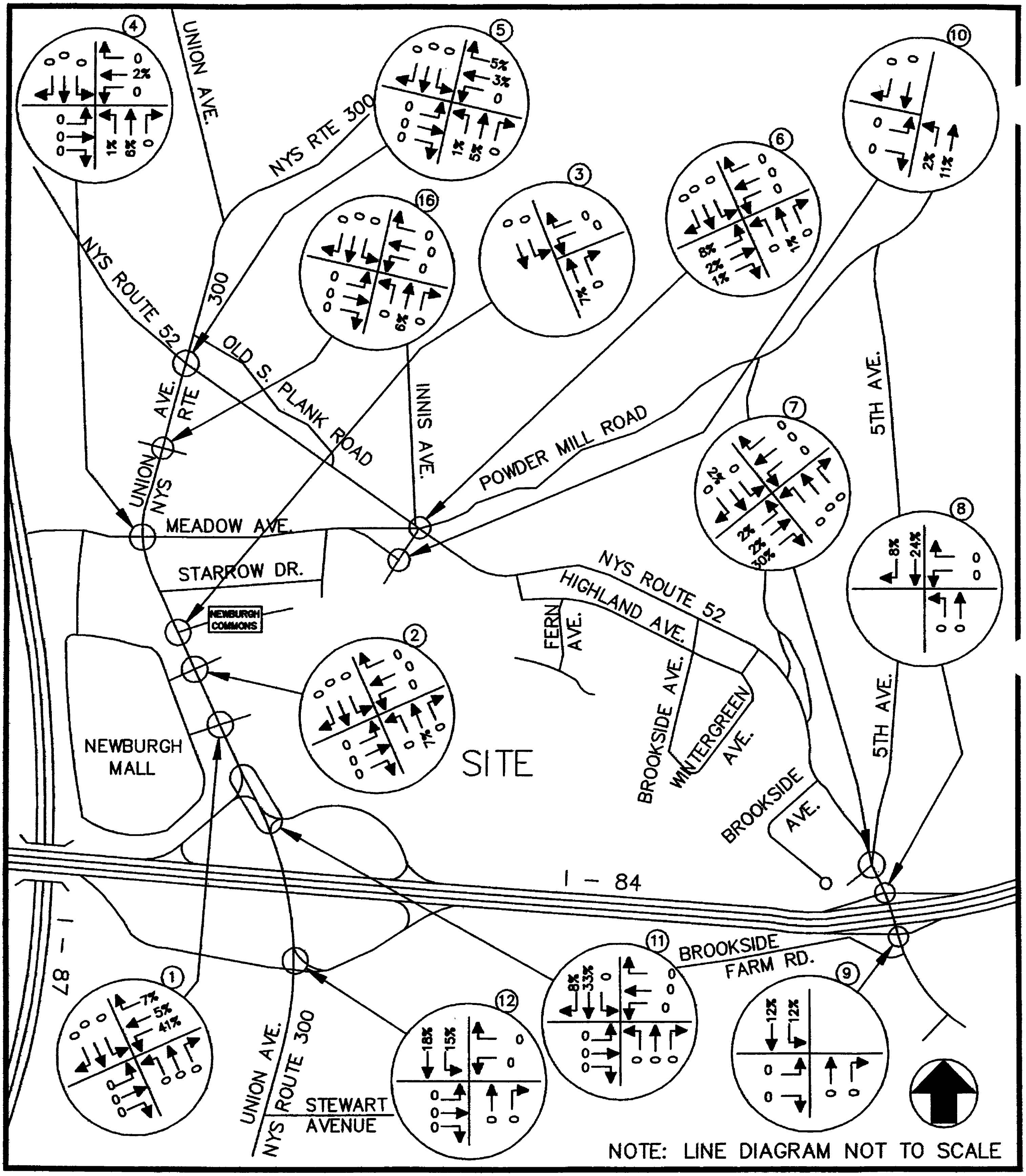
HAWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 6A



THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

DEPARTURE DISTRIBUTION

(850,000 S.F.)

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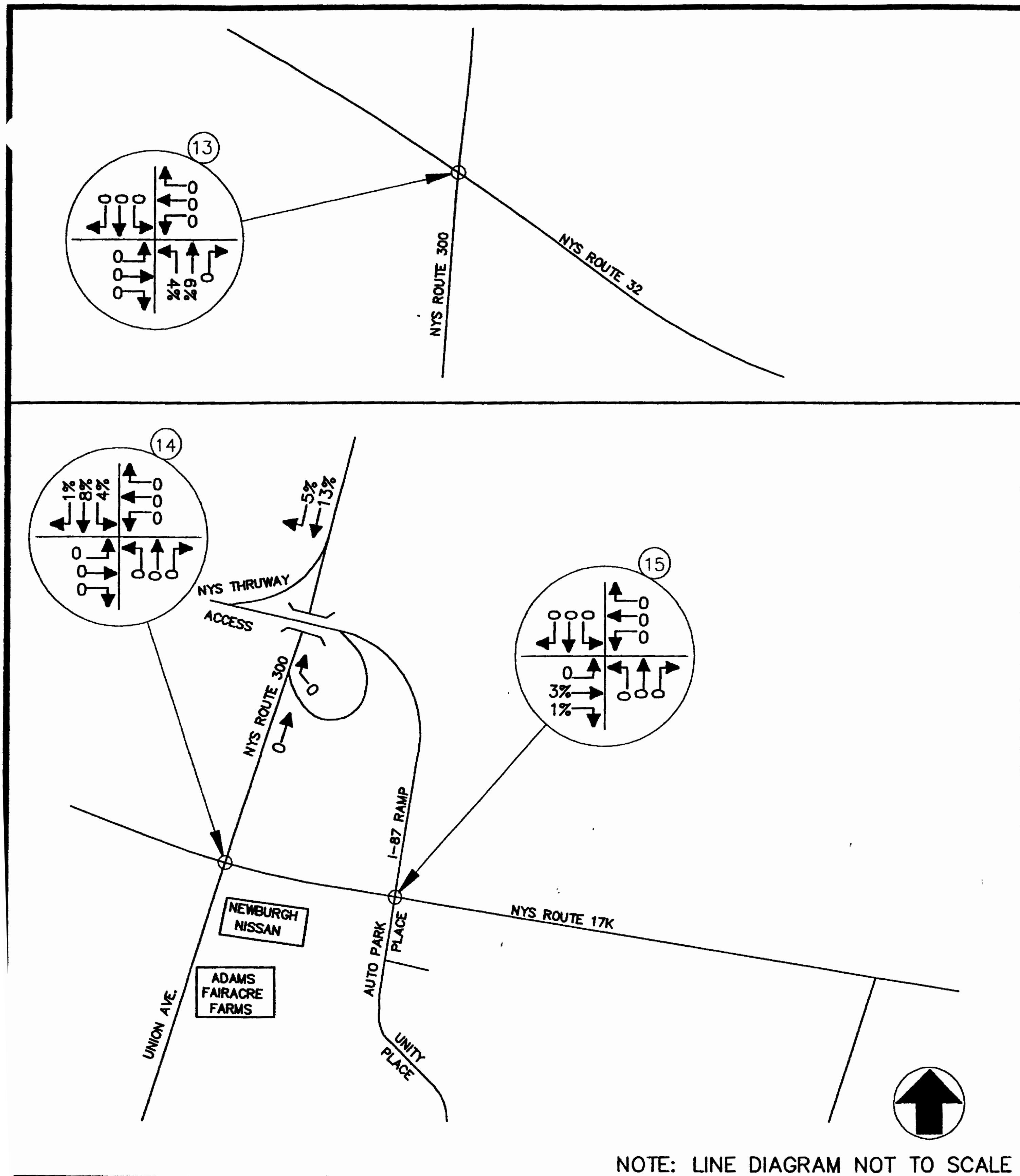
PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 7



THE MARKET PLACE AT NEWBURGH
NE' BURGH, NY

DEPARTURE DISTRIBUTION

(850,000 S.F.)

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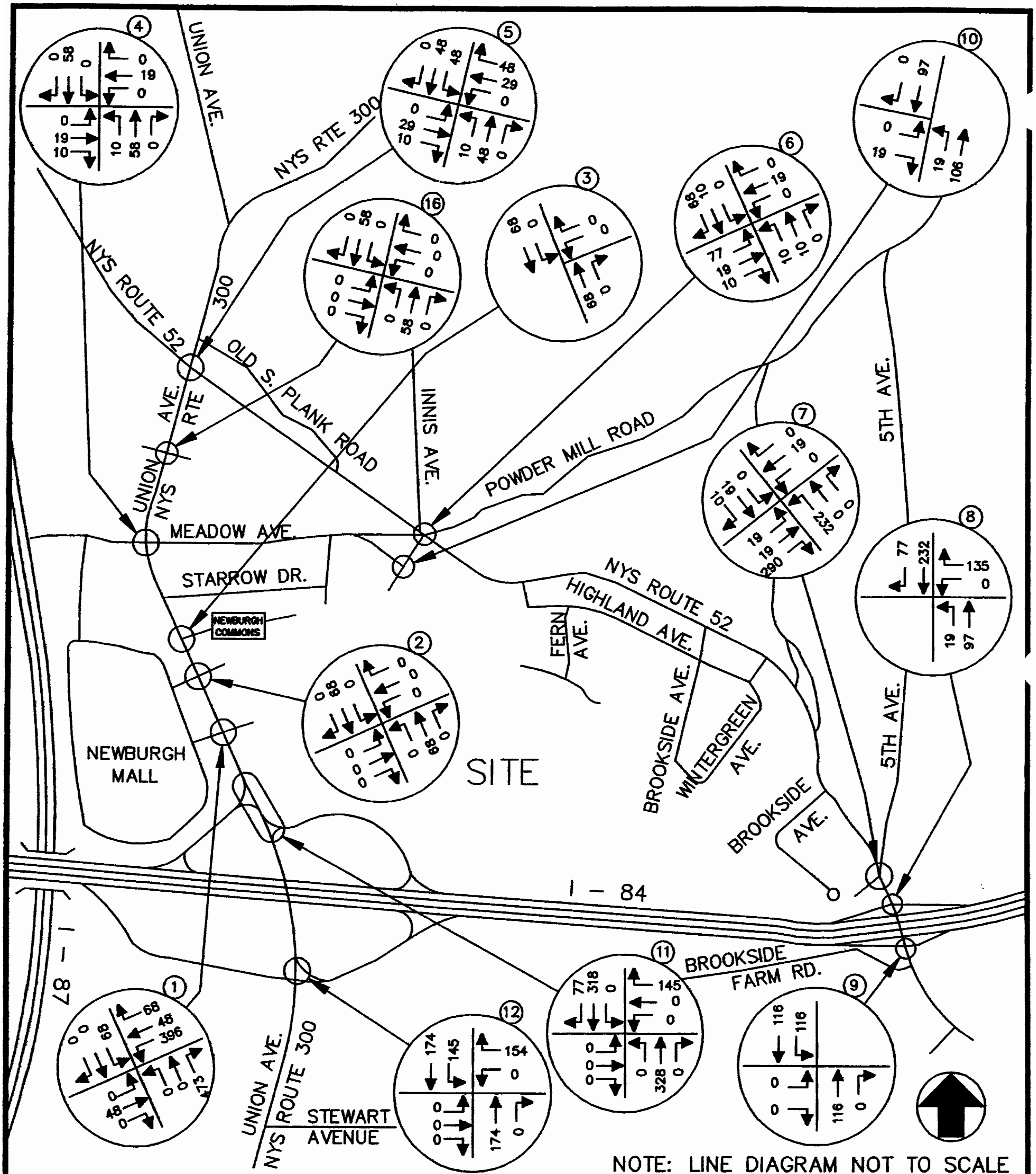
AWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 7A

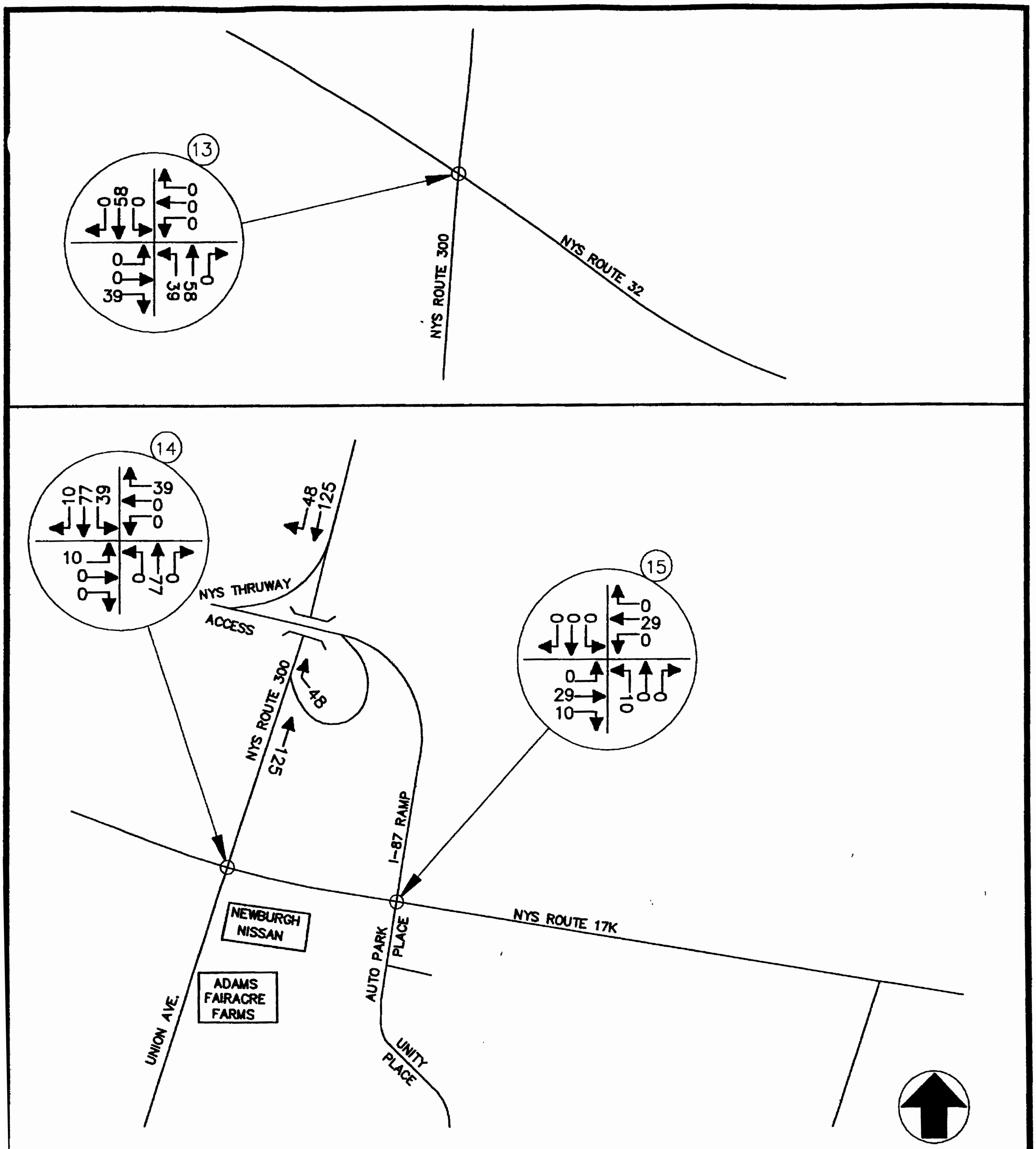


THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(850,000 S.F.)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 8



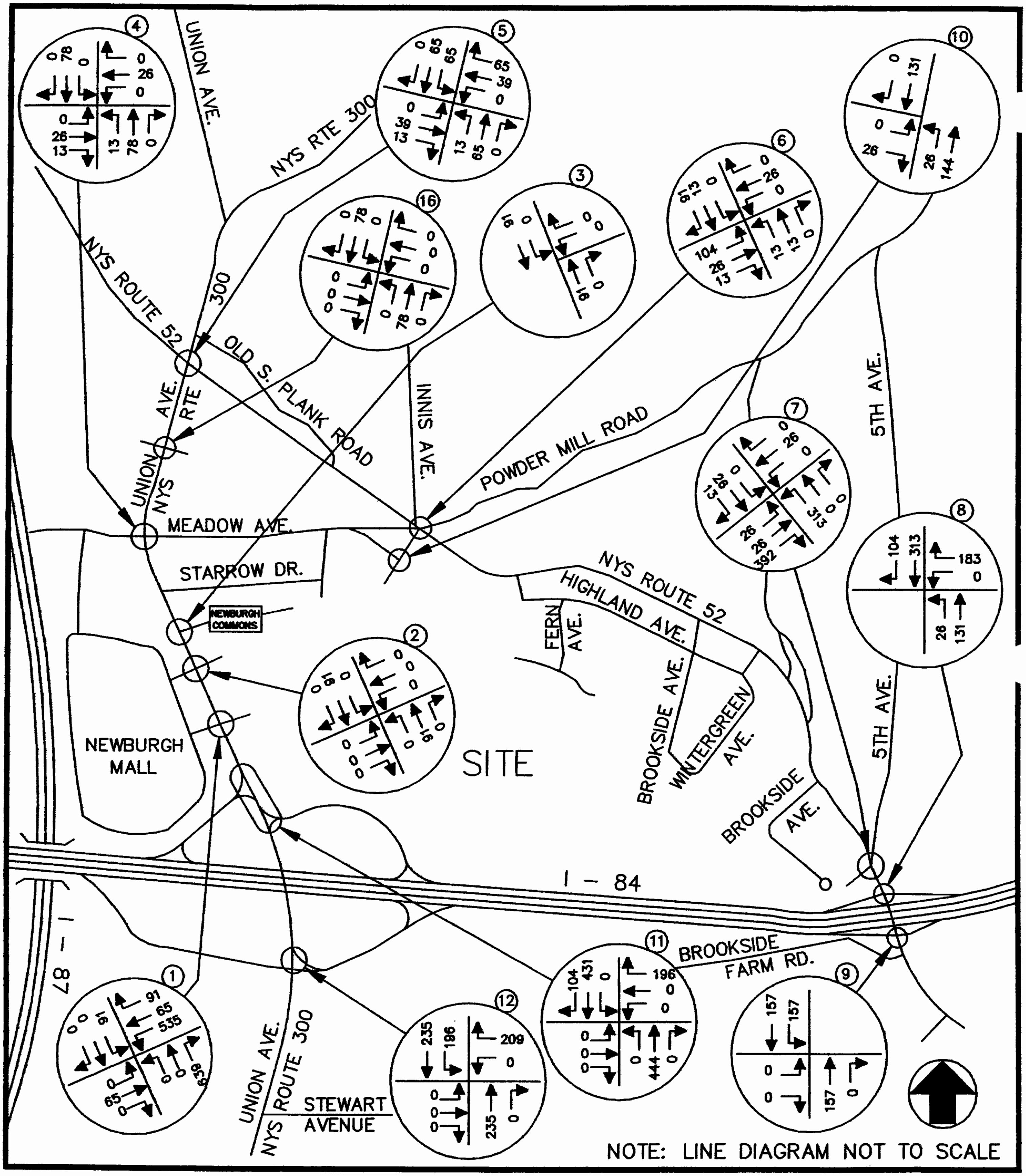
NOTE: LINE DIAGRAM NOT TO SCALE

THE MARKET PLACE AT NEWBURGH
N[illegible]BURGH, NY

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(850,000 S.F.)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 8A

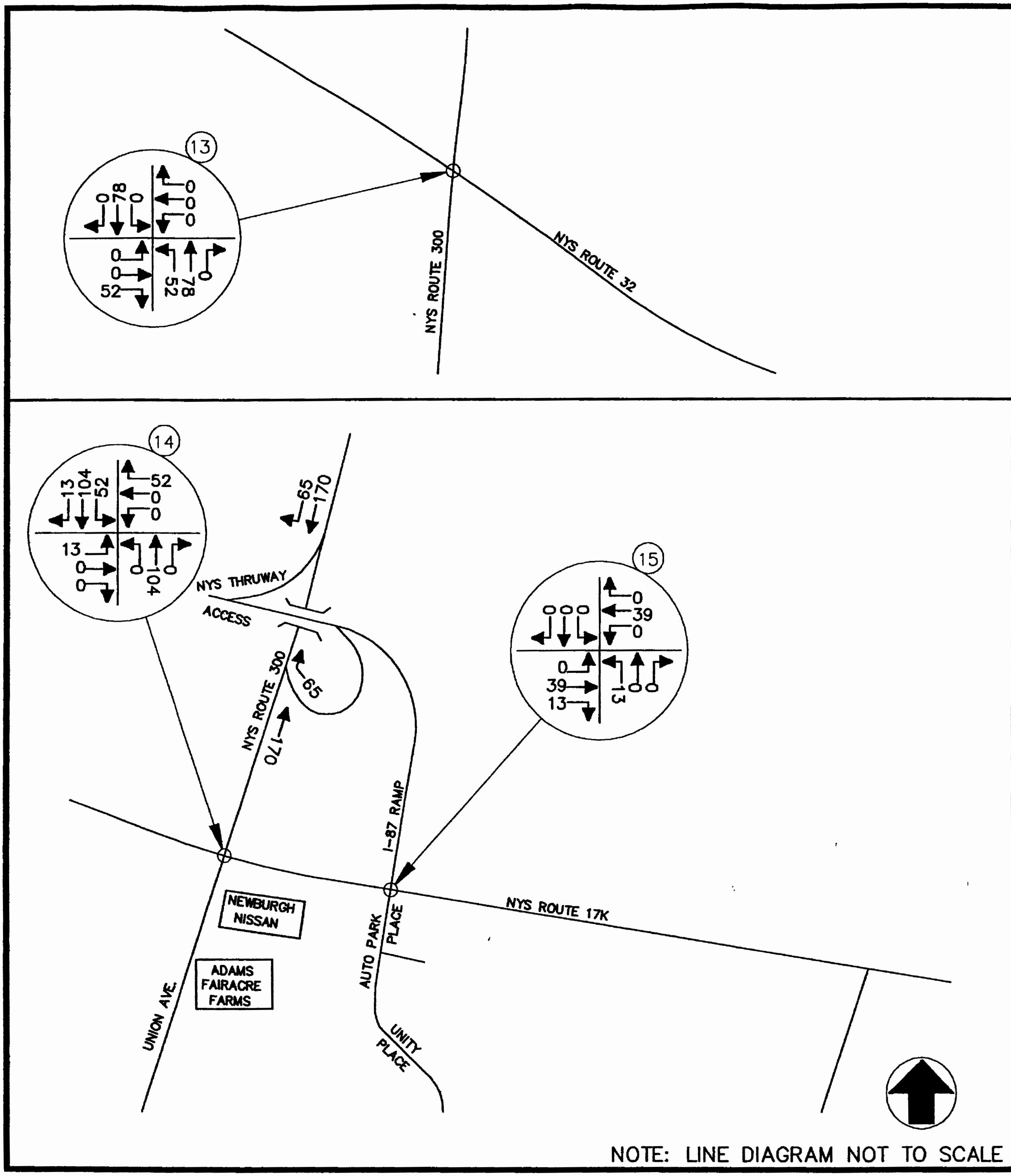


THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(850,000 S.F.)

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 9

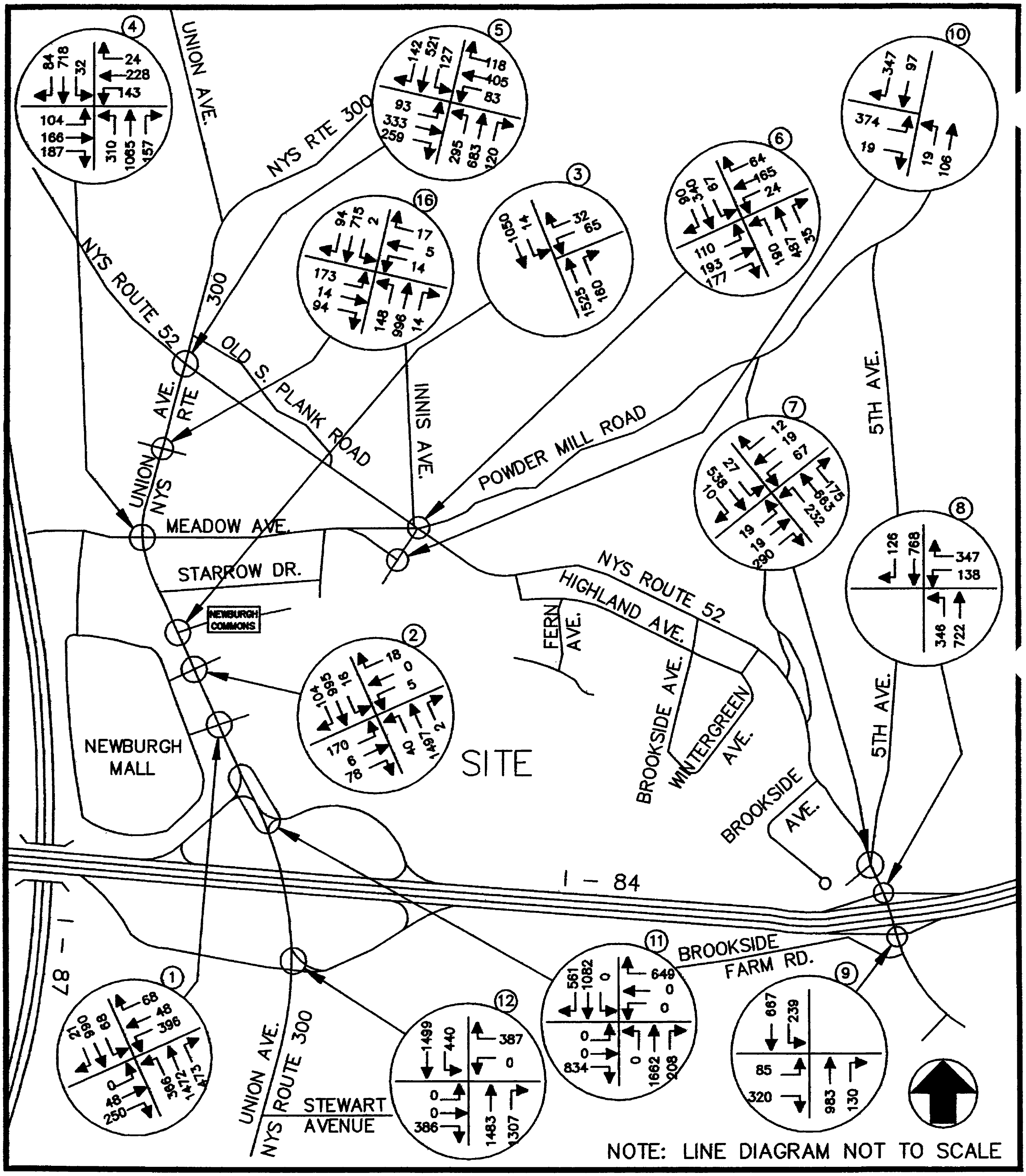


THE MARKET PLACE AT NEWBURGH
N' 'BURGH, NY

SITE GENERATED TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(850,000 S.F.)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 9A

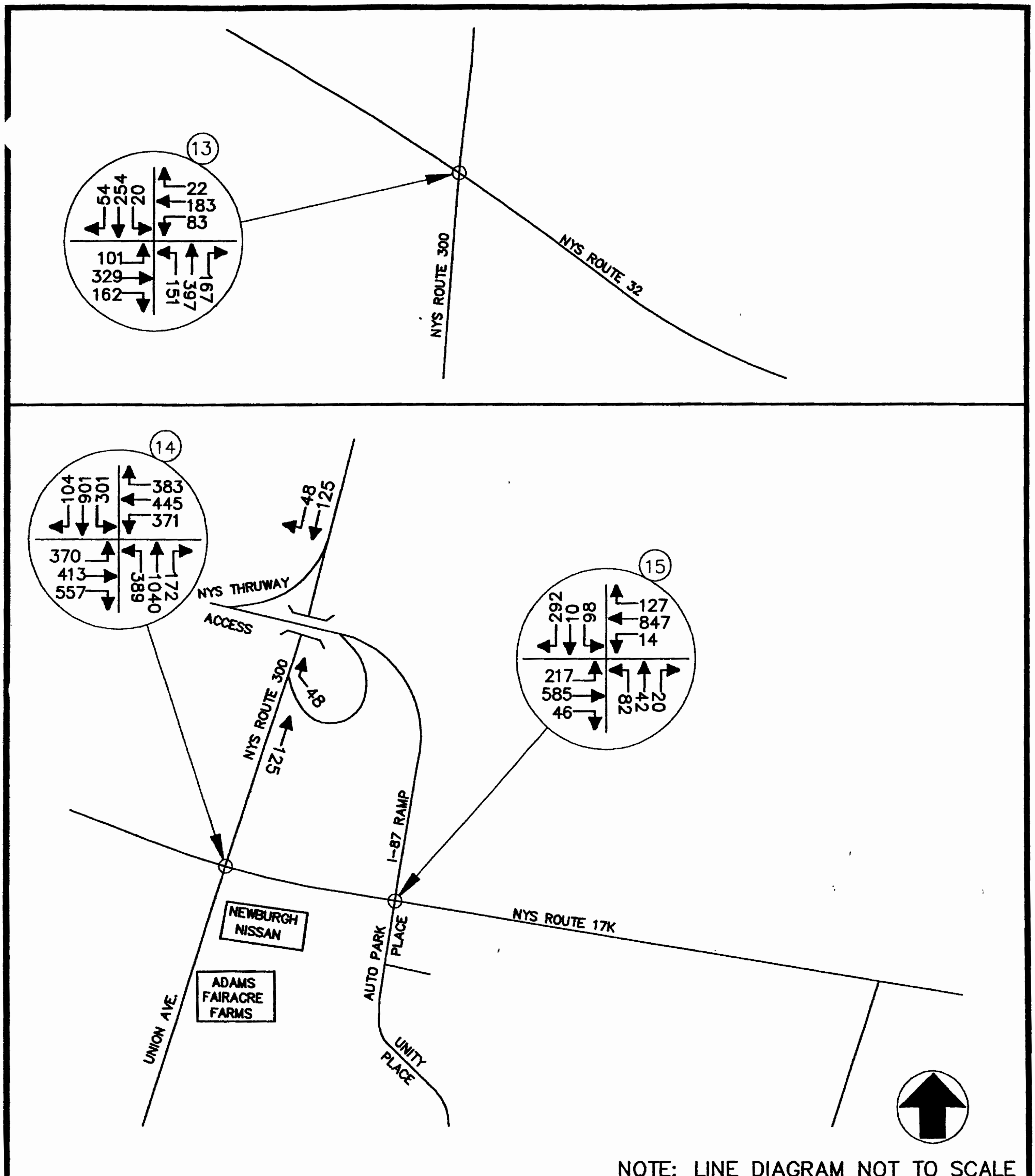


THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

2008 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(850,000 S.F.)

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 10



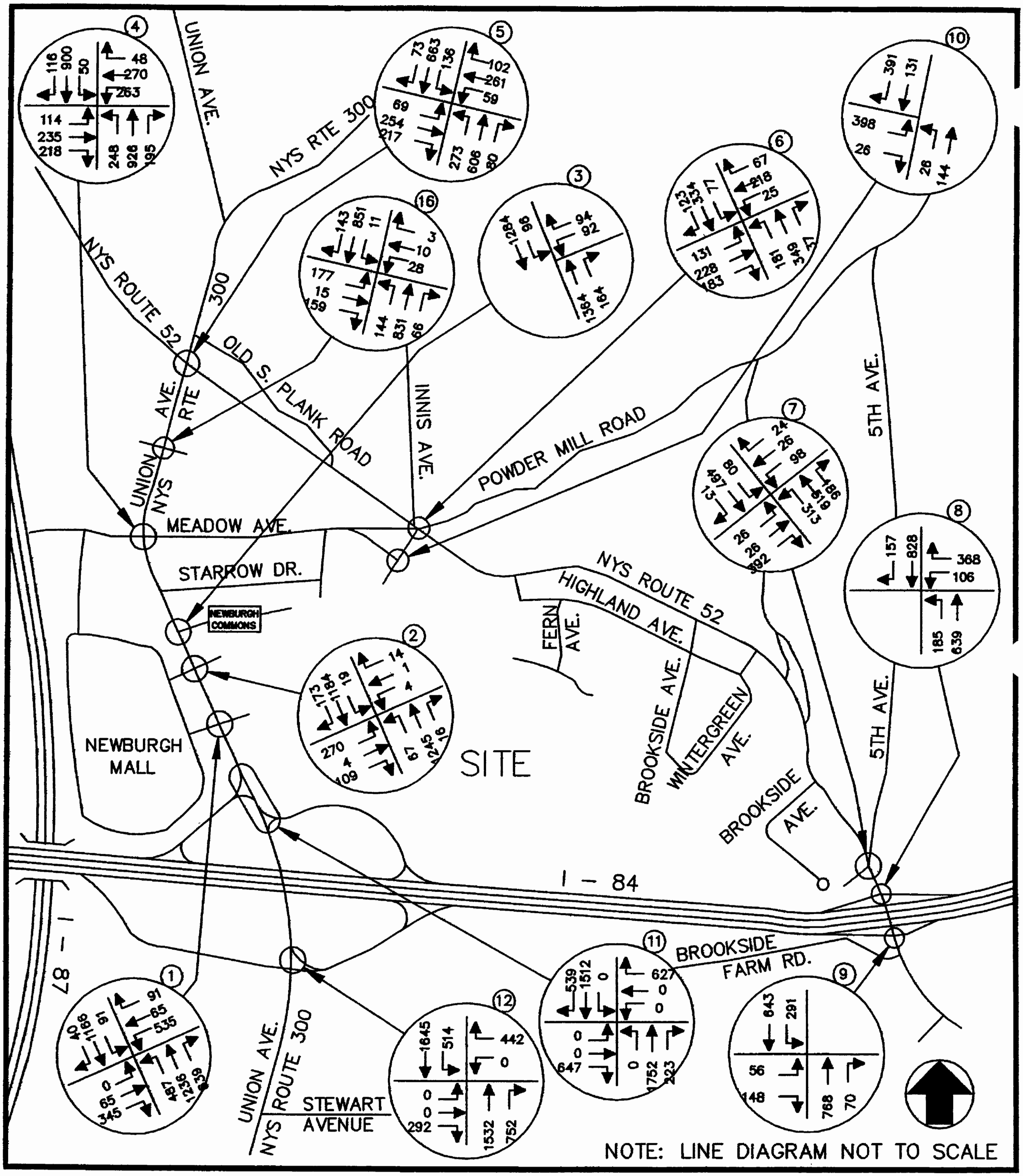
NOTE: LINE DIAGRAM NOT TO SCALE

THE MARKET PLACE AT NEWBURGH
N' 'BURGH, NY

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

2008 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(850,000 S.F.)

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO.10A

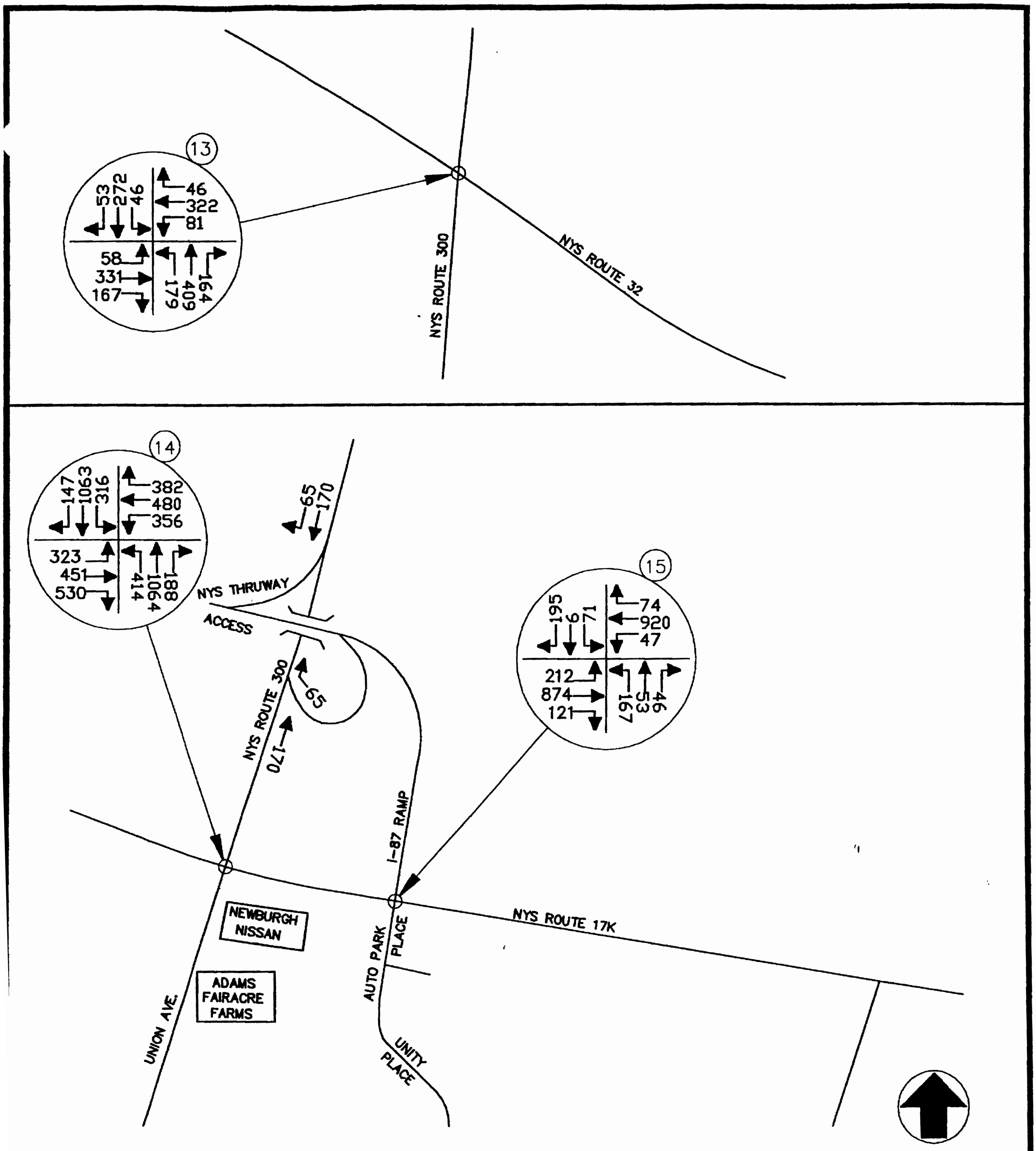


THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

2008 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(850,000 S.F.)

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO. 11



NOTE: LINE DIAGRAM NOT TO SCALE

THE MARKET PLACE AT NEWBURGH
NEWBURGH, NY

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

2008 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(850,000 S.F.)

PROJECT NO. 837 DATE: SEPT. 2005 FIG. NO.11A

TABLE NO. 1

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

THE MARKET PLACE AT NEWBURGH	ENTRY			EXIT		
	HTGR*	VOLUME	NEW TRIPS	HTGR*	VOLUME	NEW TRIPS
SHOPPING CENTER 850,000 S.F.						
PEAK PM HOUR	1.51	1286	965	1.51	1286	965
PEAK SAT HOUR	2.04	1740	1305	2.04	1740	1305

NOTES:

1) * THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 7TH EDITION, 2003. ITE LAND USE CODE - 820 - SHOPPING CENTER.

2) THE NEW TRIPS REPRESENT A 25% CREDIT FOR PASS-BY TRIPS DUE TO THE ATTRACTION OF A PORTION OF TRIPS FROM THE EXISTING TRAFFIC STREAM.

TABLE NO. 1A

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

THE MARKET PLACE AT NEWBURGH	ENTRY			EXIT		
	HTGR*	VOLUME	NEW TRIPS	HTGR*	VOLUME	NEW TRIPS
SHOPPING CENTER (CHRISTMAS SEASON) 850,000 S.F.						
PEAK PM HOUR	1.65	1402	1052	1.65	1402	1052
PEAK SAT HOUR	2.80	2387	1790	2.70	2294	1721

NOTES:

1) * THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 7TH EDITION, 2003. ITE LAND USE CODE - 820 - SHOPPING CENTER.

2) THE NEW TRIPS REPRESENT A 25% CREDIT FOR PASS-BY TRIPS DUE TO THE ATTRACTION OF A PORTION OF TRIPS FROM THE EXISTING TRAFFIC STREAM.

TABLE 2

LEVEL OF SERVICE SUMMARY TABLE

			2004 EXISTING		2008 NO-BUILD		850,000 RETAIL 2008 BUILD	
			PM	SAT	PM	SAT	PM	SAT
1	NYS ROUTE 300 &	UNSIGNALIZED						
	NEWBURGH MALL (SOUTH) DRIVEWAY/	EB	C[20.2]	E[44.4]	C[23.0]	F[63.8]	N/A	N/A
	SITE ACCESS DRIVEWAY	NB	C[18.9]	F[58.2]	C[22.5]	F[96.5]	N/A	N/A
	W/ SIGNAL & IMPROVEMENTS	EB	-	-	-	-	B[16.5]	C[23.6]
		WB	-	-	-	-	C[33.2]	D[52.9]
		NB	-	-	-	-	A[6.7]	B[15.0]
		SB	-	-	-	-	C[22.4]	D[51.6]
		OVERALL	-	-	-	-	B[14.5]	C[30.9]
2	NYS ROUTE 300 &	SIGNALIZED						
	NEWBURGH MALL (NORTH) DRIVEWAY/	EB	B[16.8]	B[19.6]	B[17.0]	C[20.5]	C[22.4]	C[32.8]
	RESTAURANT DRIVEWAY	WB	B[14.7]	B[14.7]	B[14.7]	B[14.7]	B[19.6]	C[23.8]
		NB	C[20.4]	B[15.8]	C[24.7]	B[17.0]	C[31.1]	B[15.6]
		SB	B[13.6]	B[16.9]	B[14.2]	B[18.6]	B[19.1]	B[16.2]
		OVERALL	B[17.5]	B[16.7]	C[20.0]	B[18.2]	C[25.7]	B[18.0]
3	NYS ROUTE 300 &	UNSIGNALIZED						
	AUTO ZONE DRIVEWAY	WB	F[421.7]	F[762.9]	F[596.6]	F[1116]	F[758.4]	F
		SB	C[15.4]	C[16.1]	C[16.5]	C[17.5]	C[17.4]	C[17.8]
	WITH SIGNALIZATION	WB	-	-	C[30.9]	C[30.2]	C[30.9]	C[30.2]
		NB	-	-	D[39.2]	C[27.1]	D[49.4]	C[32.5]
		SB	-	-	A[8.3]	B[10.6]	A[8.6]	B[11.2]
		OVERALL	-	-	C[27.5]	C[20.0]	C[33.5]	C[22.9]
4	NYS ROUTE 300 &	SIGNALIZED						
	MEADOW AVENUE/MEADOW HILL ROAD	EB	D[40.6]	D[47.3]	D[43.9]	E[55.5]	D[39.3]	E[69.2]
		WB	C[22.8]	D[37.0]	C[23.8]	D[54.6]	C[26.5]	D[46.6]
		NB	C[22.4]	D[35.8]	C[24.2]	D[40.0]	B[17.8]	C[21.8]
		SB	D[45.7]	D[54.0]	D[52.5]	E[68.9]	C[32.0]	E[66.5]
		OVERALL	C[30.9]	D[43.2]	C[34.1]	D[53.4]	C[25.6]	D[46.6]
5	NYS ROUTE 300 &	SIGNALIZED						
	NYS ROUTE 52	EB	F[198.9]	C[31.0]	F[298.6]	D[38.9]	F[431.0]	E[78.9]
		WB	F[176.4]	C[34.8]	F[258.8]	D[41.3]	F[338.0]	E[72.3]
		NB	F[112.0]	C[24.7]	F[159.4]	C[31.7]	F[186.4]	D[48.0]
		SB	D[39.9]	D[40.9]	D[48.5]	D[50.8]	E[63.9]	E[71.1]
		OVERALL	F[125.6]	C[32.2]	F[181.9]	D[40.2]	F[237.5]	E[64.9]
	WITH IMPROVEMENTS	EB	-	-	-	-	D[45.2]	C[27.4]
		WB	-	-	-	-	D[39.2]	C[29.5]
		NB	-	-	-	-	E[79.1]	C[32.5]
		SB	-	-	-	-	D[39.5]	D[45.1]
		OVERALL	-	-	-	-	D[54.1]	C[35.0]
6	NYS ROUTE 52 &	SIGNALIZED						
	MEADOW AVENUE/POWDER MILL ROAD	EB	E[78.7]	C[33.1]	F[100.3]	D[36.2]	F[124.0]	D[41.7]
		WB	D[35.1]	C[25.5]	D[37.7]	C[26.3]	F[119.6]	D[43.7]
		NB	B[17.6]	C[22.1]	C[22.7]	C[27.7]	E[68.5]	F[120.1]
		SB	A[8.5]	B[13.5]	A[8.8]	B[14.2]	B[10.1]	B[18.6]
		OVERALL	C[31.0]	C[23.1]	D[38.3]	C[26.0]	E[71.7]	E[63.7]
	WITH IMPROVEMENTS	EB	-	-	-	-	C[31.6]	C[30.1]
		WB	-	-	-	-	C[27.7]	C[26.9]
		NB	-	-	-	-	C[25.1]	C[23.7]
		SB	-	-	-	-	C[22.4]	C[27.9]
		OVERALL	-	-	-	-	C[26.4]	C[27.1]
7	NYS ROUTE 52 &	UNSIGNALIZED						
	5TH AVENUE	EB	-	-	-	-	F[90.0]	F[291.3]
		WB	E[44.5]	F[60.9]	F[60.7]	F[88.6]	F	F
		NB	-	-	-	-	B[10.0]	B[10.5]
		SB	A[9.9]	A[9.7]	B[10.2]	A[9.9]	B[10.1]	A[9.8]
	W/ SIGNAL & LANE IMPROVEMENTS	EB	-	-	-	-	C[32.0]	C[34.9]
		WB	-	-	-	-	D[48.7]	D[49.6]
		NB	-	-	-	-	C[24.1]	C[26.3]
		SB	-	-	-	-	B[11.6]	C[29.1]
		OVERALL	-	-	-	-	C[22.7]	C[30.2]

NOTES:

1)THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED LOCATIONS AND THE KEY MOVEMENTS FOR THE UNSIGNALIZED INTERSECTIONS.

TABLE 2A

LEVEL OF SERVICE SUMMARY TABLE

							850,000 RETAIL	
			2004 EXISTING		2008 NO-BUILD		2008 BUILD	
			PM	SAT	PM	SAT	PM	SAT
8	NYS ROUTE 52 & I-84 ON/OFF RAMP WEST BOUND	SIGNALIZED						
		WB	C[21.0]	C[20.5]	C[21.5]	C[20.7]	D[44.2]	C[33.1]
		NB	C[25.7]	A[9.6]	D[37.5]	B[10.1]	B[17.3]	A[6.7]
		SB	B[10.8]	B[10.5]	B[11.4]	B[11.1]	B[19.4]	C[34.4]
		OVERALL	C[20.2]	B[12.0]	C[26.5]	B[12.5]	C[22.7]	C[23.8]
9	NYS ROUTE 52 & I-84 ON/OFF RAMP EAST BOUND	UNSIGNALIZED						
		EB	C[28.3]	B[19.9]	C[31.1]	C[20.0]	C[29.2]	C[23.3]
		NB	D[51.1]	B[12.9]	E[70.9]	B[14.2]	D[47.7]	B[12.5]
		SB	B[12.4]	A[9.4]	B[15.3]	A[9.9]	C[20.1]	B[11.1]
		OVERALL	C[34.0]	B[12.4]	D[45.0]	B[13.2]	C[34.0]	B[12.6]
10	RELOCATED MEADOW AVENUE & SITE ACCESS DRIVEWAY	SIGNALIZED						
		EB	-	-	-	-	B[18.9]	B[19.5]
		NB	-	-	-	-	B[15.0]	B[15.5]
		SB	-	-	-	-	B[18.5]	B[19.6]
		OVERALL	-	-	-	-	B[18.1]	B[18.9]
11	NYS ROUTE 300 & INTERSTATE 84 (WEST BOUND RAMP)	UNSIGNALIZED						
		EB	F[244.0]	F[247.2]	-	-	-	-
		WB	F[225.2]	F[136.4]	-	-	-	-
	WITH SIGNALIZATION	WB	-	-	C[20.8]	C[20.5]	B[18.8]	B[17.4]
		NB	-	-	B[16.7]	B[12.1]	C[30.0]	C[21.6]
		SB	-	-	B[13.2]	B[10.7]	B[15.6]	B[14.8]
		OVERALL	-	-	B[17.0]	B[13.8]	C[22.0]	B[17.9]
12	NYS ROUTE 300 & INTERSTATE 84 (EAST BOUND RAMP)	SIGNALIZED						
		EB	A[1.8]	A[7.7]	A[1.9]	A[7.9]	A[1.9]	A[7.9]
		WB	A[0.2]	A[0.2]	A[0.2]	A[0.2]	A[0.2]	A[0.3]
		NB	C[27.7]	B[11.0]	D[39.8]	B[16.6]	D[37.7]	B[17.0]
		SB	A[3.6]	A[3.0]	A[8.3]	A[4.1]	E[74.1]	B[15.1]
		OVERALL	B[16.3]	A[7.6]	C[24.4]	B[11.0]	D[45.4]	B[14.5]
13	NYS ROUTE 300 & NYS ROUTE 32	SIGNALIZED						
		EB	C[34.1]	C[29.4]	D[44.1]	D[37.3]	D[42.8]	D[35.9]
		WB	C[21.6]	C[23.4]	C[22.4]	C[24.2]	C[22.4]	C[24.2]
		NB	C[27.5]	C[24.5]	C[30.4]	C[26.3]	D[39.4]	C[34.1]
		SB	B[19.7]	B[18.9]	B[19.9]	B[19.2]	C[21.1]	C[20.8]
		OVERALL	C[27.4]	C[24.7]	C[31.8]	C[27.6]	C[34.8]	C[30.2]
14	NYS ROUTE 300 & NYS ROUTE 17K	SIGNALIZED						
		EB	D[44.5]	D[40.1]	D[48.3]	D[42.2]	D[48.6]	D[42.4]
		WB	D[41.8]	D[40.4]	D[43.3]	D[41.6]	D[43.3]	D[41.5]
		NB	C[27.2]	C[26.4]	C[28.5]	C[27.5]	C[31.5]	C[30.8]
		SB	C[31.4]	C[33.1]	C[34.7]	D[36.8]	D[43.2]	D[50.0]
		OVERALL	D[35.8]	C[34.4]	D[38.2]	D[36.4]	D[41.1]	D[40.9]
15	NYS ROUTE 17K I-87 RAMP/UNITY PLACE	SIGNALIZED						
		EB	C[21.6]	C[25.4]	C[24.1]	C[27.9]	C[24.5]	C[29.8]
		WB	C[28.1]	C[26.3]	C[30.1]	C[27.8]	C[31.6]	C[29.2]
		NB	C[21.5]	C[22.9]	C[21.7]	C[23.3]	C[22.1]	C[24.2]
		SB	B[15.8]	B[15.3]	B[16.0]	B[15.4]	B[16.0]	B[15.4]
		OVERALL	C[23.4]	C[24.7]	C[25.2]	C[26.4]	C[26.0]	C[27.8]
16	NYS ROUTE 300 & STOP N SHOP/NEWBURGH CINEMA DRIVE	SIGNALIZED						
		EB	C[29.2]	C[28.6]	C[30.0]	C[29.2]	C[30.0]	C[29.2]
		WB	C[24.9]	C[24.3]	C[25.0]	C[24.4]	C[25.0]	C[24.4]
		NB	B[18.2]	B[17.9]	B[19.0]	B[18.5]	B[20.0]	B[19.8]
		SB	B[17.7]	C[20.2]	B[18.1]	C[21.0]	B[18.7]	C[22.5]
		OVERALL	B[19.6]	C[20.6]	C[20.2]	C[21.3]	C[20.8]	C[22.3]

NOTES:

1)THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED LOCATIONS AND THE KEY MOVEMENTS FOR THE UNSIGNALIZED INTERSECTIONS.

NYSDOT Safety Information Management System
Summary Report By Segment And/Or Intersection
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ROUTE: 52 HIGHWAY LOCATION: 52 83031149 - 52 83031163 DATES: 01-JUN-1999 - 31-MAY-2002

REFERENCE MARKER	INT. #	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT DWN/DSK **	CONDITION DAY **	NIGHT **
52 8303 1149			16	0	6	5	5	3	1	0	0	0	8	1
52 8303 1149			26	0	12	6	8	3	0	0	2	1	9	7
52 8303 1150			7	0	4	1	2	1	1	0	0	0	3	2
52 8303 1150			1	0	1	0	0	1	0	0	0	0	1	0
52 8303 1151			3	0	1	1	1	2	1	0	0	0	1	1
52 8303 1152			3	0	1	1	1	1	0	0	0	0	2	0
52 8303 1153			3	0	0	1	2	0	0	0	0	0	1	0
52 8303 1153	6		3	0	2	0	1	0	0	0	0	0	2	0
52 8303 1153	6[illegible]		2	0	0	0	2	0	0	0	0	0	0	0
52 8303 1153	00		[illegible]	0	2	0	0	0	0	0	0	0	2	0
52 8303 1154				0	2	1	2	0	0	0	0	0	2	1
52 8303 1154	63			0	2	1	0	1	0	0	0	0	3	0
52 8303 1155				0	0	0	1	0	0	0	0	0	0	0
52 8303 1155	00			0	1	2	0	1	0	0	0	0	3	0
52 8303 1156				0	1	0	0	0	0	0	0	0	1	0
52 8303 1158			1	0	0	1	0	0	0	0	0	0	1	0
52 8303 1158	67	WI	1	0	1	0	0	0	0	0	0	0	1	0
52 8303 1159			6	0	1	2	3	1	2	0	0	0	2	1
52 8303 1159	68	WINTERGREEN AVE	2	0	0	2	0	0	0	0	0	0	1	1
52 8303 1159	00	UNKNOWN INTERSECTION	1	0	1	0	0	0	0	0	0	0	1	0
52 8303 1160			1	0	1	0	0	0	0	0	0	0	1	0
52 8303 1160	69	WINONA AVE	2	0	1	0	1	0	0	0	0	0	1	0
52 8303 1160	72	INVALID INTERSECTION NUMBER	1	0	0	1	0	0	0	0	0	0	1	0
52 8303 1161			2	0	0	1	1	1	0	0	0	0	1	0
52 8303 1161	70	EDGEWOOD TERR	1	0	0	1	0	0	0	0	0	0	1	0
52 8303 1161	71	BROOKSIDE AVE	3	0	0	2	1	0	0	0	0	0	1	1
52 8303 1162			5	0	0	2	3	0	0	0	0	0	1	1

** EXCLUDES NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

NYSDOT Safety Information Management System
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ROUTE: 52 HIGHWAY LOCATION: 52 83031149 - 52 83031163 DATES: 01-JUN-1999 - 31-MAY-2002

REFERENCE MARKER	INT. #	DESCRIPTION	NUMBER OF ACCIDENTS TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT DWN/DSK **	CONDITION DAY **	NIGHT **
52 8303 1162	00	UNKNOWN INTERSECTION	1	0	1	0	0	0	0	0	0	0	1	0
52 8303 1163			12	0	3	4	5	0	0	0	1	0	6	1
52 8303 1163	72	FIFTH AVE	4	0	1	2	1	1	0	0	0	0	3	0
52 8303 1163	73	RAMP FM 84I	16	0	8	4	4	0	0	0	0	0	9	2
52 8303 1163	74	RAMP TO 84I BEGIN OVERLAP	2	0	0	1	1	0	0	0	0	0	1	0
		ROUTE TOTAL EXCLUDES 999 RMS	140	0	53	42	45	16	5	0	3	1	71	19

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NYSDOT Safety Information Management System
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ROUTE: 300 HIGHWAY LOCATION: 300 83021070 - 300 83021085 DATES: 01-JUN-1999 - 31-MAY-2002

REFERENCE MARKER	INT. #	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT DWN/DSK **	CONDITION DAY **	NIGHT **
300 8302 1070			17	0	6	3	8	3	1	0	0	0	7	1
300 8302 1070	24	JCT NY 52	11	0	4	3	4	1	0	0	1	1	5	1
300 8302 1070	25	OLD PLANK RD	4	0	1	2	1	2	0	0	0	0	2	1
300 8302 1071			2	0	0	1	1	1	0	0	0	0	1	0
300 8302 1072			3	1	1	1	0	0	0	1	1	0	3	0
300 8302 1073			17	0	6	7	4	4	1	0	0	0	11	2
300 8302 1073	26	MEADOW HILL RD-MEADOW AVE	38	0	19	11	8	10	0	1	1	0	27	3
300 8302 1073	00	UNKNOWN INTERSECTION	1	0	0	0	1	0	0	0	0	0	0	0
300 8302 1073	23	INVALID INTERSECTION NUMBER	1	0	0	1	0	0	0	0	1	0	1	0
300 8302 1074			32	0	11	11	10	7	0	0	2	3	15	4
300 8302 1074	27	STARROW RD	10	0	4	4	2	2	0	0	0	0	6	2
300 8302 1075			24	0	12	8	4	5	1	0	0	2	16	2
300 8302 1075	01	NEWBURGH MALL	1	0	0	0	1	0	0	0	0	0	0	0
300 8302 1075	00	UNKNOWN INTERSECTION	4	0	1	2	1	1	0	0	0	0	2	1
300 8302 1075	27	INVALID INTERSECTION NUMBER	1	0	0	0	1	0	0	0	0	0	0	0
300 8302 1076			39	0	19	12	8	10	0	0	4	0	24	7
300 8302 1076	00	UNKNOWN INTERSECTION	1	0	1	0	0	0	0	0	0	0	1	0
300 8302 1076	28	INVALID INTERSECTION NUMBER	1	0	0	0	1	0	0	0	0	0	0	0
300 8302 1076	46	INVALID INTERSECTION NUMBER	1	0	1	0	0	1	0	0	0	0	1	0
300 8302 1077			13	0	5	2	6	1	0	0	0	0	3	2
300 8302 1077	28	ON RAMP TO I-84W FROM NY 300E	14	0	4	5	5	1	0	0	1	0	8	1
300 8302 1077	29	OFF RAMP FROM I-84W TO NY 300W	11	0	4	3	4	3	0	0	1	0	6	1
300 8302 1078			3	0	0	0	3	0	0	0	0	0	0	0
300 8302 1078	30	OFF RAMP FROM I-84W TO NY 300E	8	0	2	3	3	1	1	0	2	0	5	0
300 8302 1078	31	ON RAMP TO I-84W FROM NY 300W	3	0	1	2	0	0	0	0	0	1	2	0
300 8302 1079			6	0	4	1	1	1	1	0	0	0	2	2
300 8302 1079	32	ON RAMP TO I-84E FROM NY 300E	2	0	0	1	1	0	0	0	0	0	1	0

** EXCLUDES NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

NYSDOT Safety Information Management System
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ROUTE: 300 HIGHWAY LOCATION: 300 83021070 - 300 83021085 DATES: 01-JUN-1999 - 31-MAY-2002

REFERENCE MARKER	INT. #	DESCRIPTION	TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT DWN/DSK **	CONDITION DAY **	NIGHT **
300 8302 1079	33	OFF RAMP FROM I-84E TO NY 300W	2	0	1	0	1	0	0	0	0	0	0	1
300 8302 1080			7	0	3	4	0	2	1	0	0	0	5	2
300 8302 1080	34	OFF RAMP FROM I-84E TO NY 300E	9	0	1	5	3	1	0	0	0	0	6	0
300 8302 1080	35	ON RAMP TO I-84E FROM NY 300W	7	0	0	6	1	3	0	0	0	1	5	0
300 8302 1080	00	UNKNOWN INTERSECTION	2	0	0	0	2	0	0	0	0	0	0	0
300 8302 1081			13	0	3	7	3	3	0	0	0	0	6	2
300 8302 1081	36	STEWART AVE	25	0	10	8	7	2	1	0	1	1	14	1
300 8302 1081	37	ON RAMP TO I-87 FROM NY 300E	9	0	4	2	3	1	0	0	2	0	5	1
300 8302 1082			18	0	6	8	4	4	0	0	0	1	6	7
300 8302 1082	38	OFF RAMP FROM I-87 TO NY 300W	13	0	6	5	2	1	0	0	1	0	8	3
300 8302 1082	00	UNKNOWN INTERSECTION	2	0	0	0	2	0	0	0	0	0	0	0
300 8302 1082	39	INVALID INTERSECTION NUMBER	1	0	1	0	0	1	0	0	0	0	1	0
300 8302 1083			17	0	6	9	2	5	1	0	1	0	12	3
300 8302 1083	00	UNKNOWN INTERSECTION	2	0	1	1	0	0	0	0	0	0	1	1
300 8302 1083	38	INVALID INTERSECTION NUMBER	1	0	0	1	0	0	0	0	0	0	0	1
300 8302 1084			11	0	4	7	0	3	0	0	0	2	8	1
300 8302 1084	34	INVALID INTERSECTION NUMBER	1	0	0	1	0	0	0	0	0	0	0	0
300 8302 1084	39	INVALID INTERSECTION NUMBER	1	0	1	0	0	0	0	0	0	0	1	0
300 8302 1085			33	0	10	15	8	6	0	0	0	1	20	0
300 8302 1085	39	JCT NY 17K-COHECTION TPK	24	0	7	9	8	3	0	0	4	1	13	2
		ROUTE TOTAL EXCLUDES 999 RMS	466	1	170	171	124	89	8	2	23	14	260	55

** EXCLUDES NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

Program: sass1704

Date: 01/26/05 09:08

NYSDOT Safety Information Management System
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ROUTE: 980P HIGHWAY LOCATION: 980P83011000 - 980P83011001 DATES: 01-JUN-1999 - 31-MAY-2002

REFERENCE MARKER	INT. #	DESCRIPTION	NUMBER OF ACCIDENTS TOTAL	FTL	INJ	PDO	N/R	WET ROAD **	FIXED OBJ **	PED& BIKE **	TRUCK *** **	LIGHT CONDITION DWN/DSK **	DAY **	NIGHT **
980P 8301 1000			4	0	0	1	3	0	1	0	0	0	0	0
980P 8301 1000	88	RAMP TO 84I	4	0	2	2	0	1	0	0	0	0	4	0
980P 8301 1000	00	UNKNOWN INTERSECTION	3	0	0	0	3	0	0	0	0	0	0	0
980P 8301 1001			1	0	0	0	1	0	0	0	0	0	0	0
980P 8301 1001	89	BROOKSIDE FARM RD	3	0	1	1	1	0	0	0	1	0	2	0
		ROUTE TOTAL EXCLUDES 999 RMS	15	0	3	4	8	1	1	0	1	0	6	0

** EXCLUDES NON-REPORTABLES *** EXCLUDES PICKUPS & VANS

SUMMARY OF ACCIDENT RATES AND COMPARISON TO STATE WIDE AVERAGE

ROUTE 52 B/W ROUTE 32 & I-84

LENGTH	1.66
AADT	11900

YEAR	ACCIDENTS	RATE	STATE WIDE AVERAGE
99	23	3.19	2.81
00	46	6.38	2.81
01	39	5.41	2.81
02	31	4.30	2.81

ROUTE 300 B/W ROUTE 52 & I-84

LENGTH	0.84
AADT	25700

YEAR	ACCIDENTS	RATE	STATE WIDE AVERAGE
99	49	6.22	5.05
00	92	11.68	5.05
01	63	8.00	5.05
02	22	2.79	5.05

ROUTE 300 B/W I-87 & 17K

LENGTH	0.39
AADT	28800

YEAR	ACCIDENTS	RATE	STATE WIDE AVERAGE
99	22	5.37	5.05
00	44	10.73	5.05
01	52	12.68	5.05
02	9	2.20	5.05

ROUTE 52 B/W I-84 & BROOKSIDE FARM RD

LENGTH	0.3
AADT	18600

YEAR	ACCIDENTS	RATE	STATE WIDE AVERAGE
99	6	2.95	4.98
00	4	1.96	4.98
01	3	1.47	4.98
02	2	0.98	4.98

ROUTE 300 B/W I-84 & I-87

LENGTH	0.33
AADT	54000

YEAR	ACCIDENTS	RATE	STATE WIDE AVERAGE
99	13	2.00	5.05
00	21	3.23	5.05
01	21	3.23	5.05
02	11	1.69	5.05

TABLE II

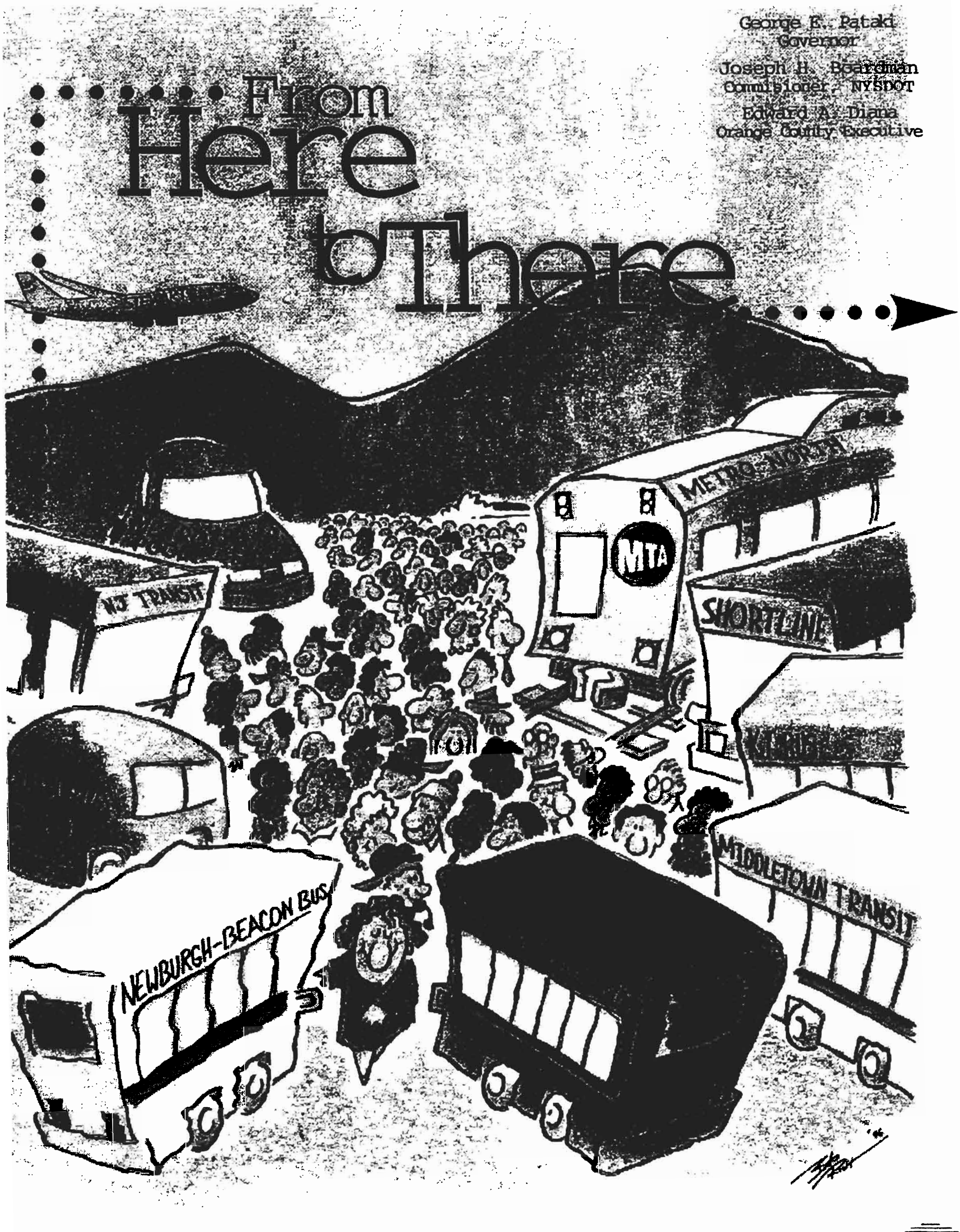
AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE
(BASED ON ACCIDENT DATA JUNE 1, 2000 TO MAY 31, 2002)

FACILITY TYPE FREE ACCESS CONTROL	--MAINLINE ACCIDENTS ONLY (SEE *)--			-MAINLINE & JUNCTURE ACCIDENTS (SEE**)-		
	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM	ALL TYPES ACC/MVM	WET ROAD ACC/MVM	FIXED OBJECT ACC/MVM
RURAL FUNCTIONAL CLASS						
UNDIVIDED						
2 LANES	2.22	.21	.37	2.81	.29	.43
3 LANES	2.10	.20	.36	2.77	.25	.39
4 LANES	2.11	.21	.29	3.18	.35	.32
ALL LANES	2.22	.21	.37	2.82	.29	.43
DIVIDED						
4 LANES	1.53	.13	.21	2.15	.20	.23
ALL LANES	1.70	.15	.20	2.47	.24	.22
URBAN FUNCTIONAL CLASS						
UNDIVIDED						
2 LANES	2.19	.25	.22	3.66	.46	.27
3 LANES	3.01	.35	.15	4.98	.64	.19
4 LANES	2.94	.36	.15	5.66	.73	.19
ALL LANES	2.41	.28	.21	4.21	.53	.27
DIVIDED						
4 LANES	2.60	.30	.13	5.05	.63	.16
6 LANES	2.51	.29	.13	4.94	.61	.19
7 LANES	1.15	.14	.06	3.59	.50	.11
ALL LANES	2.59	.30	.12	5.01	.62	.17

++ Non-Reportable accidents are included in the "All Types" category but, excluded from "Wet Road & Fixed Object" categories.

* "Non-Intersection Accidents/MVM" is used for linear highway sections where there are no intersecting roads or ramp junctions within analysis limits. An example of the correct use of these rates would involve a linear section of highway which contains no intersections with other public highways, but may contain intersections with private roads or driveways.

** "Intersection & Non-Intersection Accidents/MVM" includes intersection and mainline accidents. They are used for analysis of linear highway sections where intersections are involved within the analysis limits and are the most commonly used rates for accident analysis purposes.



2005 Orange County Transportation

Newburgh Area Bus Service

Newburgh-Beacon-Stewart Link

To Grand Central Terminal and Poughkeepsie from Newburgh via Beacon

	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Stewart Airport (Bus Departs)		5:12				6:27		7:20	7:59	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:12		5:04		6:14		7:27	8:44	9:49	10:24	11:05
N Plank Rd & 9W	4:54		5:18	5:51	6:21		6:45	7:38	8:16									5:23*		6:04*		7:02*					
South St & Grand St	4:57		5:21	5:56	6:25		6:49	7:42	8:21									5:19*		6:00*		6:57*					
Broadway & Liberty	4:59		5:23	5:58	6:27		6:51	7:44	8:23									5:17*		5:58*		6:55*					
9W & Broadway	5:00		5:24	6:00	6:28		6:52	7:46	8:25									5:15*		[illegible]		[illegible]					
Broadway & West St	5:02		5:26	6:02	6:30		6:54	7:48	8:27									5:13*		5:54*		6:51*					
Rt 17K Park & Ride	5:09	5:23	5:34	6:10	6:37	6:39	7:04	7:57	8:35	9:15	10:15	11:15	12:15	1:15	2:15	3:15	3:50*	5:00*	5:15	5:42*	6:26	6:40*	7:39	[illegible]	9:59	[illegible]	11:17D
Beacon 9D Park & Ride		5:39							8:52	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:34		5:33	6:16			7:57	[illegible]	10:17	[illegible]	11:45D
Beacon Station (Bus Arrives)	5:24	5:49	5:50	6:25	6:53	6:56	7:20	[illegible]	9:02	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:44	5:35	5:44	[illegible]	6:44	7:14	8:09	[illegible]	10:29	[illegible]	
Beacon Station (Train Departs)	5:32	5:57	5:57	6:33	7:05	7:05	7:28	8:22	9:08	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	5:50	6:50	6:50	7:50	8:50	10:18	11:16	[illegible]	
Croton Station (Train Departs)	6:08	6:33	6:33				7:56	[illegible]	9:43	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	6:27	7:27	7:27	8:27	9:27	[illegible]	11:56	[illegible]	
Grand Central (Train Arrives)	6:50	7:17	7:17	7:42	8:17	8:17	8:43	[illegible]	10:28	[illegible]	12:20	1:20	2:20	3:21	4:21	5:15	6:13	[illegible]	7:19	[illegible]	8:18	[illegible]	10:18	[illegible]	1:04	[illegible]	
Beacon Station (Train Departs)								8:15	10:18	[illegible]	11:16	12:16	1:16	2:18	3:19	[illegible]	5:15	[illegible]	6:00	[illegible]	7:07	[illegible]	8:36	[illegible]	11:27	[illegible]	
Poughkeepsie (Train Arrives)								[illegible]	10:44	[illegible]	11:40	[illegible]	1:40	[illegible]	3:43	[illegible]	5:39	[illegible]	6:23	[illegible]	7:30	[illegible]	8:59	[illegible]	11:51	[illegible]	

To Newburgh from Grand Central Terminal and Poughkeepsie via Beacon

	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Grand Central (Train Departs)		[illegible]		[illegible]	6:41	[illegible]	8:53	[illegible]	10:51	[illegible]	12:51	[illegible]	3:12	[illegible]	3:58	[illegible]	5:09	[illegible]	5:28	[illegible]	6:43	[illegible]	7:18	[illegible]	8:23	[illegible]
Croton Station (Train Arrives)		[illegible]		[illegible]	7:30	[illegible]	9:43	[illegible]	11:39	[illegible]	1:39	[illegible]	3:54	[illegible]	4:40	[illegible]		[illegible]		[illegible]	7:25	[illegible]	8:01	[illegible]	9:13	[illegible]
Beacon Station (Train Arrives)		[illegible]		[illegible]	8:05	[illegible]	10:20	[illegible]	12:16	[illegible]	2:16	[illegible]	4:29	[illegible]	5:15	[illegible]	6:15	[illegible]	6:34	[illegible]	8:01	[illegible]	8:36	[illegible]	9:48	[illegible]
Poughkeepsie (Train Departs)		[illegible]	6:17	[illegible]	7:26	[illegible]	9:33	[illegible]	11:33	[illegible]	1:33	[illegible]	3:33	[illegible]	4:33	[illegible]	5:33	[illegible]	6:33	[illegible]	7:33	[illegible]		[illegible]		[illegible]
Beacon Station (Train Arrives)		[illegible]	6:35	[illegible]	7:44	[illegible]	9:50	[illegible]	11:50	[illegible]	1:50	[illegible]	3:50	[illegible]	4:50	[illegible]	5:50	[illegible]	6:50	[illegible]	7:50	[illegible]		[illegible]		[illegible]
Beacon Station (Bus Departs)		5:50	6:53	[illegible]	8:20	[illegible]	10:23	[illegible]	12:19	[illegible]	2:19	[illegible]	4:34	[illegible]	5:20	[illegible]	6:20	[illegible]	6:39	[illegible]	8:08	[illegible]	8:41	[illegible]	9:53	[illegible]
Beacon 9D Park & Ride	4:44	6:00	7:01	[illegible]	8:32	[illegible]	10:33	[illegible]	12:29	[illegible]	2:29	[illegible]	4:46	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]	8:51	[illegible]	10:03	[illegible]
Rt 17K Park & Ride	5:00	[illegible]		[illegible]	8:52	[illegible]	10:50	[illegible]	12:46	[illegible]	2:46	[illegible]	5:04	[illegible]	5:42	[illegible]	6:40	[illegible]	7:01	[illegible]	8:28	[illegible]	9:10	[illegible]	10:22	[illegible]
Broadway & West St													5:13		5:54		6:51		7:10		8:37		9:18		10:30	
9W & Broadway													5:15		5:56		6:53		7:12		8:39		9:20		10:32	
Broadway & Grand													5:17		5:58		6:55		7:14		8:41		9:22		10:34	
South St & Grand St													5:19		6:00		6:57		7:16		8:43		9:24		10:36	
N Plank Rd & 9W													5:23		6:04		7:02		7:21		8:48		9:29		10:41	
Stewart Airport (Bus Departs)	5:12	[illegible]	7:20	[illegible]	9:02	10:02	11:02	[illegible]	12:58	[illegible]	2:58	4:02		[illegible]		[illegible]		7:27		[illegible]		[illegible]	9:47	[illegible]	11:03	[illegible]

D=Disembark only. *Times listed are correct. Bus runs on a reverse route.

For service between Orange County (Route 17K Park & Ride, Stewart Int'l Airport) and Grand Central Terminal.

(Via Metro-North's Beacon Station)

Newburgh-Beacon-Stewart Link operated by

TLC - The Leprechaun Connection - (845) 565-7900 ext. 316 www.leprechaunlines.com

Bus Fare: $1.00 One Way; 50¢ Seniors, Disabled, and Medicare Card Holders

Rail Fare: $14.50 One Way Peak ($11.00 Off Peak), $310 Monthly Uni-Ticket ($10 Bus plus $300 Monthly Rail Fare)

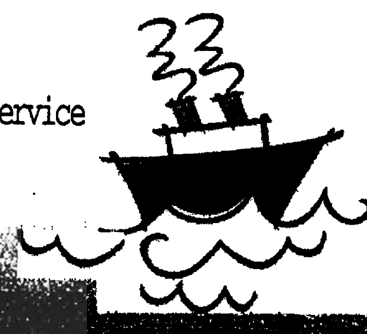
For information on the Uni-Ticket Bus/Rail Pass, call (800) METRO-INFO or visit www.mta.nyc.ny.us/mnr

Operating weekdays except New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

With the introduction of expanded service between Metro-North's Beacon Station and Newburgh, the Guaranteed Ride Home Program has been discontinued.

All Aboard!

Newburgh-Beacon ferry service expected sailing soon!



Newburgh Area Bus Service

Light type = AM Bold = PM

NORTHSIDE ROUTE

6:55	10:55	2:55
7:02	11:02	3:02
7:08	11:08	3:08
7:10	11:10	3:10
7:13	11:13	3:13
7:15	11:15	3:15
7:16	11:16	3:16
7:17	11:17	3:17
7:19	11:19	3:19
7:22	11:22	3:22
7:30	11:30	3:30
7:33	11:33	3:33
7:35	11:35	3:35
7:42	11:42	3:42
7:45	11:45	3:45
7:50	11:50	3:50
7:55	11:55	3:55
8:00	12:00	4:00
8:10	12:10	4:10

7:50	11:50	3:50
7:55	11:55	3:55
8:00	12:00	4:00
8:10	12:10	4:10
8:15	12:15	4:15
8:20	12:20	4:20
8:23	12:23	4:23
8:30	12:30	4:30
8:33	12:33	4:33
8:35	12:35	4:35
8:38	12:38	4:38
8:40	12:40	4:40
8:41	12:41	4:41
8:43	12:43	4:43
8:46	12:46	4:46
8:47	12:47	4:47
8:55	12:55	4:55
9:02	1:02	5:02

SOUTHSIDE ROUTE

8:00	12:00	4:00
8:02	12:02	4:02
8:05	12:05	4:05
8:07	12:07	4:07
8:09	12:09	4:09
8:11	12:11	4:11
8:14	12:14	4:14
8:19	12:19	4:19
8:23	12:23	4:23
8:26	12:26	4:26
8:30	12:30	4:30
8:33	12:33	4:33
8:35	12:35	4:35
8:42	12:42	4:42
8:45	12:45	4:45
8:50	12:50	4:50
8:55	12:55	4:55
9:00	1:00	5:00
9:10	1:10	5:10

	10:50	2:50
	10:55	2:55
	11:00	3:00
	11:10	3:10
	11:15	3:15
	11:20	3:20
	11:23	3:23
7:30	11:30	3:30
7:33	11:33	3:33
7:36	11:36	3:36
7:38	11:38	3:38
7:42	11:42	3:42
7:44	11:44	3:44
7:46	11:46	3:46
7:48	11:48	3:48
7:51	11:51	3:51
7:54	11:54	3:54
7:56	11:56	3:56
8:00	12:00	4:00

M-SXH
Mondays through Saturday except Holidays

M-FXH
Mondays through Friday except Holidays

Newburgh Beacon Bus Corp. 565-7900 ext. 316

Monday thru Saturday except: New Year s Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, and Christmas Day.

$1.50 Regular Fare 75¢ Senior Citizens aged 60 & over, disabled citizens and Medicare card holders

50¢ transfer at Broadway & Liberty

http://www.leprechaunlines.com/

Newburgh Area Bus Service

Newburgh Beacon Bus Corp.

BROADWAY SERVICE - EASTBOUND

Stop & Shop	8:50am	10:50am	12:50pm	2:50pm	4:50pm
Newburgh Mall	8:55am	10:55am	12:55pm	2:55pm	5:05pm
Wal Mart	9:00am	11:00am	1:00pm	3:00pm	5:10pm
Adam s Fairacre Farms	9:10am	11:10am	1:10pm	3:10pm	5:12pm
17K Bus Terminal @@	——	——	——	——	——
Ames Plaza	9:15am	11:15am	1:15pm	3:15pm	5:15pm
Broadway & Fullerton	9:20am	11:20am	1:20pm	3:20pm	5:20pm
Broadway & DuBois	9:23am	11:23am	1:23pm	3:23pm	5:23pm
Broadway & Liberty	9:30am	11:30am	1:30pm	3:30pm	5:30pm
	@	@	@	@	@

BROADWAY SERVICE - WESTBOUND

	§	§	§	§	§
Broadway & Liberty	8:30am	10:30am	12:30pm	2:30pm	4:30pm
Broadway & DuBois	8:33am	10:33am	12:33pm	2:33pm	4:33pm
Broadway & Fullerton	8:35am	10:35am	12:35pm	2:35pm	4:35pm
Ames Plaza	8:42am	10:42am	12:42pm	2:42pm	4:42pm
17K Bus Terminal	8:45am	10:45am	12:45pm	2:45pm	4:45pm
Stop & Shop	8:50am	10:50am	12:50pm	2:50pm	4:50pm
Newburgh Mall	8:55am	10:55am	12:55pm	2:55pm	5:05pm
Wal Mart	9:00am	11:00am	1:00pm	3:00pm	5:00pm
Adam s Fairacre Farms	9:10am	11:10am	1:10pm	3:10pm	5:10pm

M-SXH
Mondays through Saturday except Holidays

M-FXH
Mondays through Friday except Holidays

* Transfer Available to Southside Route

* Transfer Available to Northside Route

@ @ Bus will stop on Rte. 17K to pick-up or discharge passengers

Continues on Northside Route

@ Continues on Southside Route

§ From southside Route

£ From Northside Route

Newburgh Beacon Bus Corp. 565-7900 ext. 316

Monday thru Saturday except: New Year s Day, Presidents Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, and Christmas Day.

$1.50 Regular Fare 75¢ Senior Citizens aged 60 & over, disabled citizens and Medicare card holders
50¢ transfer at Broadway & Liberty
http://www.leprechaunlines.com/

http://www.trailways.com/ Adirondack Trailways

400 Washington Avenue, Kingston, NY 12401 800-858-8555 (845) 561-0734 Fares vary - Please call for information.

MetroPool

http://www.metropool.com/

MetroPool provides free services with the support of the New York State Department of Transportation. Through a variety of services, you can tap into MetroPool's expertise to find the best way to improve your commute, all free of charge.

- Ride matching services for carpools and vanpools
- Vanpool formation
- Information on transit schedules and schedules (train, bus, ferry)
- Park-and-Ride locations
- Construction updates
- Cost saving information
- Personalized commute consultation

Free Online Ridematching Now Available for New Yorkers!

Sharing the ride allows you to save money, reduce pollution, and enjoy an easier commute. Log on to www.metropool.com to register with our free ridematching service. Complete a simple questionnaire about your commute and we'll instantly provide you with a list of potential carpoolers who have a similar route and schedule. No web access? No Problem! Call 1-800-FIND-RIDE to speak to a commute consultant and register today!

Easy Street NY

http://www.easystreetny.com/

Have you seen an Easy Street NY van on the road?

Easy Streetfi NY is a not-for-profit initiative sponsored by the New York State Department of Transportation and administered by MetroPool. NYSDOT's Easy Street NY vanpool service, administered by MetroPool, offers commuters an opportunity to experience a money-saving, stress-reducing way to work by offering an attractive turnkey van service that can be used as a traditional vanpool or a bus/train shuttle.

How does an Easy Streetfi NY vanpool work?

Easy Streetfi NY provides the van, along with personalized customer support, such as vehicle maintenance, rider replacement and an emergency ride home from work in case of emergency.

Each van is supplied with a gas credit card, to ensure the driver doesn't have to pay out-of-pocket. Maintenance and repairs are scheduled through the Easy Streetfi NY operations department and back-up vans are supplied while repairs are being completed. In addition, drivers can count on service 24 hours a day, 7 days a week.

For more information about the program, call 1-800-FIND-RIDE or visit www.easystreetny.com. MetroPool provides a complete menu of vanpool services to commuters and employers traveling to or from Westchester, Rockland, Dutchess, Putnam, Orange and Ulster counties in New York State.

Pay for your commute tax-free!

Did you know that you can set aside up to $100 per month tax free to pay for bus, train, vanpool or ferry fares, PLUS up to $195 per month to pay for parking at park and ride and train station parking lots? If your employer offers the Commuter Choice tax-free commute benefit, you can take advantage of this important program and save even more on your commute over driving alone. Call MetroPool at 1-800-FIND-RIDE or visit www.metropool.com for more information, or pass along this information to your employer and have them make the call. MetroPool provides free implementation support for the benefit, employers save on payroll taxes, and administration of the program is easy. A better commute--and lower taxes, too!

Table of Contents

This guide was produced by Gregory W. Biffd The Times Herald-Record for the New York State Department of Transportation in cooperation with the Orange County Department of Planning and MetroPool, Inc.

For additional copies of this guide, contact the Orange County Department of Planning at (845) 291-2318 or the New York State Department of Transportation at (845) 431-5723. Call the latter if you wish to reproduce and/or disseminate any portion of this guide.

Stay up to date!

Schedules are subject to change at any time.
Visit our web site at:
[illegible]
for more information and periodic updates.

The transit schedules and routes are effective as of February 9, 2004 and are subject to change. Please call the carrier for updated information before you travel.

New York State Department of Transportation

http://www.dot.state.ny.us/

Ulster County Area Transit

234 Golden Hill Lane Kingston, NY 12401

Golden Hill Dr/Rt. 32	[illegible]	---	12:30	---	---
Henry Dubois Rd. New	[illegible]	---	12:55	---	---
Prospect/Main Street	[illegible]	---	12:59	3:15	6:01
Main St. New Paltz	6:25	7:30	1:00	3:16	6:01
Modena	5:25	7:40	1:10	3:26	6:11
Forest Road	5:40	7:45	1:15	3:31	6:16
Plattekill Post Office	5:42	7:47	1:17	3:33	6:18
Savilton	5:44	7:49	1:19	3:35	6:20
Holts Corner	5:49	7:54	1:24	3:40	6:25
Shop-Rite Newburgh	5:52	7:57	1:27	3:43	6:28
Mid-Valley Mall Newbu	5:56	8:00	1:30	3:46	6:31
Broadway Newburgh	6:05	8:10	1:40	3:56	6:41
17K Bus Terminal	6:14*	8:19*	1:49*	4:05*	6:50*
Newburgh Mall	6:22	8:27	1:57	4:13	6:58

Phone: 845-340-3333 Fax: 845-340-3336
Email: Cynthia Ruiz crui@co.ulster.ny.us

FARES:
$1.50 Kingston to New Paltz
$1.00 New Paltz to Kingston

Newburgh Mall	[illegible]	8:45	2:00	5:00	7:30
17K Bus Terminal	[illegible]	8:52*	2:07*	5:07	7:37*
Broadway Newburgh	[illegible]	8:59	2:14	5:14	7:44
Mid-Valley Mall Newbu	[illegible]	9:09	2:24	5:24	7:54
Shop-Rite Newburgh	[illegible]	9:12	2:27	5:27	7:57
Holts Corner	[illegible]	9:16	2:32	5:32	8:02
Savilton	[illegible]	9:18	2:34	5:34	8:04
Plattekill Post Office	7:02	9:22	2:38	5:38	8:08
Forest Road	7:07	9:27	2:43	5:43	8:13
Modena	7:12	9:32	2:48	5:48	8:18
Route 32 South	[illegible]	9:42	2:58	5:58	8:28
Main Street New Paltz	7:25	9:45	3:01	6:01	8:31
Prospect / Main Street	7:25	9:45	3:01	6:01	8:31
Henry Dubois Rd. New	---	9:46	---	---	---
Golden Hill Dr./Rt. 32	---	10:00	---	---	8:45
Kingston - On Request	---	***	---	---	***

Legend:

*	= On Request
- - -	= No Service

Times in Red represent p.m. service

Port Jervis Transportation Services

*There is limited local service
provided by ShortLine in the Port Jervis area.
See page 11. Dial-A-Bus service is also available.

ShortLine (Coach USA)	Metro-North Railroad	Dial-A-Bus
Port Jervis 856-1113	800-METRO-INFO	Port Jervis 856-7999
http://www.shortline[illegible]com/	http://www.mta.info/	

Dial-A-Bus Services

Demand-responsive, OPEN TO THE PUBLIC, curb to curb, Dial-A-Bus service is available within the limits of the communities listed below. Reservations are required at least 24 hours in advance. The Dial-A-Buses are wheelchair lift-equipped.

[redacted]

Service provided Fridays only 1(866) 496-2877

Hours of operation: 9:00am to 3:00pm.
Reservations accepted Monday thru Friday 9am - 1pm.
Regular Fare: $1.00 one-way Children under 5 ride free when accompanied by an adult Senior/disabled citizens and Medicare card holders: 50¢ one way.

[redacted]

Service provided Monday thru Saturday 294-8920

Hours of operation: 7:30am to 5:30pm.
Reservations accepted Monday thru Friday 8am - 1pm.
Regular Fare: $1.00 one-way Children under 6 ride free when accompanied by an adult Senior/disabled citizens and Medicare card holders: 50¢ one way.

[redacted]

Service provided Monday thru Friday 446-RIDE (7433)

Hours of operation: 8am to 4pm.
Reservations accepted Monday thru Friday 9am-3pm.
Regular Fare: $1.00 one way Children under 6 ride free when accompanied by an adult Senior/disabled citizens and Medicare card holders: 50¢ one way.

[redacted]

Service provided Monday thru Saturday 783-6222

Hours of operation: 5am to 7:30pm (M-F), 8am to 1pm (Sat).
Reservations accepted Monday thru Friday 8am to 12pm.
Regular Fare: $1.00 one way Children under 5 ride free when accompanied by an adult Senior/disabled citizens and Medicare card holders: 50¢ one way.

[redacted]

Service provided Monday thru Friday 457-2622

Hours of operation: 7:45am to 4:00pm.
Reservations accepted Monday thru Friday 9am - 12pm.
Regular Fare: $1.00 one way Children under 6 ride free when accompanied by an adult Senior/disabled citizens and Medicare card holders: 50¢ one way.

[redacted]

Service provided Monday thru Friday
563-4640 or 496-8505

Hours of operation: 8am to 4pm.
Reservations accepted Monday thru Friday 9:30am to 1pm.
Regular Fare $1.00 one way Children under 5 ride free when accompanied by an adult Senior/disabled citizens and Medicare card holders: 50¢ one way.

[redacted]

Service provided Monday thru Saturday 564-0608

Hours of operation: 8:00am to 4pm (M-F), Eves 5:30 to 10pm (T-W-Th), 8:30am to 2:30pm (Sat.) Reservations accepted Monday thru Friday 8am to 11am.
Regular Fare: $1.00 one way Children under 6 ride free when accompanied by an adult Senior/disabled citizens and Medicare card holders: 50¢ one way.

[redacted]

Service provided daily in the City and three (3) miles beyond the City limits in the State of New York 856-7999

Hours of operation: 6am to 5pm (M-F), 9am to 2pm (Sat.)
Reservations accepted Monday thru Friday 9am to 12pm.
Regular Fare: $1.00 one way Children under 5 ride free when accompanied by an adult Senior/disabled citizens and Medicare card holders: 50¢ one way.

[redacted]

Service provided Monday thru Saturday 692-7852

Hours of operation: 4am to 9pm (M-F), 8am to 2pm (Sat.).
Reservations accepted Monday thru Friday 9am to 12:30pm.
Regular Fare: $1.00 one way Children under 5 ride free when accompanied by an adult Senior/disabled citizens and Medicare card holders: 50¢ one way.
Watch for introduction of Sunday & Fixed Route Service

[redacted]

Service provided Monday thru Friday 986-2877

Hours of operation: 8:30am to 4:30pm.
Reservations accepted Monday thru Friday 9am to 1pm.
Regular Fare: $1.00 one way Children under 5 ride free when accompanied by an adult Senior/disabled citizens and Medicare card holders: 50¢ one way.
Deviated fixed-route service provided Saturday and Sunday. See page 18 for schedules. Call for more information.

[redacted]

LEPRECHAUN
Your Northeast Connection

Catch the Magic!
1800 MAGIC 17 (624.4217) 845.565.7900

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- .bout Leprechaun
- Service Area
- Motorcoach Info
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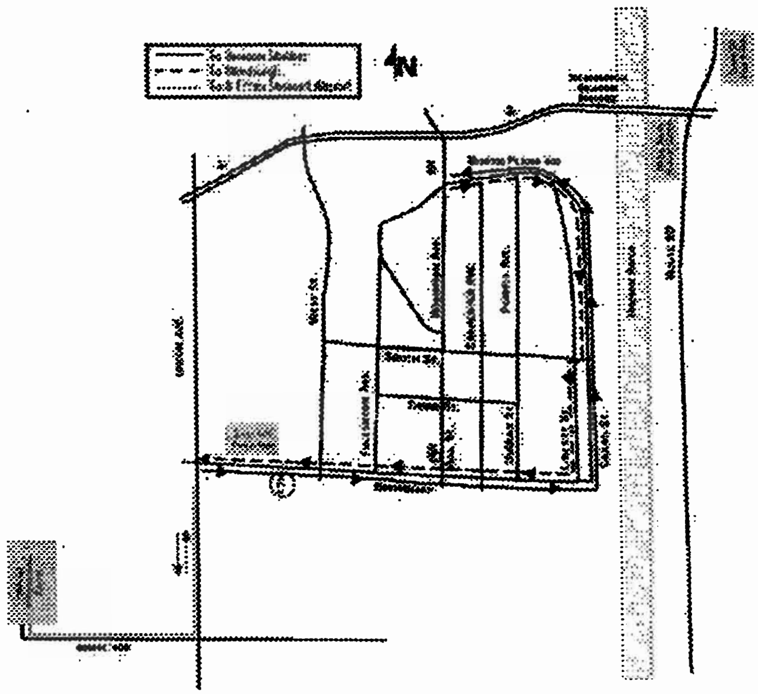
- Atlantic City
- Commuter Services
  - Newburgh-Beacon-Stewart Shuttle
  - White Plains Commuter Bus
  - Purchase Tickets Online
- Employment
- TLC Tours

Commuter Lines

Newburgh-Beacon-Stewart Shuttle

This service operates **weekdays** between Newburgh, Stewart International Airport and Grand Central via Metro North Railroad's Beacon Station



- **To Grand Central**
- **To Newburgh**
- **Fares**
- **Purchase Tickets Online**
- **Holiday Service**
- **Connecting Service**
- **Telephone Information**

Fare Information

Bus Fares:
$1.50 One Way: $.75 Seniors and Handicapped.

Rail Fares:
$15.25 One Way Peak.
$11.50 One Way Off Peak
UniTicket Bus/Rail Pass:
$331 Monthly Fare (Combination $10 Bus plus $321 Monthly Rail).

$107 Weekly Fare (Combination $4 Bus plus $101 Weekly Rail).
$7.25 One Way, Senior & Disabled

Tickets prices are for Station purchases only. Tickets purchased on the train are higher.

For information call (800) METRO-INFO.

Holiday Service

The Newburgh-Beacon-Stewart Shuttle operates a weekday schedule and **will not operate** on the following holidays:
New Year's Day
President's Day
Memorial Day
Independence Day

Labor Day
Thanksgiving
Christmas

Connecting Services

Newburgh Beacon Bus Service
Local Service in Newburgh call (845) 565-7900

Dutchess County Bus System
Connecting Service at Transportation Center (9D Park & Ride) in Beacon call (845) 485-4690.

Telephone Information

MTA Metro-North Railroad
Schedules, fare, and senior citizen/disabled accessibility from New York City: (212)532-4900; from all other area: (800) METRO-INFO. Hearing impaired (Teleprinter only):(800) 724-3322
MTA Police: (212) 878-1001
Police Emergency Only: (800) 836-MNPD or (212) 878-1000

Newburgh-Beacon Shuttle
TLC-The Leprechaun Connection
Monday - Friday 5 AM - 8 PM
(845)565-7900 ext. 316

The Newburgh-Beacon-Stewart Shuttle provides weekday (Monday-Friday) express service for New York City commuters using the Newburgh Park & Ride lot on Route 17K.

Effective Date April 3 - September 30, 2005

To Grand Central Station from Newburgh via Beacon

Bus Departs								Bus arrives	Train Departs	Train Departs	Train Arrives
Newburgh Stewart Int'l Airport	Newburgh North Plank Rd & Rt 9W	Newburgh South St. & Grand St.	Newburgh Broadway & Liberty	Newburgh Rt 9W & Broadway	Newburgh Broadway & West St.)	Newburgh Rt. 17K Park and Ride Lot	Beacon Rt. 9D Park and Ride Lot	Beacon Rail Station	Beacon Rail Station	Croton Rail Station	Grand Central Terminal
	4:54	4:57	4:59	5:00	5:02	5:09		5:24	5:32	6:08	6:50
5:12						5:23	5:39	5:49	5:57	6:33	7:17
	5:18	5:21	5:23	5:24	5:26	5:34		5:50	5:57	6:33	7:17
	5:51	5:56	5:58	6:00	6:02	6:10		6:25	6:33		7:47
	6:21	6:25	6:27	6:28	6:30	6:37		6:53	7:05		8:17
6:27						6:37		6:56	7:05		8:17
	6:45	6:49	6:51	6:52	6:54	7:04		7:20	7:28	7:56	8:43
7:20	7:38	7:42	7:44	7:46	7:48	7:57		8:13	8:22	8:57	9:42
7:59	8:16	8:21	8:23	8:25	8:27	8:35	8:52	9:02	9:08	9:43	10:28
9:03						9:15	9:32	9:42	9:50	10:27	11:17

10:03						10:15	10:32	10:42	10:50	11:27	12:20
11:04						11:15	11:32	11:42	11:50	12:27	1:20
12:03						12:15	12:32	12:42	12:50	1:27	2:20
1:03						1:15	1:32	1:42	1:50	2:27	3:21
2:03						2:15	2:32	2:42	2:50	3:27	4:21
3:03						3:15	3:32	3:42	3:50	4:27	5:15
4:02						4:12	4:34	4:44	4:50	5:27	6:13
	5:23	5:19	5:17	5:15	5:13	5:04		5:35	5:50	6:27	7:19
5:04						5:15	5:33	5:44	5:50	6:27	7:19
	6:04	6:00	5:58	5:56	5:54	5:42	6:16	6:28	6:50	7:27	8:18
6:14						6:26		6:44	6:50	7:27	8:18
	7:02	6:57	6:55	6:53	6:51	6:40		7:14	7:50	8:27	9:18
7:27						7:39	7:57	8:09	8:50	9:27	10:18
8:44						9:01	9:21	9:33	10:16	10:56	12:04
9:49						9:59	10:17	10:29	11:16	11:56	1:04
10:24						10:34D	10:54D	11:04D	11:16	11:56	1:04
11:05						11:17D	11:45D				

To Newburgh from Grand Central Station

Train Leaves	Train Arrives	Train Arrives	Bus Leaves	Bus Arrives							
Grand Central Terminal	Croton Rail Station	Beacon Rail Station	Beacon Rail Station	Beacon Rt. 9D Park and Ride Lot	Newburgh Rt. 17K Park and Ride Lot	Newburgh Broadway & West St.	Newburgh Rt 9W & Broadway	Newburgh Broadway & Grand St.	Newburgh South St. & Grand St.	Newburgh North Plank Rd & Rt 9W	Newburgh Stewart Int'l Airport
				4:44	5:00						5:12
			5:50	6:00	6:16						6:26
			6:53	7:01							7:20
			7:20	7:30	7:47						7:59
6:41	7:30	8:05	8:20	8:32	8:52						9:02
7:38	8:30	9:05	9:23	9:33	9:50						10:02
8:53	9:45	10:18	10:25	10:35	10:52						11:04
9:51	10:41	11:14	11:21	11:31	11:48						12:00
10:51	11:41	12:14	12:21	12:31	12:48						1:00
11:51	12:34	1:16	1:21	1:31	1:48						2:00
12:51	1:41	2:16	2:21	2:31	2:48						3:00
2:02	2:44	3:19	3:24	3:34	3:50						4:02
3:12	3:54	4:29	4:34	4:46	5:04	5:13	5:15	5:17	5:19	5:23	
3:12	3:54	4:29	4:35		4:53						5:04
3:58	4:40	5:15	5:20		5:42	5:54	5:56	5:58	6:00	6:04	
3:58	4:40	5:15	5:44		6:02						6:14
5:09		6:15	6:20		6:40	6:51	6:53	6:55	6:57	7:02	
5:28		6:34	6:39		7:01	7:10	7:12	7:14	7:16	7:21	
5:28		6:34	6:45	6:57	7:15						7:27
6:15		7:33	7:46		8:00	8:09	8:11	8:13	8:21	8:26	
6:43	7:25	8:01	8:08		8:28	8:37	8:39	8:41	8:43	8:48	
6:43	7:25	8:01	8:11		8:29						8:41
7:18	8:01	8:36	8:41	8:51	9:10	9:18	9:20	9:22	9:24	9:29	9:47
7:48	8:41	9:16	9:20	9:30	9:46	9:54	9:56	9:58	10:00	10:04	10:24
8:23	9:13	9:48	9:53	10:03	10:22	10:30	10:32	10:34	10:36	10:41	11:03
9:02	9:52	10:27	10:32	10:43	11:00D	11:08D	11:10D	11:12D	11:14D	11:19D	

TABLE NO. 3

QUEUE LENGTH SUMMARY TABLE

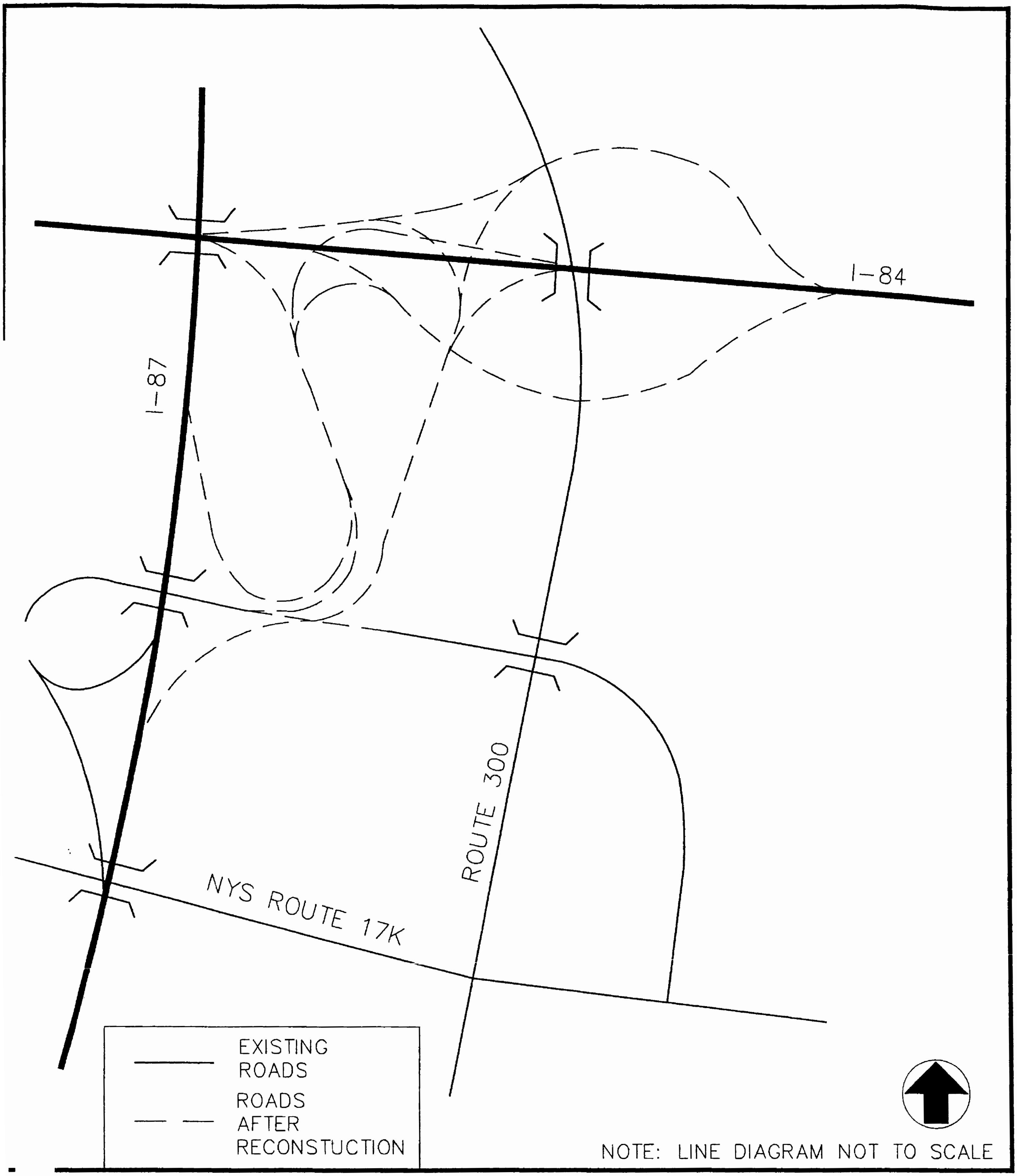
			STORAGE LENGTH	2006 EXISTING				2008 NO-BUILD				2008 BUILD			
				PM		SAT		PM		SAT		PM		SAT	
				50TH	95TH	50TH	95TH	50TH	95TH	50TH	95TH	50TH	95TH	50TH	95TH
NYS ROUTE 52 & SITE ACCESS DRIVEWAY/ 5TH AVE	SIGNALIZED														
	EB	LT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24	55	32	67
		R	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	64	13	106
	WB	LTR	N/A	N/A	58	N/A	107	N/A	78	N/A	140	60	112	94	161
	NB	L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	35	59	83	275
		T	340	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	111	181	94	176
		R	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	8	0	9
	SB	L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11	31	19	39
		TR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	316	447	147	209
IN/A84 WB ON/OFF RAMP & NYS ROUTE 52	SIGNALIZED														
	WB	L	110	71	129	51	96	76	135	55	103	99	165*	74	132*
		R	0	0	0	0	0	0	13	0	0	55	193	38	150
	NB	L	80	31	46	8	12	48	58	9	12	219	264	84	263
		T	450	32	42	26	35	35	43	28	36	17	32	63	78
	SB	TR	360	250	373	233	348	274	406	242	361	630	933	446	706
IN/A84 EB ON/OFF RAMP & NYS ROUTE 52	SIGNALIZED														
	EB	L	0	43	85	26	68	45	89	28	61	59	109	38	79
		R	110	0	70	0	47	0	74	0	49	15	109	0	58
	NB	T	N/A	331	499	256	379	371	566	273	404	644	986	200	283
		R	170	2	22	0	20	3	24	1	21	15	40	0	9
	SB	L	70	2	3	10	9	8	21	7	6	127	154	53	319
		T	340	39	17	46	48	70	56	49	33	18	36	112	124
UNION AVE & NEWBURGH MALL SOUTH DRIVEWAY	SIGNALIZED														
	EB	LT	200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	29	61	31	67
		R	200	N/A	76	N/A	204	N/A	93	N/A	266	0	64	0	71
	WB	L	500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	185	269	193	297
		T	500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	28	60	31	67
		R	500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	18	58	0	36
	NB	L	350	N/A	101	N/A	316	N/A	129	N/A	435	206	355	273	471
		T	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	309	379	174	22
		R	250	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	33	10	45
	SB	L	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	31	106	31	48
		T	430	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	278	350	294	548
		R	430	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3	8	2	3
UNION AVE & NEWBURGH MALL NORTH DRIVEWAY	SIGNALIZED														
	EB	LT	100	107	175	148	278	118	191	149	264	109	180	157	290
		R	100	0	35	23	65	0	36	16	55	0	36	26	68
	WB	LTR	0	3	22	2	19	3	23	2	18	2	23	2	19
	NB	L	200	13	33	20	100	14	35	22	92	6	10	6	96
		TR	430	376	454	172	221	406	489	216	278	121	140	58	77
	SB	L	180	1	2	2	5	4	29	2	5	2	5	2	3
		TR	730	41	17	72	108	123	403	65	92	148	174	82	92

UNION AVE &	SIGNALIZED														
AUTOZONE DRIVEWAY	WB	L	0	N/A	181	N/A	295	N/A	209	N/A	329	48	91	118	193
		R	0	N/A	9	N/A	29	N/A	11	N/A	34	0	30	0	45
	NB	TR	730	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	92	106	185	269
	SB	L	100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	2	65	74
		T	440	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	58	115	99	93
UNION AVE &	SIGNALIZED														
MEADOW AVE	EB	L	140	72	109	41	82	74	115	43	85	63	112	45	89
		TR	0	199	255	139	266	209	272	149	240	194	284	173	276
	WB	L	160	109	164	136	293	115	179	151	319	100	202	190	346
		TR	0	158	201	103	166	164	212	109	173	151	217	124	195
	NB	L	300	71	187	77	185	166	221	81	248	113	236	92	199
		TR	760	152	181	177	244	113	333	190	428	121	141	239	480
	SB	L	160	13	43	13	22	8	26	13	21	12	24	12	18
		TR	540	197	344	264	368	215	366	265	397	235	245	325	403
UNION AVE &	SIGNALIZED														
NYS ROUTE 52	NB	L	260	82	231	80	158	103	251	104	155	251	426	123	182
		TR	870	273	499	17	21	303	546	18	22	698	928	19	26
	SB	L	250	30	104	26	64	33	112	29	71	105	217	49	147
		TR	0	294	486	323	542	329	525	365	596	673	906	522	751
	EB	LT	0	161	328	151	267	207	370	162	306	276	483	183	346
		R	0	0	40	0	49	0	41	0	50	0	44	0	52
	WB	LT	0	179	347	146	236	203	392	157	285	312	518	183	336
		R	100	2	24	0	22	3	26	1	24	17	49	6	40
NYS ROUTE 52 &	SIGNALIZED														
MEADOW AVE/POWDER MILL	EB	LTR	N/A	126	207	154	248	138	224	168	268	N/A	N/A	N/A	N/A
	WB	LTR	N/A	74	128	108	177	81	137	116	189	N/A	N/A	N/A	N/A
	SB	LTR	N/A	174	274	160	251	191	301	175	275	N/A	N/A	N/A	N/A
	NB	LTR	N/A	478	696	251	458	538	760	284	511	N/A	N/A	N/A	N/A
NYS ROUTE 52 &	SIGNALIZED														
POWDER MILL RD W/ IMPROVEMENTS	EB	L	250	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15	37	18	48
		TR	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	180	295	205	339
	WB	L	250	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	48	94	49	127
		TR	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	242	387	168	276
	NB	L	200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	81	74	124
		TR	500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	208	113	169	273
	SB	LTR	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	130	197	164	217
MEADOW AVE &	SIGNALIZED														
SITE ACCESS	EB	L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	52	104	68	137
		R	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0
	NB	L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11	31	14	35
		T	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	73	124	99	154
	SB	T	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	71	123	87	137
		R	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0

NOTES:

THE ABOVE REPRESENTS THE 50TH AND 95TH PERCENTILE MAXIMUM QUEUE LENGTHS IN FEET. THE 50TH PERCENTILE MAXIMUM QUEUE IS THE MAXIMUM BACK OF QUEUE ON A TYPICAL CYCLE AND THE 95TH PERCENTILE QUEUE IS THE MAXIMUM BACK OF QUEUE WITH 95TH PERCENTILE TRAFFIC VOLUMES. THESE ARE BASED ON SYNCHRO (VERSION 6) ANALYSIS PROCEDURES. NOTE THAT UNDER THE FUTURE BUILD CONDITIONS, SIGNAL IMPROVEMENTS AND INTERSECTION IMPROVEMENTS AT THE SITE ACCESS ARE INCLUDED. THE STORAGE LANE LENGTHS FOR THE TURN LANES ARE APPROXIMATE LENGTHS BASED ON AVAILABLE RECORD PLANS AND REVIEWS OF AERIAL PHOTOGRAPHS.

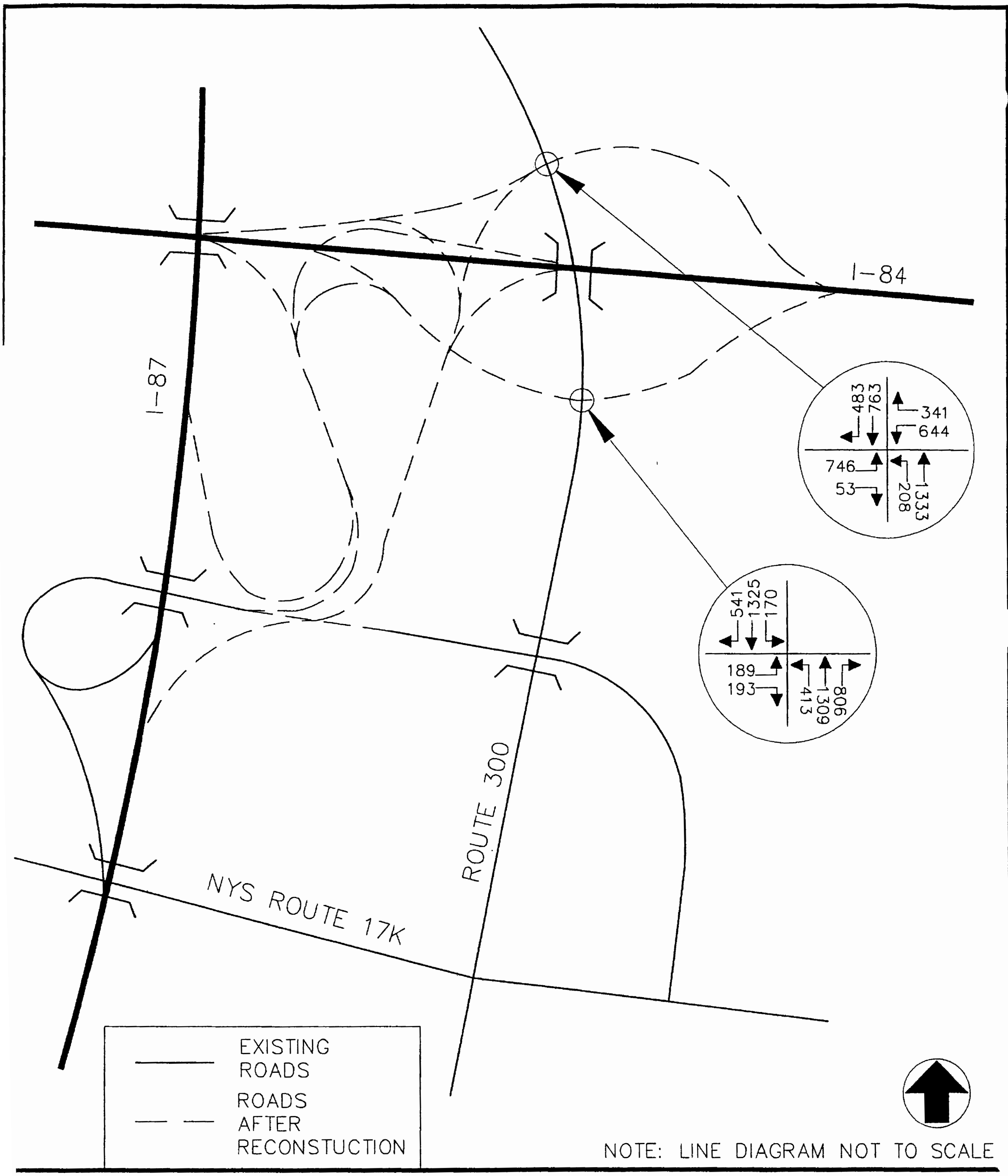
* THE BUILD SCENARIO INCLUDES IMPROVEMENTS TO THIS INTERSECTION BY LENGTHENING WEST BOUND LEFT TURN STORAGE BAY FROM 110 FT TO 175 FT.



THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

JOHN COLLINS ENGINEERS, P.C.

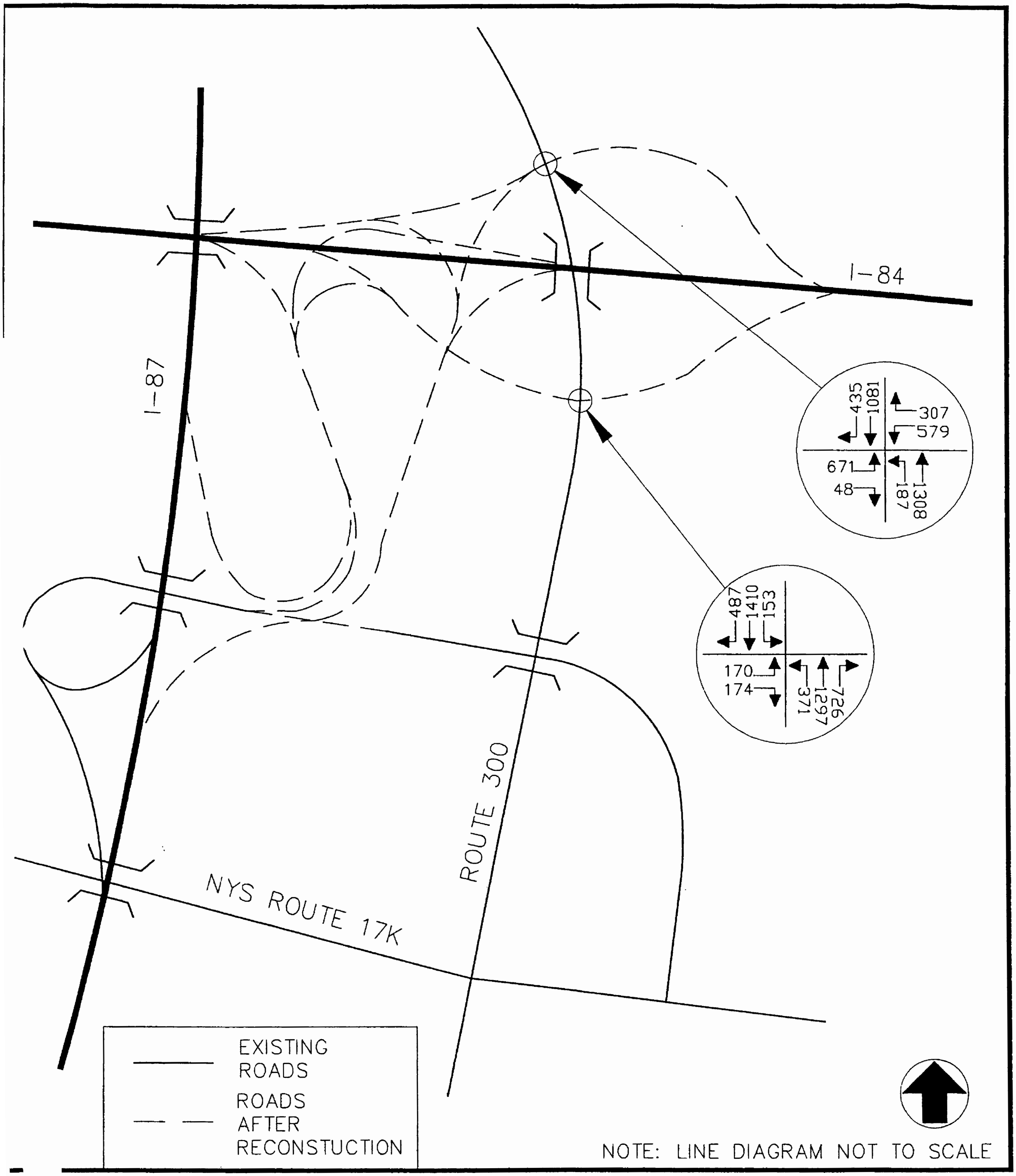
WITH NEW I-84 / I-87
INTERCHANGE IMPROVEMENTS
(PROPOSED I-84 RAMP ALIGNMENT)



HE MARKET PLACE AT NEWBURGH
EWBURGH, NEW YORK

2008 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(PROPOSED I-84 RAMP ALIGNMENT)

OHN COLLINS ENGINEERS, P.C.



THE MARKET PLACE AT NEWBURGH

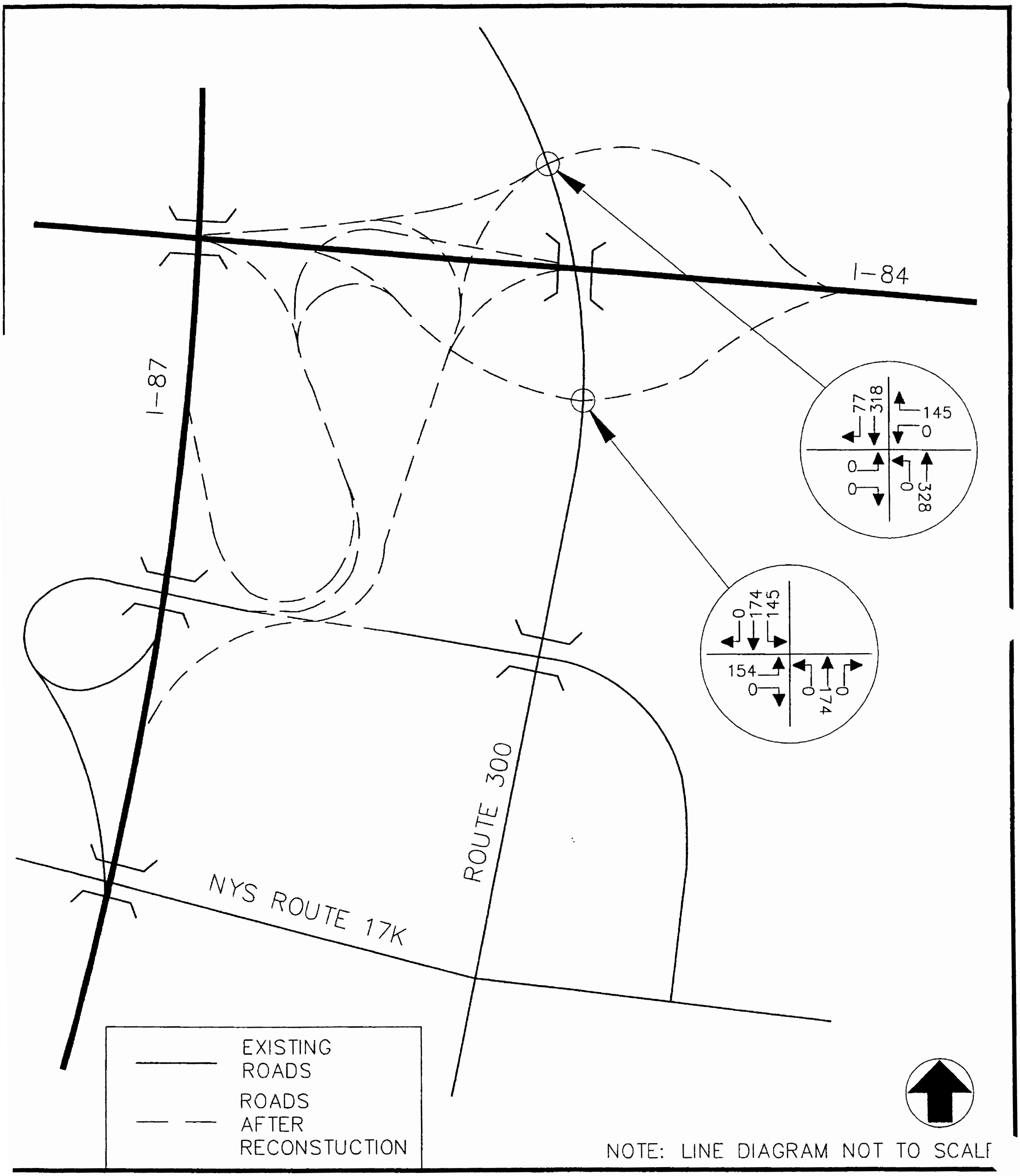
IEWBURGH, NEW YORK

OHN COLLINS ENGINEERS, P.C.

2008 NO-BUILD TRAFFIC VOLUMES

WEEKEND PEAK SAT HIGHWAY HOUR

(PROPOSED I-84 RAMP ALIGNMENT)

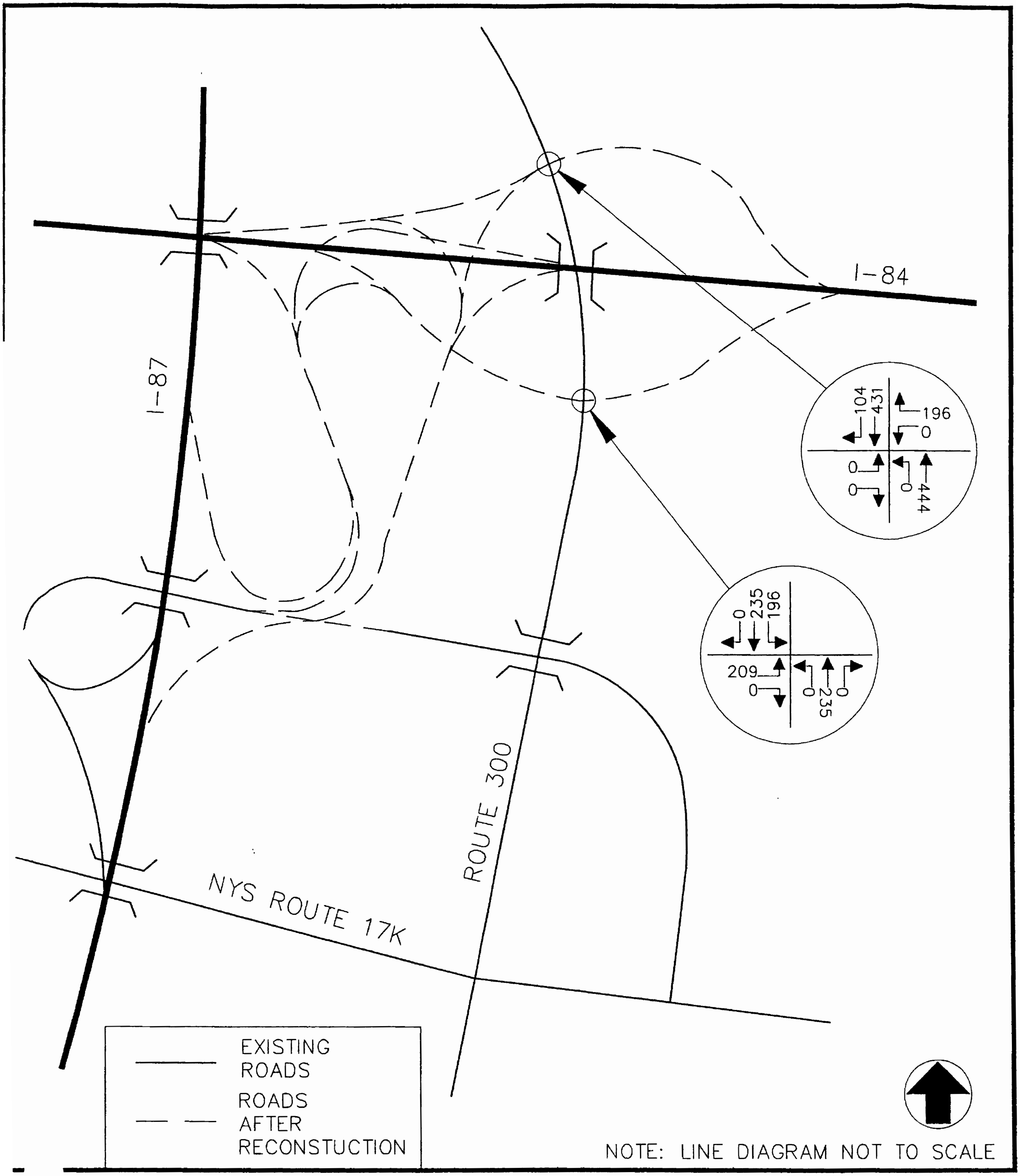


HE MARKET PLACE AT NEWBURGH

IEWBURGH, NEW YORK

OHN COLLINS ENGINEERS, P.C.

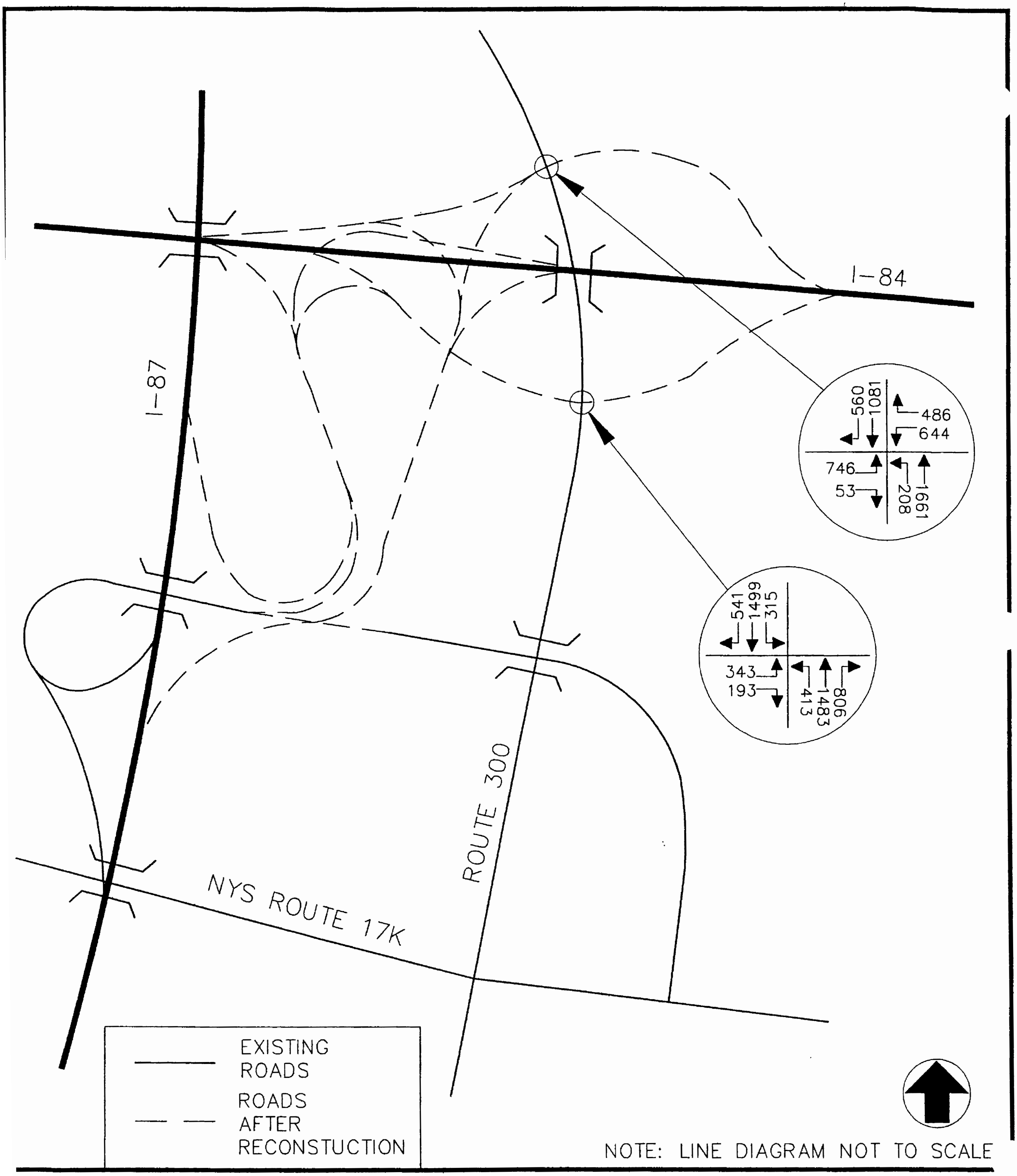
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(PROPOSED I-84 RAMP ALIGNMENT)



HE MARKET PLACE AT NEWBURGH
EWBURGH, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(PROPOSED I–84 RAMP ALIGNMENT)

OHN COLLINS ENGINEERS, P.C.



'HE MARKET PLACE AT NEWBURGH

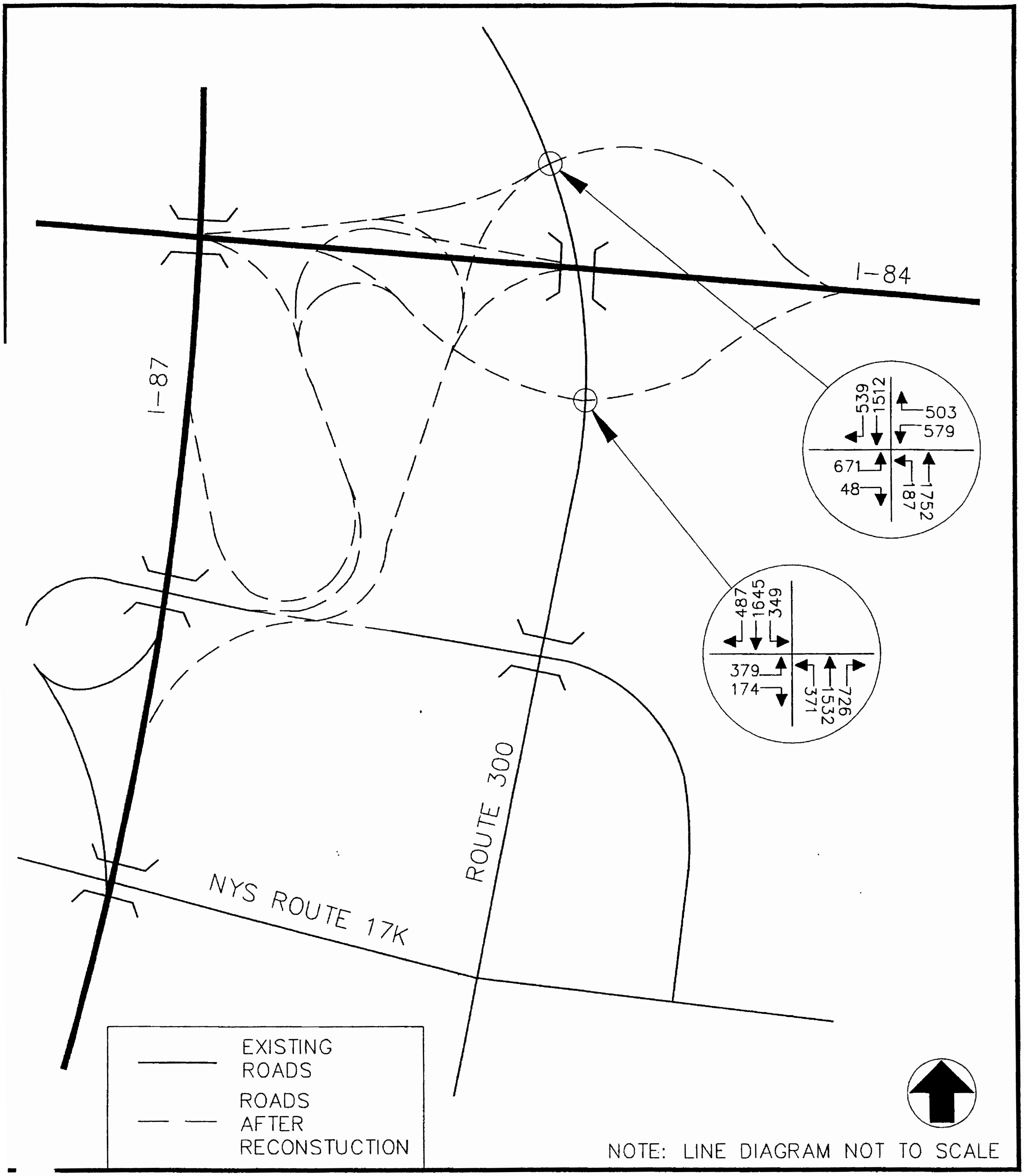
EWBURGH, NEW YORK

JHN COLLINS ENGINEERS, P.C.

2008 BUILD TRAFFIC VOLUMES

WEEKDAY PEAK PM HIGHWAY HOUR

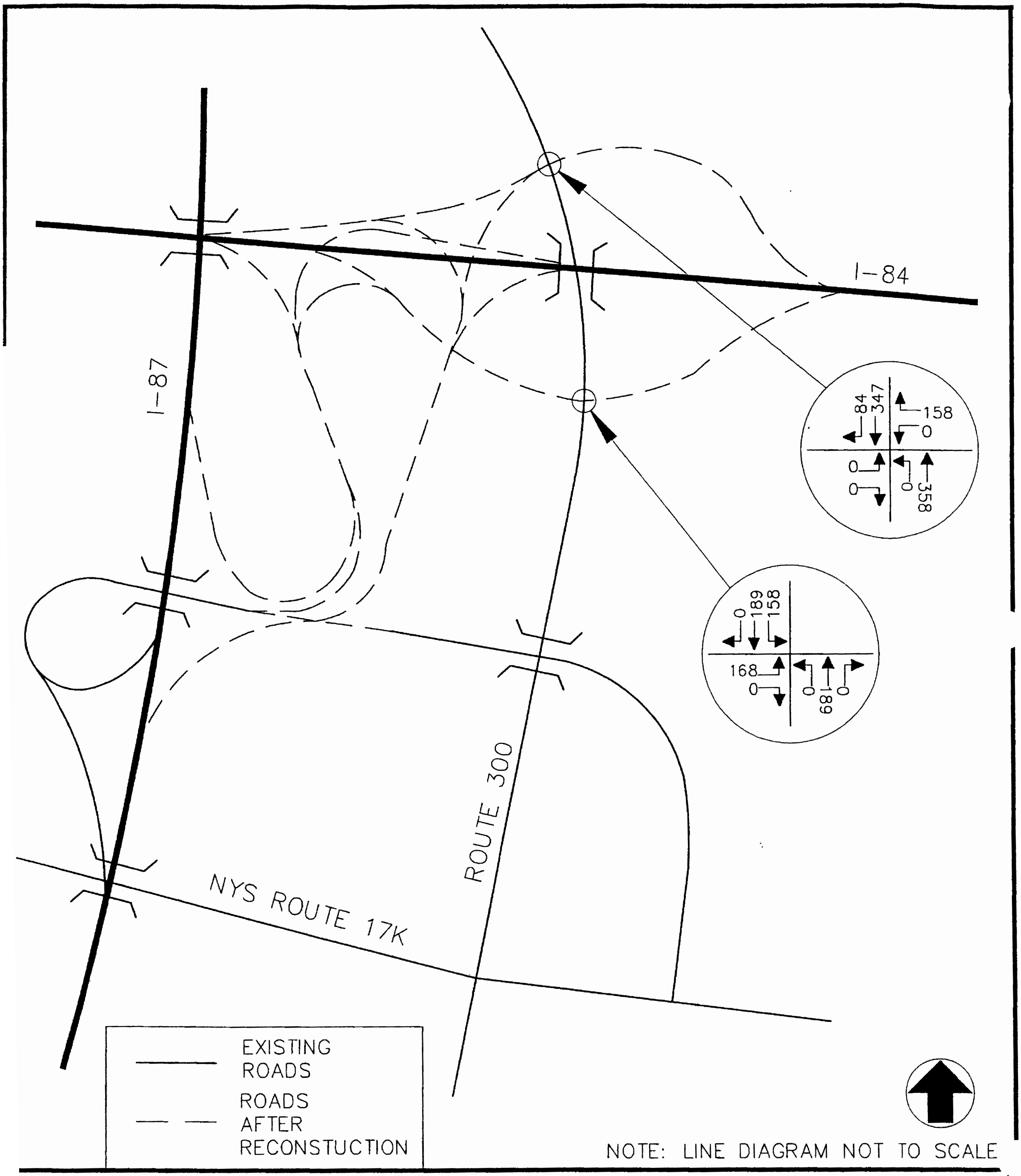
(PROPOSED I-84 RAMP ALIGNMENT)



THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

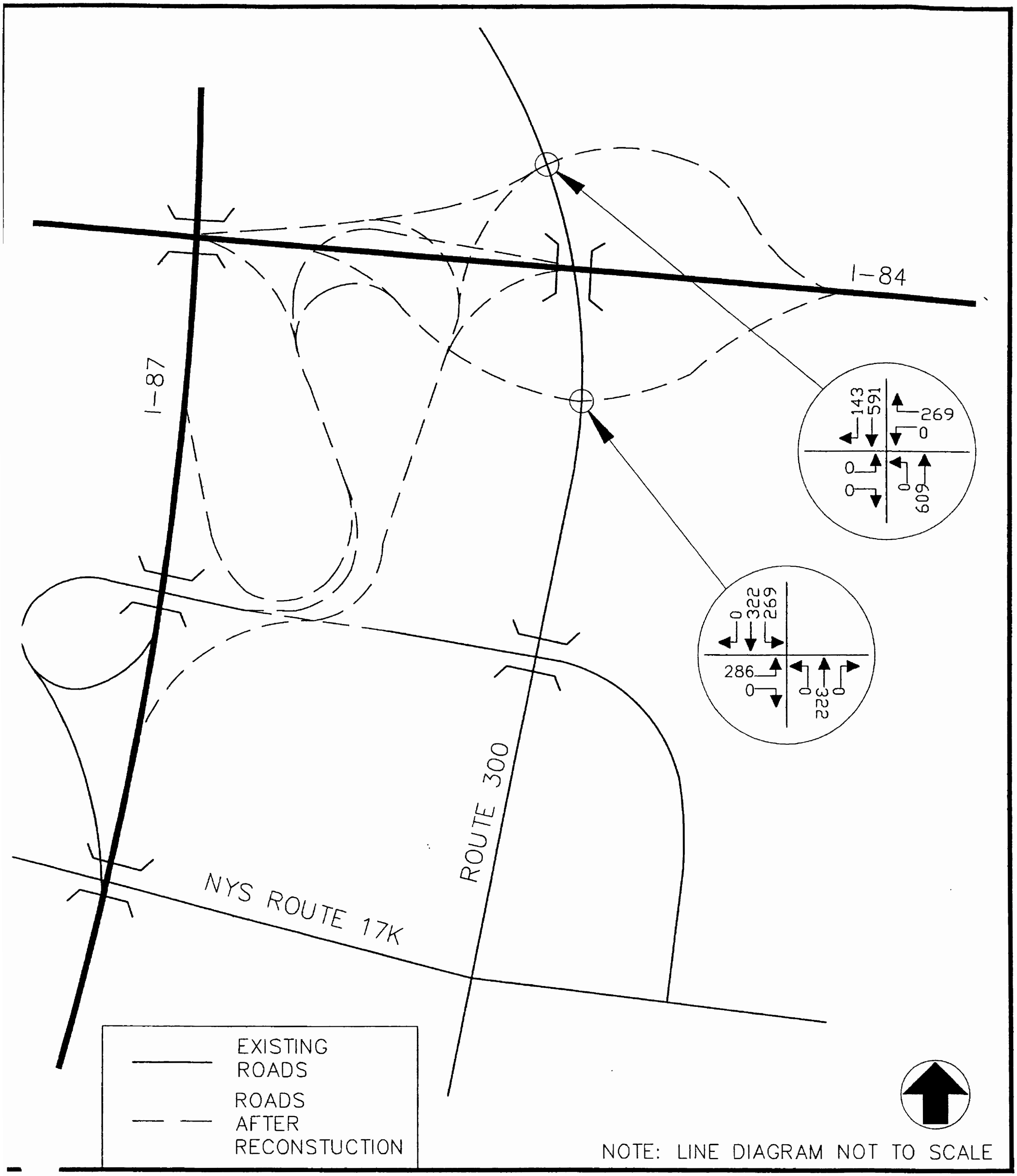
JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE, NEW YORK

2008 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(PROPOSED I-84 RAMP ALIGNMENT)



HE MARKET PLACE AT NEWBURGH
EWBURGH, NEW YORK (CHRISTMAS SEASON)
)HN COLLINS ENGINEERS, P.C.

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(PROPOSED I-84 RAMP ALIGNMENT)



THE MARKET PLACE AT NEWBURGH

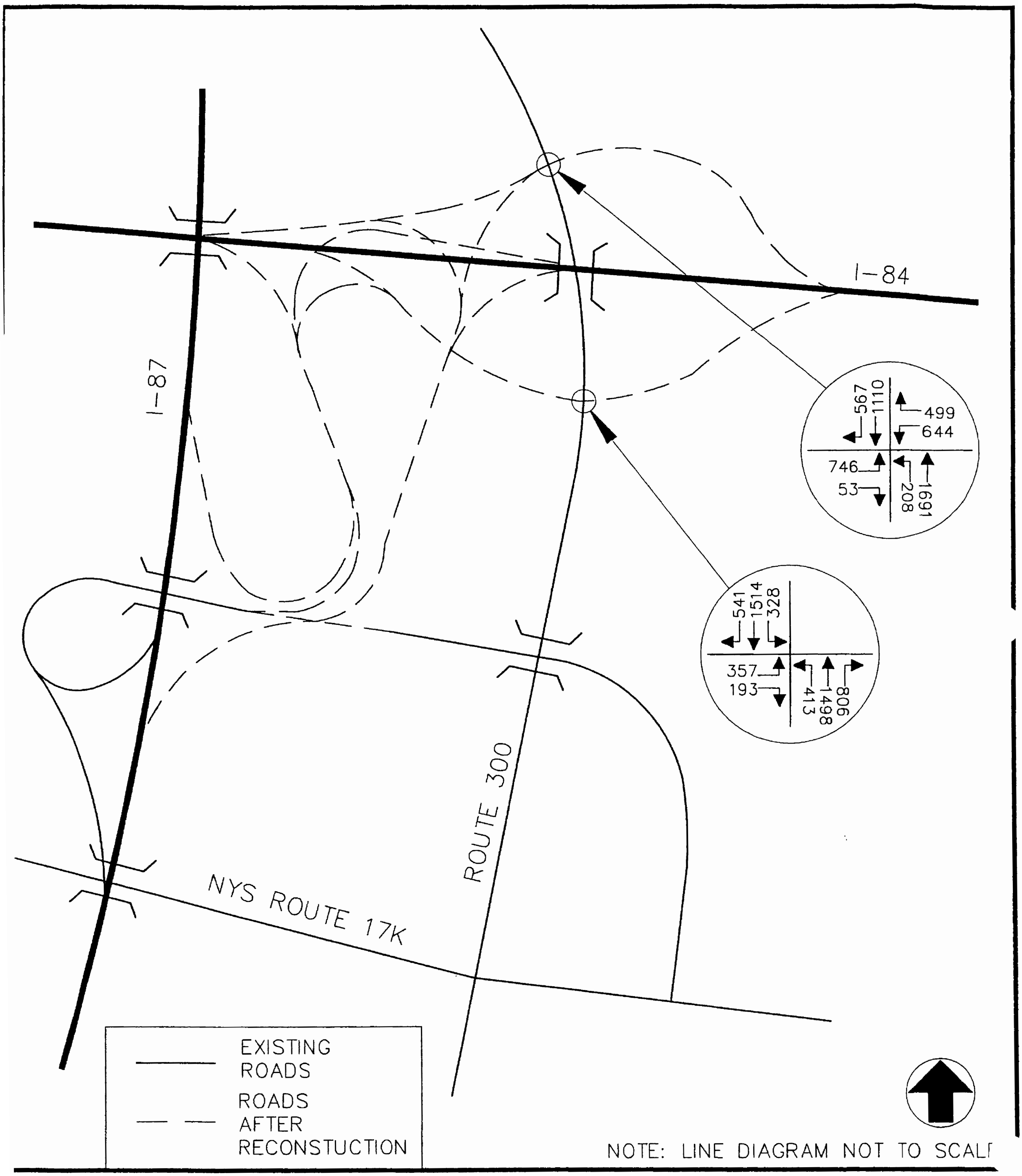
NEWBURGH, NEW YORK (CHRISTMAS SEASON)

JOHN COLLINS ENGINEERS, P.C.

SITE GENERATED TRAFFIC VOLUMES

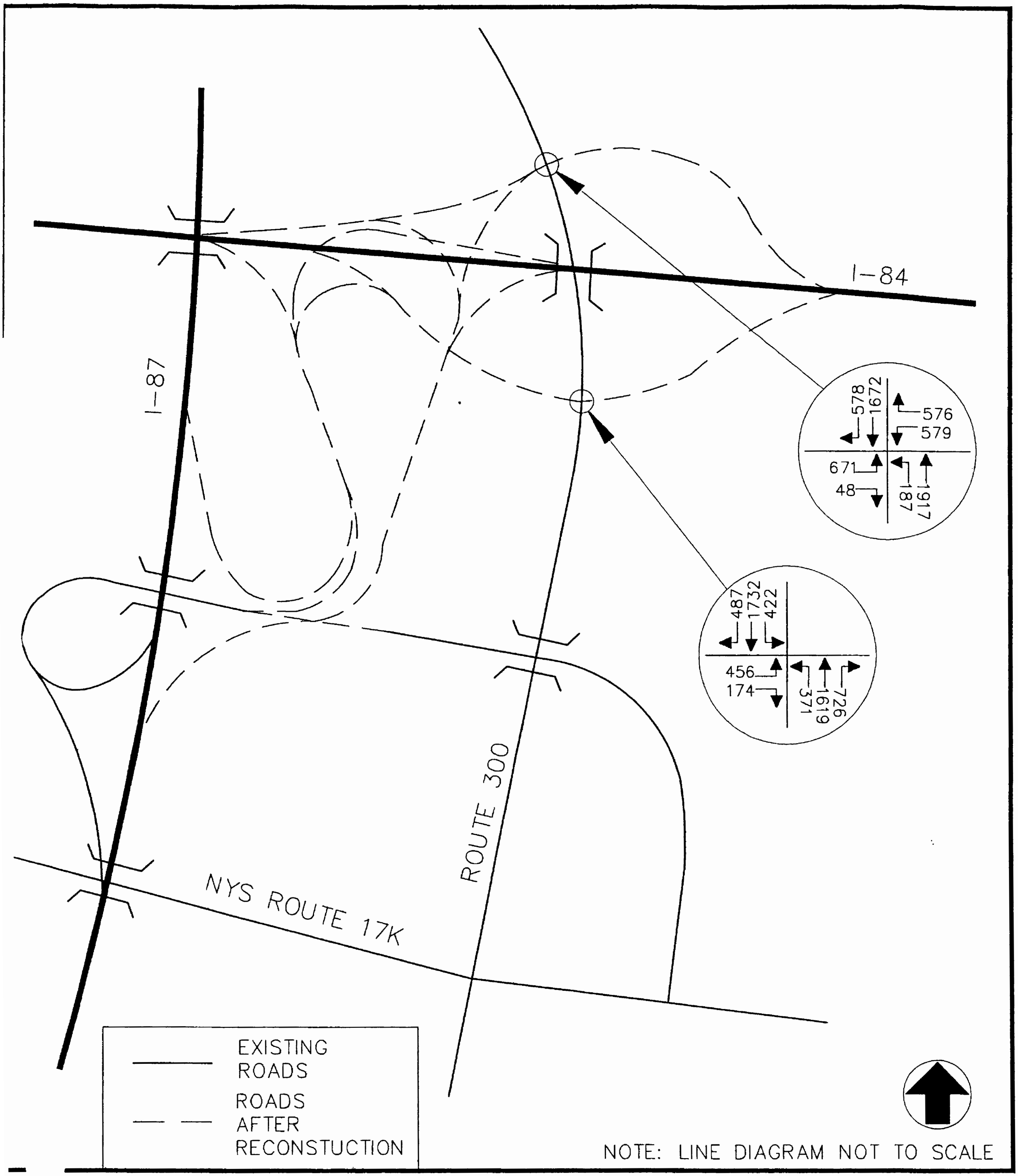
WEEKEND PEAK SAT HIGHWAY HOUR

(PROPOSED I-84 RAMP ALIGNMENT)



'HE MARKET PLACE AT NEWBURGH
EWBURGH, NEW YORK (CHRISTMAS SEASON)
OHN COLLINS ENGINEERS, P.C.

2008 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(PROPOSED I-84 RAMP ALIGNMENT)



THE MARKET PLACE AT NEWBURGH
IEWBURGH, NEW YORK (CHRISTMAS SEASON)
OHN COLLINS ENGINEERS, P.C.

2008 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SAT HIGHWAY HOUR
(PROPOSED I-84 RAMP ALIGNMENT)

TABLE 2 T

LEVEL OF SERVICE SUMMARY TABLE
WITH NEW I-84 / I-87 INTERCHANGE IMPROVEMENTS

		2008 NO-BUILD		2008 BUILD		CHRISTMAS SEASON 2008 BUILD	
		PM	SAT	PM	SAT	PM	SAT
1 NYS ROUTE 300 & I-84 WB ON/OFF RAMPS	EB	B[19.4]	C[30.2]	B[19.4]	C[30.2]	B[19.4]	C[32.9]
	WB	B[17.2]	C[25.7]	B[17.7]	C[27.9]	B[17.8]	C[33.8]
	NB	A[7.6]	A[6.8]	B[14.2]	A[9.2]	B[17.0]	B[13.8]
	SB	B[12.5]	A[8.3]	C[33.6]	C[31.2]	B[15.4]	C[32.5]
	OVERALL	**B[13.1]**	**B[14.6]**	**C[21.6]**	**C[23.1]**	**B[17.0]**	**C[26.5]**
2 NYS ROUTE 300 & I-84 EB ON/OFF RAMPS	EB	C[23.7]	D[37.4]	C[33.3]	D[44.4]	C[30.2]	D[45.7]
	NB	B[15.7]	A[9.7]	C]23.3]	B[18.6]	C[27.8]	D[36.7]
	SB	B[13.5]	B[10.6]	C[26.4]	C[33.3]	C[33.1]	C[20.1]
	OVERALL	**B[15.4]**	**B[12.2]**	**C[25.6]**	**C[27.6]**	**C[30.3]**	**C[30.3]**

NOTES:

THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS.

HCS+: Signalized Intersections Release 5.2

Analyst: MAB
Agency: JCE
Date: 3/9/2006
Period: 2008 NO-BUILD PM PEAK HOUR
Project ID: 837NBPM1 WITH NEW RAMP ALIGNMENT
E/W St: I-84 WB ON/OFF RAMPS RAMPS

Inter.: I-84 WB RAMPS & NYS ROUTE 300
Area Type: All other areas
Jurisd:
Year :
N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R
No. Lanes	2	0	2	2	0	2	2	2	0	0	2	1
LGConfig	L		R	L		R	L	T			T	R
Volume	746		53	644		341	208	1333			763	483
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol			0			0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A				NB Left	A			
Thru					Thru	A	A		
Right	A				Right				
Peds					Peds				
WB Left	A				SB Left				
Thru					Thru		A		
Right	A				Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right	A				WB Right				
Green	30.0					15.0	30.0		
Yellow	3.0					3.0	3.0		
All Red	2.0					2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1146	3437	0.72	0.33	19.9	B		
							19.4	B
R	934	2803	0.06	0.33	13.6	B		
Westbound								
L	1146	3437	0.62	0.33	17.9	B		
							17.2	B
R	934	2803	0.41	0.33	15.7	B		
Northbound								
L	573	3437	0.40	0.17	29.5	C		
T	1971	3547	0.75	0.56	4.2	A	7.6	A
Southbound								
T	1182	3547	0.72	0.33	19.7	B	12.5	B
R	1143	1583	0.47	0.72	1.3	A		

Intersection Delay = 13.1 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: MAB	Inter.: I-84 WB RAMPS & NYS ROUTE 300
Agency: JCE	Area Type: All other areas
Date: 3/9/2006	Jurisd:
Period: 2008 NBUILD SATURDAY PEAK HOUR	Year :
Project ID: 837NBSAT1 WITH NEW RAMP ALIGNMENT	
E/W St: I-84 WB ON/OFF RAMPS RAMPS	N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	2	0	2	2	2	0	0	2	1
LGConfig	L		R	L		R	L	T			T	R
Volume	671		48	579		307	187	1308			1081	435
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol			0			0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru						Thru	A	A		
Right	A					Right				
Peds						Peds				
WB Left	A				SB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right	A				WB	Right				
Green	27.0						12.0	46.0		
Yellow	3.0						3.0	3.0		
All Red	2.0						2.0	2.0		

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	928	3437	0.80	0.27	30.9	C		
							30.2	C
R	757	2803	0.07	0.27	20.5	C		
Westbound								
L	928	3437	0.69	0.27	26.9	C		
							25.7	C
R	757	2803	0.45	0.27	23.3	C		
Northbound								
L	412	3437	0.50	0.12	38.5	D		
T	2235	3547	0.65	0.63	2.2	A	6.8	A
Southbound								
T	1632	3547	0.74	0.46	11.3	B	8.3	A
R	1235	1583	0.39	0.78	1.0	A		

Intersection Delay = 14.6 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: MAB
Agency: JCE
Date: 3/9/2006
Period: 2008 BUILD PM PEAK HOUR
Project ID: 837BDPM1 WITH NEW RAMP ALIGNMENT
E/W St: I-84 WB ON/OFF RAMPS RAMPS

Inter.: I-84 WB RAMPS & NYS ROUTE 300
Area Type: All other areas
Jurisd:
Year :
N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	2	0	2	2	2	0	0	2	1
LGConfig	L		R	L		R	L	T			T	R
Volume	746		53	644		486	208	1661			1081	560
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol			0			0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru						Thru	A	A		
Right	A					Right				
Peds						Peds				
WB Left	A				SB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right	A				WB	Right				
Green	30.0						15.0	30.0		
Yellow	3.0						3.0	3.0		
All Red	2.0						2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1146	3437	0.72	0.33	19.9	B		
							19.4	B
R	934	2803	0.06	0.33	13.6	B		
Westbound								
L	1146	3437	0.62	0.33	17.9	B		
							17.7	B
R	934	2803	0.58	0.33	17.4	B		
Northbound								
L	573	3437	0.40	0.17	29.5	C		
T	1971	3547	0.94	0.56	12.3	B	14.2	B
Southbound								
T	1182	3547	1.02	0.33	50.3	D	33.6	C
R	1143	1583	0.54	0.72	1.6	A		

Intersection Delay = 21.6 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: MAB Inter.: I-84 WB RAMPS & NYS ROUTE 300
Agency: JCE Area Type: All other areas
Date: 3/9/2006 Jurisd:
eriod: 2008 BUILD SATURDAY PEAK HOUR Year :
oject ID: 837BDSAT1 WITH NEW RAMP ALIGNMENT
E/W St: I-84 WB ON/OFF RAMPS RAMPS N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	2	0	2	2	2	0	0	2	1
LGConfig	L		R	L		R	L	T			T	R
Volume	671		48	579		503	187	1752			1512	539
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol			0			0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru						Thru	A	A		
	Right	A					Right				
	Peds						Peds				
WB	Left	A				SB	Left				
	Thru						Thru		A		
	Right	A					Right		A		
	Peds						Peds				
NB	Right					EB	Right				
`	Right	A				WB	Right				
een		27.0						12.0	46.0		
Yellow		3.0						3.0	3.0		
All Red		2.0						2.0	2.0		

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	928	3437	0.80	0.27	30.9	C		
							30.2	C
R	757	2803	0.07	0.27	20.5	C		
Westbound								
L	928	3437	0.69	0.27	26.9	C		
							27.9	C
R	757	2803	0.74	0.27	28.9	C		
Northbound								
L	412	3437	0.50	0.12	38.5	D		
T	2235	3547	0.87	0.63	6.1	A	9.2	A
Southbound								
T	1632	3547	1.03	0.46	41.8	D	31.2	C
R	1235	1583	0.49	0.78	1.2	A		

Intersection Delay = 23.1 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: MAB
Agency: JCE
Date: 3/9/2006
Period: 2008 BUILD PM PEAK HOUR
Project ID: 837BDPM1 (CHRISTMAS SEASON) WITH NEW RAMP ALIGNMENT
E/W St: I-84 WB ON/OFF RAMPS RAMPS

Inter.: I-84 WB RAMPS & NYS ROUTE 300
Area Type: All other areas
Jurisd:
Year :
N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R
No. Lanes	2	0	2	2	0	2	2	2	0	0	2	1
LGConfig	L		R	L		R	L	T			T	R
Volume	746		53	644		499	208	1691			1110	567
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol			0			0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru						Thru	A	A		
Right	A					Right				
Peds						Peds				
WB Left	A				SB	Left				
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
NB Right					EB	Right				
SB Right	A				WB	Right				
Green	30.0						10.0	35.0		
Yellow	3.0						3.0	3.0		
All Red	2.0						2.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1146	3437	0.72	0.33	19.9	B		
							19.4	B
R	934	2803	0.06	0.33	13.6	B		
Westbound								
L	1146	3437	0.62	0.33	17.9	B		
							17.8	B
R	934	2803	0.59	0.33	17.6	B		
Northbound								
L	382	3437	0.60	0.11	37.7	D		
T	1971	3547	0.95	0.56	14.4	B	17.0	B
Southbound								
T	1379	3547	0.89	0.39	22.7	C	15.4	B
R	1231	1583	0.51	0.78	1.2	A		

Intersection Delay = 17.0 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: MAB　　Inter.: I-84 WB RAMPS & NYS ROUTE 300
Agency: JCE　　Area Type: All other areas
Date: 3/9/2006　　Jurisd:
riod: 2008 BUILD SATURDAY PEAK HOUR　　Year :
oject ID: 837BDSAT1 (CHRISTMAS SEASON) WITH NEW RAMP ALIGNMENT
E/W St: I-84 WB ON/OFF RAMPS RAMPS　　N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	2	0	2	2	2	0	0	2	1
LGConfig	L		R	L		R	L	T			T	R
Volume	671		48	579		576	187	1917			1672	578
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0			12.0	12.0
RTOR Vol			0			0						0

Duration 0.25　　Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru						Thru	A	A		
	Right	A					Right				
	Peds						Peds				
WB	Left	A				SB	Left				
	Thru						Thru		A		
	Right	A					Right		A		
	Peds						Peds				
NB	Right					EB	Right				
	Right	A				WB	Right				
een		26.0						9.0	50.0		
Yellow		3.0						3.0	3.0		
All Red		2.0						2.0	2.0		

Cycle Length: 100.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	894	3437	0.83	0.26	33.7	C		
							32.9	C
R	729	2803	0.07	0.26	21.4	C		
Westbound								
L	894	3437	0.72	0.26	28.6	C		
							33.8	C
R	729	2803	0.88	0.26	39.0	D		
Northbound								
L	309	3437	0.67	0.09	46.8	D		
T	2270	3547	0.94	0.64	10.6	B	13.8	B
Southbound								
T	1774	3547	1.05	0.50	43.3	D	32.5	C
R	1282	1583	0.50	0.81	1.1	A		

Intersection Delay = 26.5 (sec/veh)　　Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: MAB
Agency: JCE
Date: 3/9/2006
Period: 2008 NO-BUILD PM PEAK HOUR
Project ID: 837NBPM2 WITH NEW RAMP ALIGNMENT
E/W St: I-84 EB ON/OFF RAMPS RAMPS

Inter.: I-84 EB RAMPS & NYS ROUTE 300
Area Type: All other areas
Jurisd:
Year :
N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R
No. Lanes	2	0	2	0	0	0	2	2	1	1	2	1
LGConfig	L		R				L	T	R	L	T	R
Volume	189		193				413	1309	806	170	1325	541
Lane Width	12.0		12.0				12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru						Thru		A		
Right	A					Right		A		
Peds						Peds				
WB Left					SB	Left	A			
Thru						Thru		A		
Right						Right		A		
Peds						Peds				
NB Right	A				EB	Right	A			
SB Right	A				WB	Right				
Green	16.0						27.0	52.0		
Yellow	3.0						3.0	3.0		
All Red	2.0						2.0	2.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	500	3437	0.42	0.15	38.5	D		
							23.7	C
R	1223	2803	0.17	0.44	9.2	A		
Westbound								
Northbound								
L	844	3437	0.54	0.25	29.0	C		
T	1677	3547	0.87	0.47	15.5	B	15.7	B
R	1051	1583	0.85	0.66	9.0	A		
Southbound								
L	434	1770	0.44	0.25	28.2	C		
T	1677	3547	0.88	0.47	16.2	B	13.5	B
R	1051	1583	0.57	0.66	2.2	A		

Intersection Delay = 15.4 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: MAB
Agency: JCE
Date: 3/9/2006
Period: 2008 NO-BUILD SAT PEAK HOUR
Project ID: 837NBSAT2 WITH NEW RAMP ALIGNMENT
E/W St: I-84 EB ON/OFF RAMPS RAMPS

Inter.: I-84 EB RAMPS & NYS ROUTE 300
Area Type: All other areas
Jurisd:
Year :
N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	2	2	1	1	2	1
LGConfig	L		R				L	T	R	L	T	R
Volume	170		174				137	1297	726	153	1410	487
Lane Width	12.0		12.0				12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru						Thru		A		
	Right	A					Right		A		
	Peds						Peds				
WB	Left					SB	Left	A	A		
	Thru						Thru		A		
	Right						Right		A		
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right	A				WB	Right				
Green		17.0						23.0	55.0		
Yellow		3.0						3.0	3.0		
All Red		2.0						2.0	2.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	531	3437	0.36	0.15	36.9	D		
							37.4	D
R	433	2803	0.45	0.15	37.8	D		
Westbound								
Northbound								
L	719	3437	0.21	0.21	29.8	C		
T	1774	3547	0.81	0.50	10.7	B	9.7	A
R	1108	1583	0.73	0.70	4.1	A		
Southbound								
L	477	1770	0.36	0.75	9.4	A		
T	1774	3547	0.88	0.50	13.9	B	10.6	B
R	1108	1583	0.49	0.70	1.6	A		

Intersection Delay = 12.2 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: MAB
Agency: JCE
Date: 3/9/2006
Period: 2008 BUILD PM PEAK HOUR
Project ID: 837BDPM2 WITH NEW RAMP ALIGNMENT
E/W St: I-84 EB ON/OFF RAMPS RAMPS

Inter.: I-84 EB RAMPS & NYS ROUTE 300
Area Type: All other areas
Jurisd:
Year :
N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	2	2	1	1	2	1
LGConfig	L		R				L	T	R	L	T	R
Volume	343		193				413	1483	806	315	1499	541
Lane Width	12.0		12.0				12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru						Thru		A		
	Right	A					Right		A		
	Peds						Peds				
WB	Left					SB	Left	A			
	Thru						Thru		A		
	Right						Right		A		
	Peds						Peds				
NB	Right	A				EB	Right	A			
SB	Right	A				WB	Right				
Green		16.0						27.0	52.0		
Yellow		3.0						3.0	3.0		
All Red		2.0						2.0	2.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	500	3437	0.76	0.15	46.9	D		
							33.3	C
R	1223	2803	0.17	0.44	9.2	A		
Westbound								
Northbound								
L	844	3437	0.54	0.25	29.0	C		
T	1677	3547	0.98	0.47	29.4	C	23.3	C
R	1051	1583	0.85	0.66	9.0	A		
Southbound								
L	434	1770	0.81	0.25	41.3	D		
T	1677	3547	0.99	0.47	32.0	C	26.4	C
R	1051	1583	0.57	0.66	2.2	A		

Intersection Delay = 25.6 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: MAB
Agency: JCE
Date: 3/9/2006
riod: 2008 BUILD SAT PEAK HOUR
oject ID: 837BDSAT2 WITH NEW RAMP ALIGNMENT
E/W St: I-84 EB ON/OFF RAMPS RAMPS

Inter.: I-84 EB RAMPS & NYS ROUTE 300
Area Type: All other areas
Jurisd:
Year :
N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	2	2	1	1	2	1
LGConfig	L		R				L	T	R	L	T	R
Volume	379		174				371	1532	726	349	1645	487
Lane Width	12.0		12.0				12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru						Thru		A		
	Right	A					Right		A		
	Peds						Peds				
WB	Left					SB	Left	A	A		
	Thru						Thru		A		
	Right						Right		A		
	Peds						Peds				
NB	Right	A				EB	Right				
	Right	A				WB	Right				
een		17.0						23.0	55.0		
Yellow		3.0						3.0	3.0		
All Red		2.0						2.0	2.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	g/C	Lane Group Delay	LOS	Approach Delay	LOS
Eastbound								
L	531	3437	0.79	0.15	47.4	D		
							44.4	D
R	433	2803	0.45	0.15	37.8	D		
Westbound								
Northbound								
L	719	3437	0.57	0.21	33.3	C		
T	1774	3547	0.96	0.50	21.9	C	18.6	B
R	1108	1583	0.73	0.70	4.1	A		
Southbound								
L	438	1770	0.89	0.75	51.7	D		
T	1774	3547	1.03	0.50	38.8	D	33.3	C
R	1108	1583	0.49	0.70	1.6	A		

Intersection Delay = 27.6 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: MAB	Inter.: I-84 EB RAMPS & NYS ROUTE 300
Agency: JCE	Area Type: All other areas
Date: 3/9/2006	Jurisd:
Period: 2008 BUILD PM PEAK HOUR	Year :
Project ID: 837BDPM2 (CHRISTMAS SEASON)	WITH NEW RAMP ALIGNMENT
E/W St: I-84 EB ON/OFF RAMPS	N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	0	0	0	2	2	1	1	2	1
LGConfig	L		R				L	T	R	L	T	R
Volume	357		193				413	1498	806	328	1514	541
Lane Width	12.0		12.0				12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru						Thru		A		
	Right	A					Right		A		
	Peds						Peds				
WB	Left					SB	Left	A			
	Thru						Thru		A		
	Right						Right		A		
	Peds						Peds				
NB	Right	A				EB	Right	A			
SB	Right	A				WB	Right				
Green		18.0						26.0	51.0		
Yellow		3.0						3.0	3.0		
All Red		2.0						2.0	2.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	562	3437	0.71	0.16	41.9	D	30.2	C
R	1249	2803	0.17	0.45	8.6	A		
Westbound								
Northbound								
L	812	3437	0.57	0.24	30.3	C		
T	1645	3547	1.01	0.46	37.6	D	27.8	C
R	1065	1583	0.84	0.67	8.3	A		
Southbound								
L	418	1770	0.87	0.24	49.8	D		
T	1645	3547	1.02	0.46	40.6	D	33.1	C
R	1065	1583	0.56	~~0.67~~	~~2.1~~	~~A~~		

Intersection Delay = 30.3 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: MAB
Agency: JCE
Date: 3/9/2006
riod: 2008 BUILD SAT PEAK HOUR
_oject ID: 837BDSAT2 (CHRISTMAS SEASON) WITH NEW RAMP ALIGNMENT
E/W St: I-84 EB ON/OFF RAMPS

Inter.: I-84 EB RAMPS & NYS ROUTE 300
Area Type: All other areas
Jurisd:
Year :
N/S St: NYS ROUTE 300

SIGNALIZED INTERSECTION SUMMARY

	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R
No. Lanes	2	0	2	0	0	0	2	2	1	1	2	1
LGConfig	L		R				L	T	R	L	T	R
Volume	456		174				371	1619	726	422	1732	487
Lane Width	12.0		12.0				12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru						Thru			A	
Right	A					Right			A	
Peds						Peds				
WB Left					SB	Left	A	A	A	
Thru						Thru		A	A	
Right						Right		A	A	
Peds						Peds				
NB Right	A				EB	Right				
Right	A				WB	Right				
..een	19.0						16.0	7.0	53.0	
Yellow	3.0						3.0	0.0	3.0	
All Red	2.0						2.0	0.0	2.0	

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	594	3437	0.85	0.17	49.6	D		
							45.7	D
R	484	2803	0.40	0.17	35.3	D		
Westbound								
Northbound								
L	500	3437	0.82	0.15	51.2	D		
T	1709	3547	1.05	0.48	48.0	D	36.7	D
R	1108	1583	0.73	0.70	4.1	A		
Southbound								
L	519	1770	0.90	0.74	25.5	C		
T	1935	3547	0.99	0.55	24.0	C	20.1	C
r	1209	1583	0.45	0.76	1.3	A		

Intersection Delay = 30.3 (sec/veh) Intersection LOS = C

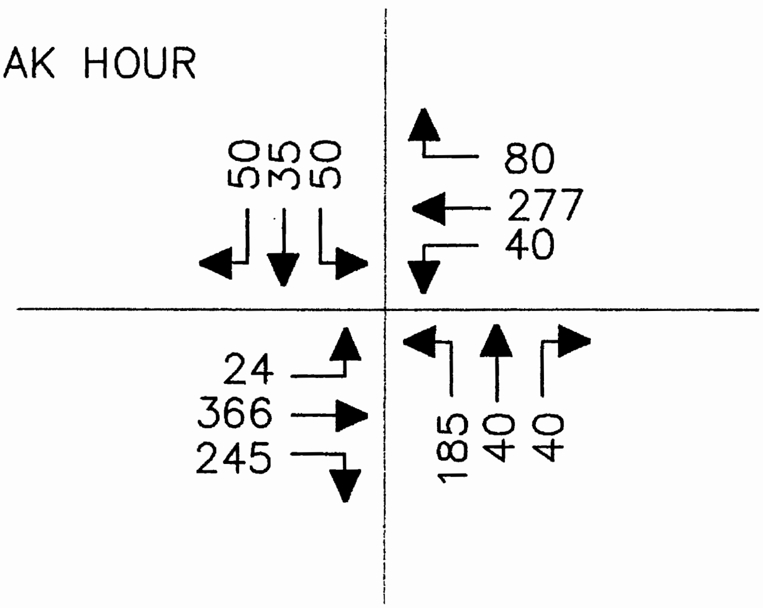
Table SD-1
Summary of Existing Sight Distances
at Marketplace Driveways

Driveway Location	Sight Distance Looking Left	Sight Distance Looking Right
1) Union Ave Driveway opposite Newburgh Mall	1500'+	1500'+
2) Route 52 Driveway Opposite Fifth Avenue	330'	740'
3) Meadow Avenue Route 52 Site Driveway	440'	415'

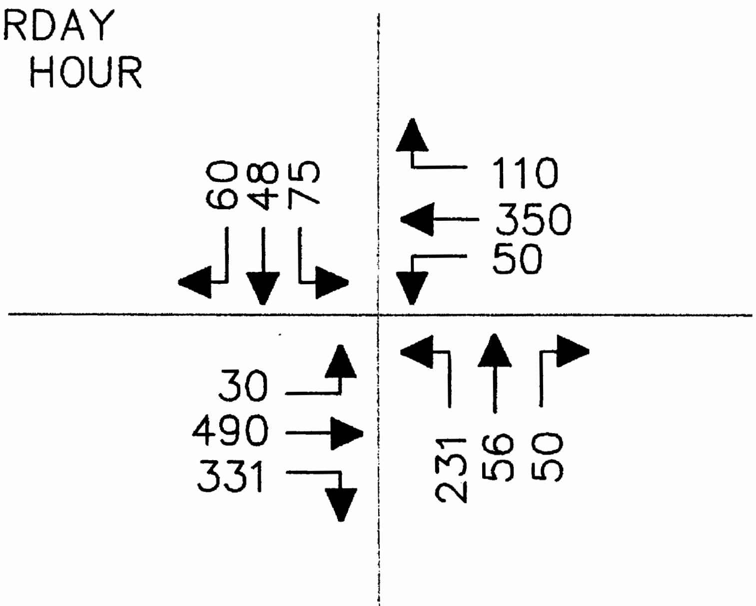
Notes:
1) Sight distances shown are based on proposed driveway locations, which are all proposed to be signalized.

2) Location 3 represents the proposed intersection location.

PM PEAK HOUR



SATURDAY
PEAK HOUR



NOTE: LINE DIAGRAM NOT TO SCALE

THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

UNION ACCESS DRIVE AT
INTERNAL INTERSECTION WITH
MEADOW AVE CONNECTOR

PROJECT NO. 837 DATE: JAN. 2006 FIG. NO. 1

HCS+: Unsignalized Intersections Release 5.2

Phone: Fax:
E-Mail:

ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: RGD
Agency/Co.: JCE
Date Performed: 1/9/2006
Analysis Time Period: PM PEAK HOUR
Intersection: 300 CONNECTION & 52 CONNECTION
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2007 BUILD TRAFFIC VOLUMES
Project ID: 837PMBD12
East/West Street: ROUTE 300 CONNECTION
North/South Street: ROUTE 52 CONNECTION

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	24	366	245	40	277	80	185	40	40	50	35	50
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Flow Rate	26	678	44	395	205	88	55	93
% Heavy Veh	2	2	2	2	2	2	2	2
No. Lanes	2		2		2		2	
Opposing-Lanes	2		2		2		2	
Conflicting-lanes	2		2		2		2	
Geometry group	5		5		5		5	

Duration, T 0.25 hrs.

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	26	678	44	395	205	88	55	93
Left-Turn	26	0	44	0	205	0	55	0
Right-Turn	0	272	0	88	0	44	0	55
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.4	0.0	0.2	0.0	0.5	0.0	0.6
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Geometry Group	5		5		5		5	
Adjustments Exhibit 17-33:								
hLT-adj	0.5		0.5		0.5		0.5	

	Eastbound L1	Eastbound L2	Westbound L1	Westbound L2	Northbound L1	Northbound L2	Southbound L1	Southbound L2
hRT-adj	-0.7		-0.7		-0.7		-0.7	
hHV-adj	1.7		1.7		1.7		1.7	
hadj, computed	0.5	-0.2	0.5	-0.1	0.5	-0.3	0.5	-0.4

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	26	678	44	395	205	88	55	93
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.02	0.60	0.04	0.35	0.18	0.08	0.05	0.08
hd, final value	7.40	6.62	7.60	6.95	8.28	7.43	8.71	7.80
x, final value	0.05	1.25	0.09	0.76	0.47	0.18	0.13	0.20
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	5.1	4.3	5.3	4.6	6.0	5.1	6.4	5.5

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	26	678	44	395	205	88	55	93
Service Time	5.1	4.3	5.3	4.6	6.0	5.1	6.4	5.5
Utilization, x	0.05	1.25	0.09	0.76	0.47	0.18	0.13	0.20
Dep. headway, hd	7.40	6.62	7.60	6.95	8.28	7.43	8.71	7.80
Capacity	276	678	294	514	425	338	305	343
Delay	10.52	147.15	11.08	28.58	18.15	11.77	12.74	12.45
LOS	B	F	B	D	C	B	B	B
Approach:								
Delay	142.10		26.82		16.23		12.56	
LOS	F		D		C		B	

ıtersection Delay 74.77 Intersection LOS F

HCS+: Unsignalized Intersections Release 5.2

Phone: Fax:
E-Mail:

ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: RGD
Agency/Co.: JCE
Date Performed: 1/9/2006
Analysis Time Period: SAT PEAK HOUR
Intersection: 300 CONNECTION & 52 CONNECTION
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2007 BUILD TRAFFIC VOLUMES
Project ID: 837SATBD12
East/West Street: ROUTE 300 CONNECTION
North/South Street: ROUTE 52 CONNECTION

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	30	490	331	50	350	110	231	56	50	75	48	60
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Flow Rate	33	911	55	510	256	117	83	119
% Heavy Veh	2	2	2	2	2	2	2	2
No. Lanes	2		2		2		2	
Opposing-Lanes	2		2		2		2	
Conflicting-lanes	2		2		2		2	
Geometry group	5		5		5		5	
Duration, T 0.25 hrs.								

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	33	911	55	510	256	117	83	119
Left-Turn	33	0	55	0	256	0	83	0
Right-Turn	0	367	0	122	0	55	0	66
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.4	0.0	0.2	0.0	0.5	0.0	0.6
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Geometry Group	5		5		5		5	
Adjustments Exhibit 17-33:								
hLT-adj	0.5		0.5		0.5		0.5	

	Eastbound L1	Eastbound L2	Westbound L1	Westbound L2	Northbound L1	Northbound L2	Southbound L1	Southbound L2
hRT-adj	-0.7		-0.7		-0.7		-0.7	
hHV-adj	1.7		1.7		1.7		1.7	
hadj, computed	0.5	-0.2	0.5	-0.1	0.5	-0.3	0.5	-0.4

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	33	911	55	510	256	117	83	119
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.03	0.81	0.05	0.45	0.23	0.10	0.07	0.11
hd, final value	8.24	7.46	8.22	7.55	8.80	7.97	9.32	8.44
x, final value	0.08	1.89	0.13	1.07	0.63	0.26	0.21	0.28
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	5.9	5.2	5.9	5.3	6.5	5.7	7.0	6.1

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	33	911	55	510	256	117	83	119
Service Time	5.9	5.2	5.9	5.3	6.5	5.7	7.0	6.1
Utilization, x	0.08	1.89	0.13	1.07	0.63	0.26	0.21	0.28
Dep. headway, hd	8.24	7.46	8.22	7.55	8.80	7.97	9.32	8.44
Capacity	283	911	305	510	408	367	333	369
Delay	11.62	425.03	12.10	88.33	25.12	13.44	14.56	14.36
LOS	B	F	B	F	D	B	B	B
Approach:								
Delay	410.58		80.91		21.45		14.44	
LOS	F		F		C		B	

Intersection Delay 213.16 Intersection LOS F

HCS+: Signalized Intersections Release 5.2

Analyst: RGD
Agency: JCE
Date: 1/9/2006
Period: PM PEAK HOUR
Project ID: 837PMBD12
E/W St: ROUTE 300 CONNECTION

Inter.: 300 CONNECTION & 52 CONNECTION
Area Type: All other areas
Jurisd:
Year : 2008 BUILD TRAFFIC VOLUMES
N/S St: ROUTE 52 CONNECTION

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	24	366	245	40	277	80	185	40	40	50	35	50
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A					Thru	A			
	Right	A					Right	A			
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru	A					Thru	A			
	Right	A					Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		40.0						40.0			
Yellow		3.0						3.0			
All Red		2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	g/C	Lane Group Delay	LOS	Approach Delay	LOS
Eastbound								
L	409	920	0.07	0.44	14.4	B		
T	824	1853	0.49	0.44	18.3	B	17.7	B
R	700	1575	0.39	0.44	17.1	B		
Westbound								
L	328	737	0.13	0.44	15.0	B		
T	824	1853	0.37	0.44	16.9	B	16.3	B
R	700	1575	0.13	0.44	14.8	B		
Northbound								
L	603	1356	0.34	0.44	16.7	B		
TR	762	1714	0.12	0.44	14.7	B	16.1	B
Southbound								
L	576	1297	0.10	0.44	14.6	B		
T	824	1853	0.05	0.44	14.2	B	14.4	B
R	700	1575	0.08	0.44	14.5	B		

Intersection Delay = 16.7 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: RGD	Inter.: 300 CONNECTION & 52 CONNECTION
Agency: JCE	Area Type: All other areas
Date: 1/9/2006	Jurisd:
Period: SAT PEAK HOUR	Year : 2008 BUILD TRAFFIC VOLUMES
Project ID: 837SATBD12	
E/W St: ROUTE 300 CONNECTION	N/S St: ROUTE 52 CONNECTION

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	30	490	331	50	350	110	231	56	50	75	48	60
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

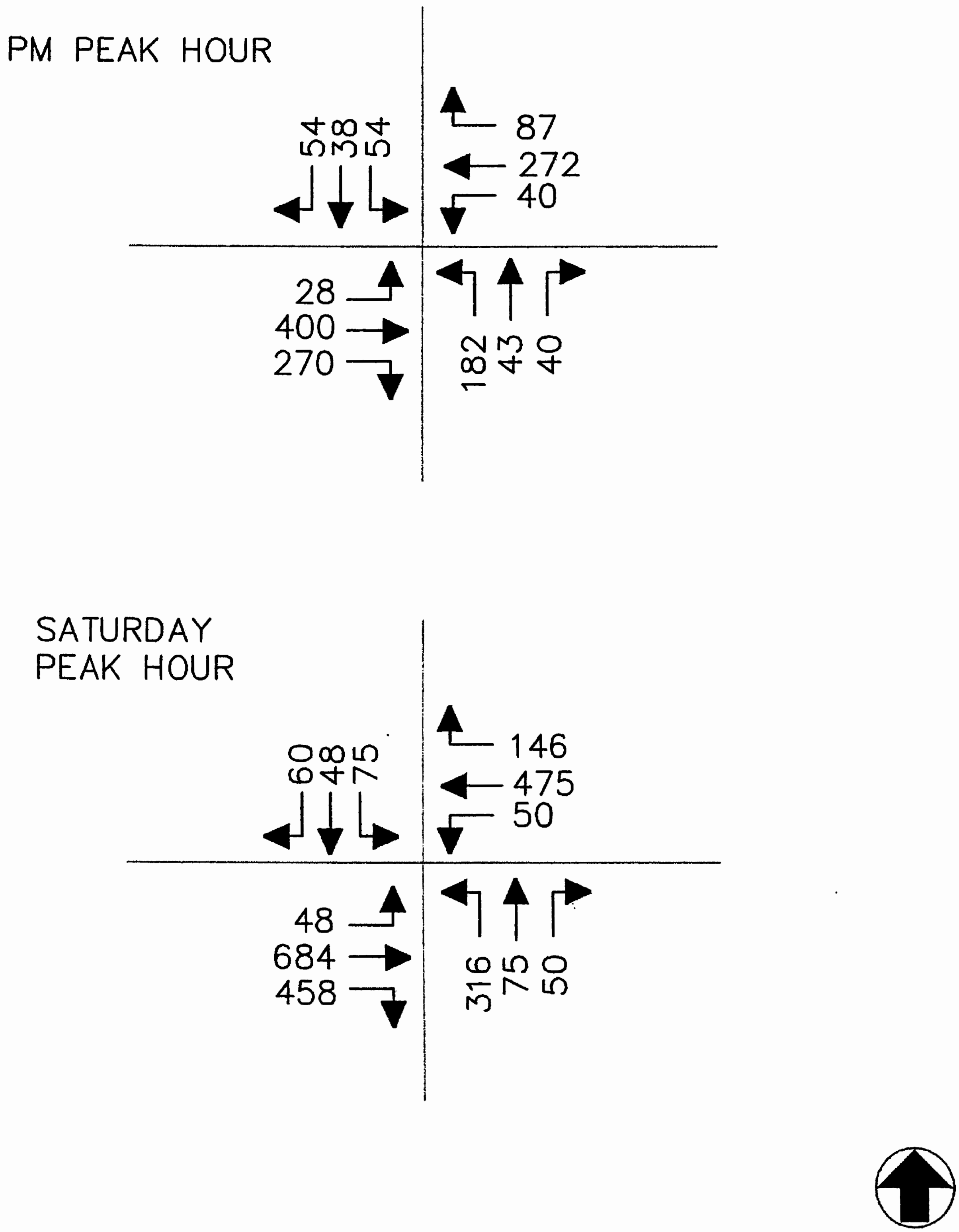
Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru	A					Thru	A			
Right	A					Right	A			
Peds						Peds				
WB Left	A				SB	Left	A			
Thru	A					Thru	A			
Right	A					Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	342	769	0.10	0.44	14.6	B		
T	824	1853	0.66	0.44	21.6	C	20.3	C
R	700	1575	0.53	0.44	18.9	B		
Westbound								
L	222	499	0.25	0.44	16.2	B		
T	824	1853	0.47	0.44	18.0	B	17.2	B
R	700	1575	0.17	0.44	15.2	B		
Northbound								
L	595	1339	0.43	0.44	17.7	B		
TR	765	1721	0.15	0.44	15.0	B	16.8	B
Southbound								
L	561	1262	0.15	0.44	15.0	B		
T	824	1853	0.06	0.44	14.3	B	14.7	B
R	700	1575	0.10	0.44	14.6	B		

Intersection Delay = 18.3 (sec/veh) Intersection LOS = B



NOTE: LINE DIAGRAM NOT TO SCALE

THE MARKET PLACE AT NEWBURGH
NEWBURGH, NEW YORK

JOHN COLLINS ENGINEERS, P.C.
HAWTHORNE , NEW YORK

UNION ACCESS DRIVE AT INTERNAL INTERSECTION WITH MEADOW AVE CONNECTOR (CHRISTMAS SEASON)

PROJECT NO. 837 DATE: JAN. 2006 FIG. NO. 2

HCS+: Unsignalized Intersections Release 5.2

Phone: Fax:
E-Mail:

ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: RGD
Agency/Co.: JCE
Date Performed: 1/9/2006
Analysis Time Period:
Intersection: 300 CONNECTION & 52 CONNECTION
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2008 BUILD TRAFFIC VOLUMES
Project ID: 837PMBD12
East/West Street: ROUTE 300 CONNECTION
North/South Street: ROUTE 52 CONNECTION

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	28	400	270	40	272	87	182	43	40	54	38	54
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Flow Rate	31	744	44	398	202	91	60	102
% Heavy Veh	2	2	2	2	2	2	2	2
No. Lanes	2		2		2		2	
Opposing-Lanes	2		2		2		2	
Conflicting-lanes	2		2		2		2	
Geometry group	5		5		5		5	

Duration, T 0.25 hrs.

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	31	744	44	398	202	91	60	102
Left-Turn	31	0	44	0	202	0	60	0
Right-Turn	0	300	0	96	0	44	0	60
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.4	0.0	0.2	0.0	0.5	0.0	0.6
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Geometry Group	5		5		5		5	
Adjustments Exhibit 17-33:								
hLT-adj	0.5		0.5		0.5		0.5	

	Eastbound		Westbound		Northbound		Southbound	
hRT-adj	-0.7		-0.7		-0.7		-0.7	
hHV-adj	1.7		1.7		1.7		1.7	
hadj, computed	0.5	-0.2	0.5	-0.1	0.5	-0.3	0.5	-0.4

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	31	744	44	398	202	91	60	102
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.03	0.66	0.04	0.35	0.18	0.08	0.05	0.09
hd, final value	7.47	6.69	7.67	7.00	8.34	7.50	8.73	7.82
x, final value	0.06	1.38	0.09	0.77	0.47	0.19	0.15	0.22
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	5.2	4.4	5.4	4.7	6.0	5.2	6.4	5.5

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	31	744	44	398	202	91	60	102
Service Time	5.2	4.4	5.4	4.7	6.0	5.2	6.4	5.5
Utilization, x	0.06	1.38	0.09	0.77	0.47	0.19	0.15	0.22
Dep. headway, hd	7.47	6.69	7.67	7.00	8.34	7.50	8.73	7.82
Capacity	281	744	294	510	422	341	310	352
Delay	10.68	202.62	11.16	29.73	18.17	11.95	12.91	12.73
LOS	B	F	B	D	C	B	B	B
Approach:								
Delay	194.95		27.88		16.24		12.80	
LOS	F		D		C		B	

Intersection Delay 101.82 Intersection LOS F

HCS+: Unsignalized Intersections Release 5.2

Phone: Fax:
E-Mail:

ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Analyst: RGD
Agency/Co.: JCE
Date Performed: 1/9/2006
Analysis Time Period: SAT PEAK HOUR CHRISTMAS SEASON
Intersection: 300 CONNECTION & 52 CONNECTION
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2007 BUILD TRAFFIC VOLUMES
Project ID: 837SATBD12
East/West Street: ROUTE 300 CONNECTION
North/South Street: ROUTE 52 CONNECTION

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	48	684	459	50	475	146	316	75	50	103	65	
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	L	TR	L	TR
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Flow Rate	53	1270	55	689	351	138	114	138
% Heavy Veh	2	2	2	2	2	2	2	2
No. Lanes	2		2		2		2	
Opposing-Lanes	2		2		2		2	
Conflicting-lanes	2		2		2		2	
Geometry group	5		5		5		5	

Duration, T 0.25 hrs.

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	53	1270	55	689	351	138	114	138
Left-Turn	53	0	55	0	351	0	114	0
Right-Turn	0	510	0	162	0	55	0	66
Prop. Left-Turns	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.4	0.0	0.2	0.0	0.4	0.0	0.5
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Geometry Group	5		5		5		5	
Adjustments Exhibit 17-33:								
hLT-adj	0.5		0.5		0.5		0.5	

	Eastbound L1	Eastbound L2	Westbound L1	Westbound L2	Northbound L1	Northbound L2	Southbound L1	Southbound L2
hRT-adj	-0.7		-0.7		-0.7		-0.7	
hHV-adj	1.7		1.7		1.7		1.7	
hadj, computed	0.5	-0.2	0.5	-0.1	0.5	-0.2	0.5	-0.3

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	53	1270	55	689	351	138	114	138
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.05	1.13	0.05	0.61	0.31	0.12	0.10	0.12
hd, final value	8.88	8.10	8.87	8.21	9.01	8.23	9.69	8.85
x, final value	0.13	2.86	0.14	1.57	0.88	0.32	0.31	0.34
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	6.6	5.8	6.6	5.9	6.7	5.9	7.4	6.6

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	53	1270	55	689	351	138	114	138
Service Time	6.6	5.8	6.6	5.9	6.7	5.9	7.4	6.6
Utilization, x	0.13	2.86	0.14	1.57	0.88	0.32	0.31	0.34
Dep. headway, hd	8.88	8.10	8.87	8.21	9.01	8.23	9.69	8.85
Capacity	303	1270	305	689	399	388	364	388
Delay	12.91	858.17	12.96	288.86	50.03	14.68	16.62	16.04
LOS	B	F	B	F	F	B	C	C
Approach:								
Delay	824.31		268.47		40.06		16.30	
LOS	F		F		E		C	

Intersection Delay 467.95 Intersection LOS F

HCS+: Signalized Intersections Release 5.2

Analyst: RGD
Agency: JCE
Date: 1/9/2006
Period: PM PEAK HOUR CHRISTMAS SEASON
Project ID: 837PMBD12
E/W St: ROUTE 300 CONNECTION

Inter.: 300 CONNECTION & 52 CONNECTION
Area Type: All other areas
Jurisd:
Year : 2008 BUILD TRAFFIC VOLUMES
N/S St: ROUTE 52 CONNECTION

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	28	400	270	40	272	87	182	43	40	54	38	54
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru	A					Thru	A			
Right	A					Right	A			
Peds						Peds				
WB Left	A				SB	Left	A			
Thru	A					Thru	A			
Right	A					Right	A			
Peds						Peds				
NB Right					EB	Right				
Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	414	932	0.07	0.44	14.4	B		
T	824	1853	0.54	0.44	19.0	B	18.3	B
R	700	1575	0.43	0.44	17.6	B		
Westbound								
L	298	671	0.15	0.44	15.1	B		
T	824	1853	0.37	0.44	16.9	B	16.3	B
R	700	1575	0.14	0.44	14.9	B		
Northbound								
L	601	1352	0.34	0.44	16.7	B		
TR	764	1720	0.12	0.44	14.7	B	16.1	B
Southbound								
L	575	1293	0.10	0.44	14.6	B		
T	824	1853	0.05	0.44	14.2	B	14.5	B
R	700	1575	0.09	0.44	14.5	B		

Intersection Delay = 17.0 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: RGD
Agency: JCE
Date: 1/9/2006
Period: SAT PEAK HOUR CHRISTMAS SEASON
Project ID: 837SATBD12
E/W St: ROUTE 300 CONNECTION

Inter.: 300 CONNECTION & 52 CONNECTION
Area Type: All other areas
Jurisd:
Year : 2008 BUILD TRAFFIC VOLUMES
N/S St: ROUTE 52 CONNECTION

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	48	684	458	50	475	146	316	75	50	103	65	83
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru	A					Thru	A			
Right	A					Right	A			
Peds						Peds				
WB Left	A				SB	Left	A			
Thru	A					Thru	A			
Right	A					Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	40.0						40.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	234	526	0.23	0.44	15.9	B		
T	824	1853	0.92	0.44	39.3	D	32.6	C
R	700	1575	0.73	0.44	24.3	C		
Westbound								
L	82	185	0.68	0.44	40.8	D		
T	824	1853	0.64	0.44	21.1	C	21.4	C
R	700	1575	0.23	0.44	15.7	B		
Northbound								
L	585	1316	0.60	0.44	20.7	C		
TR	774	1741	0.18	0.44	15.2	B	19.1	B
Southbound								
L	551	1239	0.21	0.44	15.5	B		
T	824	1853	0.09	0.44	14.5	B	15.0	B
R	700	1575	0.13	0.44	14.8	B		

Intersection Delay = 25.6 (sec/veh) Intersection LOS = C

Appendix H

Noise Report

NOISE

Introduction

In order to gauge the potential effects of a project, existing noise measurements are typically collected at sensitive locations using an "A" weighted sound level meter. The "A" weighting is used because this most accurately models the acoustic sensitivity of the human ear. Sound is measured in decibels (dB). The "A" weighted measurements are expressed as db(A). There are several important indices that are usually recorded. The Leq is the average noise reading over a period of time. The Lmax and Lmin are the highest and lowest discreet readings over the course of the survey period. The L(5), L(10) and L(50) are the levels that are exceeded 5, 10, and 50 percent of the time, respectively.

In order to evaluate the potential for noise impacts, it is helpful to understand what levels of noise are generated by different activities. The table below summarizes noise levels corresponding to various activities that are common in urban and suburban settings:

Sound Source	**dB(A)**
Maximum Levels at Rock Concert (rear seats)	110
Subway Platform - Passing Train	100
Sidewalk - Passing Heavy Truck/Bus	90
Sidewalk - Typical Highway	80
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Test) Booth	10
Threshold of Hearing	0

Sources: Cowan, James Handbook of Environmental Acoustics, 1994.
Egan, David Architectural Acoustics, 1988.

Project Related Noise Issues

In addition to the information provided above, it is important to understand how the proposed project may affect ambient noise levels. First, there is the possibility of additional noise generated by the project cars and trucks as they circulate through the roadway network to access the site. Second, there is the potential for new noise sources to be generated by new activities on the site itself; this would be mostly related to internal traffic circulation and truck loading and unloading activities. Finally, there is the possibility of increased noise exposure at certain locations due to the clearing and grading of the site that will be required for project construction. This last concern relates to how existing highway and aircraft noise levels may be changed upon clearing of the site and project construction.

For traffic noise, if a proposed project results in a doubling of traffic (expressed as PCEs, or passenger car equivalents) on the regional and local roadways, then the increase in noise is approximately 3dB(A). A noise level increase of 3 dB(A) is a just perceptible increase in noise. Accordingly, if a project does not result in a doubling of traffic on any area roadways, then a traffic noise impact is not likely, and no further analysis is generally required. However, if a proposed project does result in a doubling of traffic at any location, then some level of noise modeling is generally required to determine expected increases in noise.

For noise associated with onsite activities such as internal auto and truck circulation, it is important to quantify the expected levels of noise for each source, and to calculate the change in noise that can be expected at any sensitive nearby receptors including homes, schools, hospitals, and the like. Critical aspects of these calculations include source levels, distance to sensitive receptors, and any barriers that may be present, or may be constructed as part of the project, that would block the direct line-of-site between noise sources and receptor locations.

Construction of the proposed project would require site clearing and grading changes. Accordingly, it is important to examine changes in lines-of-sight between highway noise sources and sensitive receptors. It is also important to examine whether or not existing vegetation on the site currently dampens any overhead aircraft noise at nearby locations, and how project construction would affect any such dampening of noise levels.

Stewart Airport

The site is located approximately a mile from Stewart International Airport. The residences north of the project site are approximately 1.5 to 2 miles from the end of the airport runways. Based on the Final Noise Data Resource Book for Stewart Air National Guard base (March 2005), the majority of the residences north of the project site are outside the noise contours for the airport, indicating that noise levels caused by flight operations are below 65 dB(A). The residences along Brookside Avenue are within the 65 dB(A) contour lines. These residences are also the locations closest to highway noise generated by I-84.

Town of Newburgh Noise Code

According to the Code of the Town of Newburgh (Chapter 125 – Noise and Illumination Control), except for noise emanating from the operation of motor vehicles on public highways and private roads, the permissible intensity of noise from 8:00 a.m. to 10:00 p.m. and from 10:00 p.m. to 8:00 a.m., is as follows.

In the RR, AR, R-1, R-2 and R-3 Zoning Districts of the town as shown on the most current Zoning Map on file at the Town Clerk's office:

(a) From 8:00 a.m. to 10:00 p.m.: sixty-five (65) decibels.
(b) From 10:00 p.m. to 8:00 a.m.: fifty-six (56) decibels.

In the B, IB and I Zoning Districts of the town as shown on the most current Zoning Map on file at the Town Clerk's office:

(a) From 8:00 a.m. to 10:00 p.m.: eighty (80) decibels.
(b) From 10:00 p.m. to 8:00 a.m.: seventy (70) decibels.

Existing Ambient Noise Levels

The project site is located adjacent to Interstate 84 and NY Routes 300 and 52. The site is also near Interstate 87 and Stewart Airport. Route 300 is a busy commercial arterial. Auto and truck traffic volumes on the two interstate highways are considerable. The areas along the southern and western borders of the site are characterized by traffic noise from the interstates and Route 300, as well as occasional overhead aircraft noise.

There are a series of private single-family residences located along Route 52 and adjacent to the intersecting streets that border on the northern section of the project site. These areas are generally further from Interstates 87 and 84 (over 2,000 feet away), and are more rural in nature than the more commercial uses along Route 300 to the west of the site. Noise levels in these areas are more dominated by local traffic circulation, occasional bird and insect sounds, and outdoor residential activities and other noise sources typical in a rural environment.

Noise monitoring locations were chosen in consultation with Creighton Manning Engineering LLP, engineers for the Town of Newburgh Planning Board. Field survey locations were chosen to coincide with areas that may be most affected by the proposed project. The noise monitoring locations are shown in Exhibit N-1.

Location 1 is on the project site itself, just 100 feet north of the center of the nearest travel lane along I-84. The portion of the site adjacent to I-84 is heavily wooded with low-lying brush vegetation as well as larger trees, making it difficult to obtain a location with a clear line of site to the Interstate. Location 2 is at the end of the cul-de-sac on Brookside Avenue, just 200 feet north of the edge of I-84. Location 3 is at the northern end of Hilltop Avenue, at a location just off of the edge of roadway, which is approximately 2,025 north of I-84. Location 4 is on the east side of Charlie Circle, approximately midway between Starrow Drive and Meadow Avenue, and 2,640 feet north of I-84. Location 5 is within the Newburgh Commons parking lot, 900 feet north of I-84 and 300 feet west on NY 300. Location 6 is on Brookside Avenue 400 feet north of I-84. Location 7 is on the south side of Starrow Drive, 2,325 feet north of I-84. Location 8 is inside Algonquin Powder Mill Park, adjacent to the pond.

The noise monitoring survey was conducted on Thursday July 21 and Thursday September 8, 2005 between the hours of 4:00 and 6:00 PM. The existing noise levels are summarized in the table below.

	1	2	3	4	5	6	7	8
	I-84	Brdsd 1	Hilltop	Charlie	Mall	Brdsd 2	Starrow	Park
Leq	66.5	56.2	48.9	52.0	64.2	52.9	52.2	66.5
Lmax	76.6	62.2	63.5	55.3	66.8	64.8	62.4	67.0
Lmin	55.2	49.7	36.9	51.7	61.3	45.6	51.9	61.0
L(5)	72.8	61.1	58.1	53.5	64.8	59.6	54.0	66.8
L(10)	71.0	59.9	56.1	53.4	64.4	56.4	53.7	66.6
L(33)	65.3	55.4	41.3	52.1	64.3	50.4	52.3	66.6
L(50)	62.5	54.1	40.1	52.0	64.1	47.8	52.2	66.5

As indicated, existing noise levels are highest at Location 1, which is in the project site 100 feet away from I-84. Noise at this location is obviously affected by the traffic along I-84, and the maximum reading 76.6 dB was caused by tractor-trailers. The area within the existing Newburgh Commons parking area had an Leq of 64.2 dB. The L(5) level, or the level that is exceeded 5 percent of the time, is 64.8 dBA. These readings indicate that the noise level at this location is relatively stable, without large peaks. The ambient noise in the shopping center parking lot was mainly due to internal circulation of automobiles and also the noise from nearby NY 300.

Noise levels in Algonquin Powder Mill Park are mainly driven by traffic on Powder Mill Road, and also water fowl that were present in and around the pond.

Noise levels on Brookside Avenue are mainly driven by traffic noise from nearby I-84. There is a thin tree line at the end of the cul-de-sac separating Brookside Avenue from I-84, and nothing else to block the line of site to the highway from the two Brookside Avenue locations. However, Brookside Avenue is at a slightly higher elevation than the highway at this location, and some of the tire noise may be reflected back and away from Brookside Avenue. At a location 200 feet from I-84, the Leq levels were 56.2 dB. At a location 400 feet from I-84, levels were 52.9 dB. These values compare to the Leq of 66.5 at Location 1, just 100 feet from I-84. Based on these measurements, it appears that the highway noise levels drop off as the distance increases from the highway at a rate of approximately 3.3 dB when doubling the distance from 200 feet to 400 feet. This corresponds to what would be expected. As discussed above, a doubling of distance away from a line source such as a highway generally results in a reduction of approximately 3 dB(A).

Noise levels in the residential areas north of the site are lower than along Brookside Avenue and Powder Mill Park. The Leq levels along Starrow Drive and Charlie Circle are 52.0 and 52.2 dB(A), respectively. The only noise sources observed during the readings were the passing of a small number of automobiles, and occasional cricket noise. Noise levels at the Hilltop Avenue location are the lowest of those measured, with an Leq of 48.9 dB(A). Although there were occasional automobiles that drove by at this location, there was no observed cricket noise during the period that the readings were taken. Each of the readings in the residential areas north of the project site are within the Town of Newburgh Code limits of 65 dB(A) for daytime periods.

Future No Build Noise Conditions

In the future absent the proposed project (2008 No Build conditions), there would be some growth in background traffic on the interstate highways, and on NY 52 and NY 300. The information presented in the traffic study indicates that background traffic is expected to grow by approximately 1.5 percent per year, for a total of 6 percent. As discussed above, traffic would have to double on the nearby roadways in order for there to be a significant increase in traffic noise levels. Absent the proposed project, the site would remain in its current state, so there would be no change in sound levels due to any grading, clearing or construction on the site. Therefore, the noise levels in the year 2008 absent the proposed project would be similar to levels that exist today.

Future Build Noise Conditions

As discussed above, there are a number of ways that the proposed project could affect ambient noise levels. First, there is the possibility of additional noise generated by the project cars and trucks as they circulate through the roadway network to access the site. Second, there is the potential for new noise sources to be generated by new activities on the site itself; this would be mostly related to site access, internal traffic circulation and truck loading and unloading activities, as well as placement of heating, air conditioning, and ventilation equipment (HVAC). Finally, there is the possibility of increased noise exposure at certain locations due to the clearing and grading of the site that will be required for project construction. This last concern relates to how existing highway and aircraft noise levels may be changed upon clearing of the site and project construction.

1. Traffic Noise

To evaluate the potential for traffic noise impacts, a comparison of traffic volumes was conducted looking at the increase in traffic between the No Build and the Build scenarios. The project traffic would be most concentrated along NY Route 300 and NY Route 52. The volume comparison analysis for the critical intersections of concern is presented in the table below. As indicated, the proposed project would not result in a doubling of traffic at the critical locations identified and therefore there can be no project noise impacts relating to increases in traffic on the existing roadway network.

2. New Noise Sources

The potential for noise impacts relating to new noise sources has been evaluated by examining each of the new sources that would be introduced on the site, as outlined below.

New Access Drives

There would be three new access-drives constructed to serve the project site; one would be constructed along Route 300, one would be on Route 52 at Powder Mill Road, and one would be on Route 52 at 5th Avenue. There are no sensitive noise receptors adjacent to the new site drive on Route 300 and new traffic on this site drive would only affect noise levels on the project site itself. The new site drives on Route 52 would carry auto and truck volumes through new sections of roadways that do not currently exist. In particular, the improved intersection at the Route 52/Powder Mill Road would bring

		PM	PM	PM	SAT	SAT	SAT						
		EX	NB	BD	EX	NB	BD	PM NB	PM BD	SAT NB	SAT BD	PM INC	SAT INC
Rt 300/Mall	EBL	0	0	0	0	0	0						
	EBT	0	0	48	0	0	65						
	EBR	236	250	250	325	345	345	250	298	345	410	16%	16%
	WBL	0	0	396	0	0	535						
	WBT	0	0	48	0	0	65						
	WBR	0	0	68	0	0	91	N/A	N/A	N/A	N/A	N/A	N/A
	NBL	345	366	366	456	487	487						
	NBT	1389	1472	1472	1168	1136	1136						
	NBR	0	0	569	0	0	770	1838	2407	1623	2393	24%	32%
	SBL	0	0	68	0	0	91						
	SBT	934	990	990	1100	1166	1166						
	SBR	20	21	21	38	40	40	1011	1079	1206	1297	6%	7%
	Total	2924	3099	4296	3087	3174	4791						
Rt 300/Rt 52	EBL	88	93	93	65	69	69						
	EBT	287	304	333	203	215	254						
	EBR	235	249	259	192	104	217	646	685	388	540	6%	28%
	WBL	78	83	83	56	59	59						
	WBT	355	376	405	209	222	261						
	WBR	66	70	118	35	37	102	529	606	318	422	13%	25%
	NBL	269	285	295	245	260	273						
	NBT	599	635	683	510	541	606						
	NBR	113	120	120	75	80	80	1040	1098	881	959	5%	8%
	SBL	74	78	127	67	71	136						
	SBT	448	473	521	564	598	663						
	SBR	134	142	142	69	73	73	693	790	742	872	12%	15%
Rt 52/5th Ave	EBL	0	0	19	0	0	26						
	EBT	0	0	19	0	0	26						
	EBR	0	0	290	0	0	392	N/A	N/A	N/A	N/A	N/A	N/A
	WBL	63	67	67	92	98	98						
	WBT	0	0	19	0	0	26						
	WBR	11	12	12	23	24	24	79	98	122	148	19%	18%
	NBL	0	0	232	0	0	313						
	NBT	625	663	663	490	519	519						
	NBR	165	175	175	175	186	186	838	1070	705	1018	22%	31%
	SBL	25	27	27	75	80	80						
	SBT	488	518	538	444	471	497						
	SBR	0	0	10	0	0	13	545	575	551	590	5%	7%

vehicular traffic into and out of the site passing to the east of Starrow Drive. The new site drive on Route 52 at 5th Avenue would bring project cars and trucks close to the end of the cul-de-sac at Brookside Avenue.

In order to determine the effects of the new access drives on Route 52, a number of considerations need to be evaluated. The number of cars and trucks, the speed at which these vehicles will be traveling, the distance to the nearest sensitive receptors, and any physical barriers between the new roadways and the sensitive receptors would all have an effect in determining the future noise levels.

As shown in the traffic study, the worst-case period for traffic is the Saturday peak hour, when 379 new vehicles would be accessing the site to and from the new Powder Mill drive, and 796 new vehicles would be accessing the site to and from the new 5th Avenue drive. Although these volumes are considerable, they are not significantly high when compared to existing traffic on the local roads. The section of Route 52 between Powder Mill Road and 5th Avenue currently carries approximately 1,000 and 1150 vehicles per hour (vph) during the PM and Saturday peaks, respectively.

It is important to note that the new access drive at 5th Avenue would run through a number of existing residential lots that are part of the proposed project, and would run adjacent to and approximately 5 feet from the backyards of a number of residential lots that would remain after project completion. In addition to carrying almost 800 vph in the Saturday peak, this access drive would also carry trucks servicing the site. Because of its proximity to sensitive receptors, the heavier traffic volumes, and the presence of trucks, this represents the worst-case access drive.

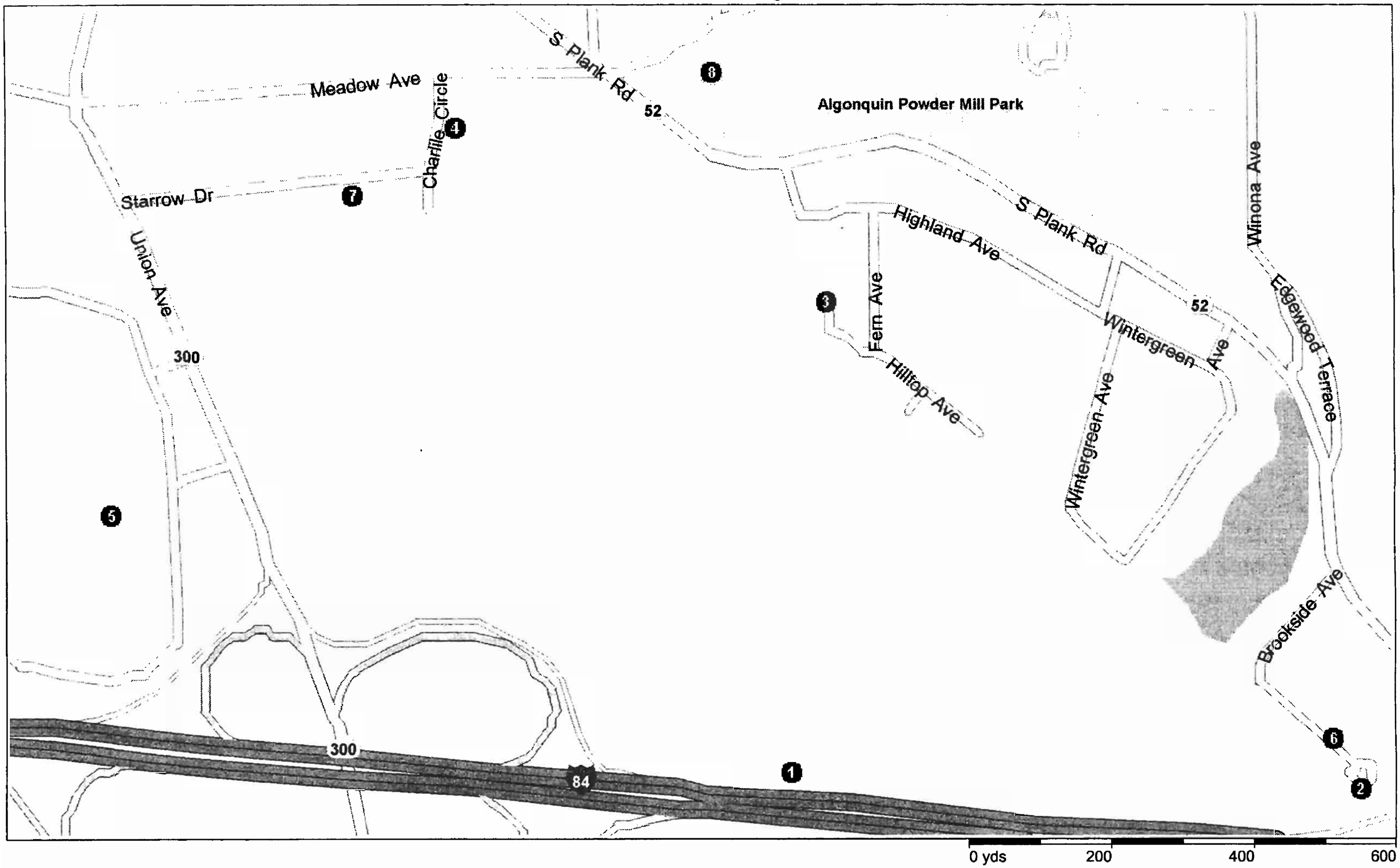
Trucks would primarily service the site in the weekday AM and Midday periods, and as such would not overlap with the peak project hours which are the weekday PM and the Saturday periods. According to Urban Goods Movement (Philip Habib, 1972), in the midday, the project would generate approximately 0.039 peak hour trucks per 1,000 square feet, or about 34 total truck trips per hour (17 in and 17 out) for the 850,000 square foot project. According to the FHWA's Highway Traffic Noise report (`http://www.fhwa.dot.gov/environment/htnoise.htm`), the noise generation of one truck is equivalent to that of 28 cars. Therefore the 34 trucks would be equivalent in noise levels to 952 cars.

Based on the information presented above, the new site drive at 5th Avenue would carry similar traffic noise equivalents as Route 52 currently carries. In order to gauge future noise levels near the new site drive, a noise reading was taken on the west side of Route 52 between Powder Mill Road and 5th Avenue, at a location 5 feet from the edge of roadway for the southbound lane during the PM peak. The Leq value at this location was 68.5 dB(A). Based on observations, the typical speed along this section of roadway was in excess of 30 MPH. Actual speeds along the new access drives would be less than 15 MPH, or less than half of the observed speed on Route 52. Again according to the FHWA's Traffic Noise report, a 50 percent reduction in speed results in an approximate 50 percent reduction, or 10 dB(A), in noise. Therefore, it can be expected that future noise levels would not exceed 58.5 db(A) at points 5 feet from the new access drives during peak periods.

The nearest residence to the new site drive is located approximately 200 feet from the end of the Brookside Avenue cul-de-sac. As discussed above, existing noise levels at this location (Brookside 1) are influenced by highway noise from I-84, with Leq levels at 56.2 dB(A). The discussion presented above indicates that at the worst-case locations immediately adjacent to the new right of way, there would be noise levels of approximately 58.5 dB(A). Therefore, it is projected that there would be a 2.3 dB(A) increase, which is in the barely perceptible range, and not significant. Because the 5th Avenue access drive represents the worst-case location, there can be no significant noise impacts associated with either of the other access drives.

It is noted that this analysis assumes that there would be no barrier to noise built along the new access drive. If a barrier were to be constructed, it is possible that noise levels at these homes would be less lower than existing levels since any barrier would also serve to block existing highway noise from I-84.

Exhibit N-1 Noise Monitoring Location Plan



Appendix I

Air Quality Data

JOB: RT 300 AT SITE DRIVE EX PM RUN: RT 300 AT SITE DRIVE EX PM

DATE : 10/13/ 5
TIME : 2:23:34

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 NB 300 TO SITE	18.0	-500.0	18.0	.0	500.	360.	AG	1734.	26.4	.0	48.0		
2. F2 NB 300 PAST SITE	18.0	.0	18.0	500.0	500.	360.	AG	1389.	26.4	.0	48.0		
3. F3 SB 300 TO SITE	-18.0	500.0	-18.0	.0	500.	180.	AG	954.	26.4	.0	48.0		
4. F4 SB 300 PAST SITE	-18.0	.0	18.0	-500.0	501.	176.	AG	1170.	26.4	.0	48.0		
5. F5 WB SITE TO 300	500.0	24.0	.0	24.0	500.	270.	AG	1.	26.4	.0	48.0		
6. F6 WB SITE PAST 300	.0	12.0	-500.0	12.0	500.	270.	AG	365.	26.4	.0	24.0		
7. F7 EB MALL TO 300	-500.0	-12.0	.0	-12.0	500.	90.	AG	236.	26.4	.0	24.0		
8. F8 EB MALL PAST 300	.0	-12.0	500.0	-12.0	500.	90.	AG	1.	26.4	.0	24.0		
9. Q1 NB 300 TO SITE R	30.0	-24.0	30.0	-24.2	0.	180.	AG	2.	100.0	.0	12.0	.00	.0
10. Q2 NB 300 TO SITE T	18.0	-24.0	18.0	-141.6	118.	180.	AG	4.	100.0	.0	24.0	.31	6.0
11. Q3 NB 300 TO SITE L	6.0	-24.0	6.0	-127.8	104.	180.	AG	4.	100.0	.0	12.0	.46	5.3
12. Q4 SB 300 TO SITE R	-30.0	48.0	-30.0	54.0	6.	360.	AG	4.	100.0	.0	12.0	.03	.3
13. Q5 SB 300 TO SITE T	-18.0	48.0	-18.0	211.4	163.	360.	AG	9.	100.0	.0	24.0	.38	8.3
14. Q6 SB 300 TO SITE L	-6.0	48.0	-6.0	48.3	0.	360.	AG	4.	100.0	.0	12.0	.01	.0
15. Q7 WB SITE TO 300 R	36.0	42.0	36.3	42.0	0.	90.	AG	4.	100.0	.0	12.0	.00	.0
16. Q8 WB SITE TO 300 T	36.0	30.0	36.3	30.0	0.	90.	AG	4.	100.0	.0	12.0	.00	.0
17. Q9 WB SITE TO 300 L	36.0	12.0	36.3	12.0	0.	90.	AG	4.	100.0	.0	12.0	.00	.0
18. Q10 EB MALL 300 LT	-36.0	-6.0	-36.3	-6.0	0.	270.	AG	4.	100.0	.0	12.0	.00	.0
19. Q11 EB MALL TO 300 R	-36.0	-18.0	-128.6	-18.0	93.	270.	AG	4.	100.0	.0	12.0	.79	4.7

JOB: RT 300 AT SITE DRIVE EX PM RUN: RT 300 AT SITE DRIVE EX PM

DATE : 10/13/ 5
TIME : 2:23:34

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 NB 300 TO SITE R	110	31	5.0	1	1538	2.80	1	3
10. Q2 NB 300 TO SITE T	110	31	5.0	1389	3445	2.80	1	3
11. Q3 NB 300 TO SITE L	110	55	5.0	345	1719	2.80	1	3
12. Q4 SB 300 TO SITE R	110	55	5.0	20	1538	2.80	1	3
13. Q5 SB 300 TO SITE T	110	64	5.0	934	3445	2.80	1	3
14. Q6 SB 300 TO SITE L	110	64	5.0	1	274	2.80	1	3
15. Q7 WB SITE TO 300 R	110	64	5.0	1	1538	2.80	1	3
16. Q8 WB SITE TO 300 T	110	64	5.0	1	1810	2.80	1	3
17. Q9 WB SITE TO 300 L	110	64	5.0	1	1919	2.80	1	3
18. Q10 EB MALL 300 LT	110	64	5.0	1	1810	2.80	1	3
19. Q11 EB MALL TO 300 R	110	64	5.0	236	839	2.80	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	41.0	303.0	6.0
2. REC 2	41.0	253.0	6.0
3. REC 3	41.0	203.0	6.0
4. REC 4	41.0	153.0	6.0
5. REC 5	41.0	103.0	6.0
6. REC 6	41.0	53.0	6.0
7. REC 7	41.0	-29.0	6.0
8. REC 8	41.0	-79.0	6.0
9. REC 9	41.0	-129.0	6.0
10. REC 10	41.0	-179.0	6.0
11. REC 11	41.0	-229.0	6.0
12. REC 12	41.0	-279.0	6.0
13. REC 13	-41.0	279.0	6.0
14. REC 14	-41.0	229.0	6.0
15. REC 15	-41.0	179.0	6.0
16. REC 16	-41.0	129.0	6.0
17. REC 17	-41.0	79.0	6.0
18. REC 18	-41.0	29.0	6.0
19. REC 19	-41.0	-29.0	6.0
20. REC 20	-41.0	-79.0	6.0
21. REC 21	-41.0	-129.0	6.0
22. REC 22	-41.0	-179.0	6.0
23. REC 23	-41.0	-229.0	6.0
24. REC 24	-41.0	-279.0	6.0
25. REC 25	-291.0	29.0	6.0
26. REC 26	-241.0	29.0	6.0
27. REC 27	-191.0	29.0	6.0
28. REC 28	-141.0	29.0	6.0
29. REC 29	-91.0	29.0	6.0
30. REC 30	91.0	53.0	6.0
31. REC 31	141.0	53.0	6.0
32. REC 32	191.0	53.0	6.0
33. REC 33	241.0	53.0	6.0
34. REC 34	291.0	53.0	6.0

JOB: RT 300 AT SITE DRIVE EX PM

RUN: RT 300 AT SITE DRIVE EX PM

DATE : 10/13/ 5
TIME : 2:23:34

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
35. REC 35	-291.0	-29.0	6.0
36. REC 36	-241.0	-29.0	6.0
37. REC 37	-191.0	-29.0	6.0
38. REC 38	-141.0	-29.0	6.0
39. REC 39	-91.0	-29.0	6.0
40. REC 40	91.0	-29.0	6.0
41. REC 41	141.0	-29.0	6.0
42. REC 42	191.0	-29.0	6.0
43. REC 43	241.0	-29.0	6.0
44. REC 44	291.0	-29.0	6.0

JOB: RT 300 AT SITE DRIVE EX PM RUN: RT 300 AT SITE DRIVE EX PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	1.5	1.6	1.8	1.9	1.9	2.1	2.2	2.3	2.6	2.6	2.6	2.8	1.2	1.3	1.4	1.5	1.6	1.6	2.0	1.8
2.	1.4	1.5	1.5	1.7	1.8	1.8	2.0	2.2	2.2	2.3	2.5	2.7	1.3	1.4	1.5	1.6	1.7	1.8	2.3	2.0
4.	1.2	1.3	1.4	1.5	1.6	1.6	1.8	1.9	2.0	2.2	2.2	2.3	1.4	1.5	1.7	1.8	1.8	1.9	2.4	2.1
6.	1.0	1.2	1.3	1.3	1.3	1.4	1.7	1.7	1.8	1.9	1.8	2.0	1.5	1.7	1.8	1.8	2.0	2.0	2.6	2.3
8.	.9	1.0	1.1	1.2	1.2	1.2	1.4	1.4	1.4	1.6	1.7	1.6	1.6	1.8	1.8	2.0	2.0	2.1	2.6	2.3
10.	.8	.8	.9	1.0	1.0	1.1	1.2	1.2	1.3	1.3	1.4	1.5	1.7	1.8	2.0	2.1	2.1	2.3	2.7	2.6
12.	.7	.7	.7	.8	.8	.9	1.0	1.1	1.1	1.1	1.2	1.3	1.8	1.9	2.1	2.1	2.2	2.3	2.8	2.6
14.	.6	.6	.6	.7	.7	.7	.8	.8	.8	.9	.9	.9	1.8	1.9	2.1	2.2	2.2	2.4	2.9	2.6
16.	.5	.5	.5	.5	.6	.6	.6	.6	.7	.7	.7	.8	1.9	2.0	2.2	2.2	2.3	2.3	2.8	2.6
18.	.4	.4	.4	.5	.5	.5	.5	.6	.6	.6	.6	.7	2.0	2.0	2.2	2.3	2.3	2.3	2.9	2.6
20.	.4	.4	.4	.4	.4	.4	.4	.4	.5	.5	.6	.5	1.9	2.1	2.1	2.2	2.2	2.2	2.8	2.6
22.	.3	.3	.3	.3	.3	.3	.4	.4	.5	.5	.4	.4	1.9	2.1	2.2	2.2	2.2	2.2	2.8	2.6
24.	.3	.3	.3	.3	.3	.3	.2	.4	.4	.3	.3	.4	2.0	2.0	2.1	2.2	2.2	2.2	2.6	2.6
26.	.2	.2	.3	.3	.3	.3	.2	.3	.3	.3	.3	.3	2.0	2.1	2.1	2.1	2.1	2.1	2.7	2.5
28.	.2	.2	.2	.2	.2	.2	.2	.2	.3	.3	.3	.3	2.0	2.1	2.1	2.1	2.1	2.1	2.6	2.4
30.	.2	.2	.2	.2	.2	.2	.1	.2	.2	.2	.2	.2	1.9	2.1	2.1	2.1	2.1	2.1	2.6	2.3
32.	.2	.2	.2	.2	.2	.2	.1	.2	.2	.2	.2	.2	1.9	2.0	2.0	2.0	2.0	2.0	2.5	2.3
34.	.2	.2	.2	.2	.2	.2	.1	.2	.2	.2	.2	.2	1.9	2.0	2.0	2.0	2.0	2.0	2.5	2.3
36.	.2	.2	.2	.2	.2	.2	.1	.2	.2	.2	.2	.2	1.9	2.0	2.0	2.0	2.0	2.0	2.5	2.2
38.	.2	.2	.2	.2	.2	.2	.1	.2	.2	.2	.2	.2	1.8	1.9	2.0	2.0	2.0	1.9	2.4	2.2
40.	.1	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	1.8	1.9	1.9	1.9	1.9	1.9	2.4	2.2
42.	.1	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	1.8	1.9	1.9	1.9	1.9	1.9	2.2	2.1
44.	.1	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	1.8	1.8	1.8	1.8	1.8	1.8	2.2	2.1
46.	.1	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	1.7	1.7	1.7	1.7	1.7	1.7	2.4	2.0
48.	.1	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	1.7	1.7	1.7	1.7	1.7	1.7	2.2	2.0
50.	.1	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	1.7	1.7	1.7	1.7	1.7	1.7	2.2	2.1
52.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.7	1.7	1.7	1.7	1.7	1.7	2.3	2.0
54.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.7	1.7	1.7	1.7	1.7	1.7	2.1	1.9
56.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.7	1.7	1.7	1.7	1.7	1.7	2.1	1.9
58.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.6	1.6	2.2	1.9
60.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.6	1.6	2.0	1.8
62.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.6	1.6	2.0	1.8
64.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.6	1.6	2.1	1.8
66.	.1	.1	.1	.1	.1	.1	.0	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.6	1.6	2.0	1.8
68.	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.6	1.6	2.1	1.8
70.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.6	1.6	1.6	1.6	1.6	1.6	2.0	1.8
72.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.6	1.6	1.6	1.6	1.6	1.6	2.0	1.8
74.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.6	1.6	1.6	1.6	1.6	1.6	2.0	1.8
76.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.6	1.6	1.6	1.6	1.6	2.0	1.8
78.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.5	2.0	1.8
80.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.5	2.0	1.8
82.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.5	2.0	1.8

JOB: RT 300 AT SITE DRIVE EX PM RUN: RT 300 AT SITE DRIVE EX PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.5	2.1	1.8
86.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.6	2.0	1.9
88.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.6	2.0	1.8
90.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.6	2.0	1.8
92.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.6	1.9	1.8
94.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.7	1.9	1.8
96.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.7	1.9	1.8
98.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.8	1.8	1.8
100.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.7	1.8	1.8
102.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.5	1.8	1.8	1.8
104.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.6	1.5	1.5	1.5	1.5	1.8	1.8	1.8
106.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.6	1.6	1.5	1.5	1.5	1.9	1.8	1.8
108.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.6	1.6	1.6	1.5	1.5	1.8	1.9	1.8
110.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.6	1.6	1.6	1.6	1.5	2.1	1.9	1.9
112.	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.5	2.1	2.0	1.9
114.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.6	2.0	2.0	1.9
116.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.6	2.1	2.0	1.9
118.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.6	2.2	2.0	2.0
120.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.7	2.1	2.0	2.0
122.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.6	1.6	1.6	1.6	1.7	2.1	2.1	2.0
124.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.7	1.7	1.7	1.7	1.6	2.2	2.1	2.0
126.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.7	1.7	1.7	1.7	1.7	2.2	2.1	2.0
128.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.7	1.7	1.7	1.7	1.8	2.3	2.1	2.1
130.	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	.2	1.7	1.7	1.7	1.7	1.8	2.4	2.1	2.1
132.	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	.2	1.7	1.7	1.7	1.8	1.8	2.5	2.1	2.1
134.	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	.2	1.7	1.7	1.7	1.8	1.9	2.5	2.2	2.1
136.	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	.2	1.8	1.8	1.8	1.9	1.9	2.6	2.3	2.3
138.	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	.2	1.9	1.8	1.8	1.9	2.1	2.6	2.3	2.3
140.	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	.2	1.9	1.8	1.9	1.9	2.1	2.6	2.4	2.3
142.	.2	.2	.2	.2	.1	.1	.2	.2	.2	.2	.2	.2	1.9	1.9	1.9	1.9	2.2	2.8	2.4	2.3
144.	.2	.2	.2	.2	.2	.1	.2	.2	.2	.2	.2	.2	2.0	2.1	2.0	2.0	2.4	2.8	2.4	2.4
146.	.2	.2	.2	.2	.2	.1	.2	.2	.2	.2	.2	.2	2.0	2.0	2.0	2.2	2.3	2.8	2.5	2.4
148.	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	2.1	2.0	2.2	2.2	2.5	2.8	2.5	2.4
150.	.2	.2	.2	.2	.2	.2	.3	.3	.3	.3	.2	.2	2.2	2.0	2.2	2.2	2.4	2.9	2.7	2.5
152.	.2	.2	.2	.2	.2	.3	.3	.3	.3	.3	.3	.3	2.2	2.3	2.3	2.3	2.6	3.0	2.7	2.6
154.	.3	.2	.2	.2	.3	.3	.3	.3	.3	.3	.3	.3	2.3	2.3	2.3	2.4	2.7	3.1	2.7	2.6
156.	.3	.3	.3	.4	.3	.3	.4	.4	.4	.4	.4	.3	2.3	2.3	2.5	2.5	2.7	3.2	2.8	2.7
158.	.3	.3	.4	.4	.4	.4	.4	.4	.4	.4	.4	.4	2.4	2.3	2.5	2.5	2.7	3.3	2.9	2.6
160.	.5	.5	.5	.4	.5	.4	.5	.5	.5	.5	.5	.6	2.5	2.4	2.6	2.6	2.9	3.3	2.9	2.6
162.	.5	.5	.5	.5	.5	.6	.7	.7	.7	.7	.6	.6	2.6	2.6	2.6	2.9	2.9	3.4	2.9	2.6
164.	.6	.7	.8	.7	.8	.8	.8	.8	.8	.8	.7	.7	2.6	2.7	2.6	2.8	3.0	3.3	2.8	2.6
166.	.8	.9	.9	.9	.8	.9	1.0	.9	.9	.9	.9	.8	2.6	2.7	2.6	2.9	3.0	3.2	2.8	2.5
168.	1.0	1.0	1.1	1.0	1.0	1.1	1.1	1.1	1.2	1.1	1.1	1.1	2.6	2.6	2.7	2.8	3.0	3.2	2.7	2.4
170.	1.2	1.2	1.2	1.3	1.3	1.3	1.4	1.4	1.3	1.3	1.3	1.2	2.6	2.7	2.7	2.7	2.9	3.1	2.5	2.2
172.	1.5	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.6	1.6	1.5	1.4	2.6	2.6	2.7	2.7	2.8	3.0	2.4	2.1
174.	1.8	1.8	1.7	1.7	1.8	1.8	1.9	1.9	1.8	1.8	1.7	1.6	2.5	2.4	2.5	2.5	2.6	2.8	2.2	1.9
176.	2.0	1.9	2.1	2.0	2.0	2.0	2.2	2.2	2.1	2.1	2.0	1.9	2.3	2.3	2.5	2.4	2.4	2.7	2.0	1.6
178.	2.2	2.3	2.3	2.2	2.3	2.4	2.4	2.4	2.3	2.3	2.3	2.2	2.1	2.3	2.2	2.3	2.4	2.5	1.8	1.4
180.	2.5	2.4	2.4	2.6	2.5	2.6	2.7	2.7	2.6	2.5	2.4	2.3	2.0	2.1	2.0	2.1	2.1	2.2	1.6	1.3
182.	2.6	2.6	2.6	2.7	2.7	2.8	3.0	2.9	2.8	2.8	2.7	2.5	1.8	1.8	1.8	1.9	1.9	2.0	1.3	1.1
184.	2.8	2.7	2.8	2.8	2.8	2.9	3.1	3.0	3.0	3.0	2.9	2.8	1.6	1.6	1.7	1.7	1.7	1.9	1.1	.9
186.	2.9	2.9	2.9	2.9	3.0	3.0	3.3	3.2	3.2	3.1	3.0	2.9	1.4	1.5	1.4	1.5	1.5	1.7	1.0	.7

JOB: RT 300 AT SITE DRIVE EX PM RUN: RT 300 AT SITE DRIVE EX PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	*	3.0	2.9	2.9	3.0	3.1	3.2	3.3	3.3	3.3	3.2	3.1	3.0	1.3	1.2	1.2	1.2	1.2	1.4	.8	.6
190.	*	3.1	2.9	3.1	3.0	3.1	3.2	3.5	3.4	3.4	3.3	3.3	3.2	1.0	1.1	1.0	1.1	1.1	1.3	.6	.4
192.	*	3.0	3.0	3.0	3.1	3.1	3.1	3.5	3.4	3.4	3.4	3.3	3.2	.8	.8	.8	.9	.9	1.1	.5	.3
194.	*	3.0	2.9	3.0	3.0	3.0	3.3	3.4	3.4	3.5	3.4	3.3	3.3	.7	.7	.7	.8	.8	.9	.4	.3
196.	*	2.9	2.9	2.9	2.9	3.0	3.1	3.4	3.4	3.4	3.4	3.4	3.3	.7	.6	.6	.7	.7	.8	.3	.2
198.	*	2.9	2.8	2.9	3.0	3.0	3.0	3.4	3.3	3.4	3.4	3.4	3.3	.4	.5	.5	.5	.5	.7	.2	.1
200.	*	2.7	2.8	2.9	3.0	2.8	2.9	3.2	3.3	3.3	3.3	3.3	3.3	.4	.4	.3	.5	.5	.6	.2	.1
202.	*	2.6	2.6	2.8	2.8	2.8	2.9	3.2	3.3	3.2	3.2	3.3	3.2	.3	.3	.3	.4	.5	.6	.2	.1
204.	*	2.7	2.7	2.7	2.8	2.9	2.9	3.1	3.1	3.2	3.2	3.2	3.2	.3	.3	.3	.4	.3	.6	.1	.1
206.	*	2.7	2.6	2.5	2.6	2.7	2.8	3.0	3.0	3.1	3.1	3.2	3.2	.3	.3	.3	.4	.3	.6	.1	.1
208.	*	2.4	2.6	2.5	2.6	2.6	2.7	3.0	3.0	3.1	3.1	3.1	3.1	.3	.3	.2	.3	.3	.5	.1	.1
210.	*	2.4	2.5	2.6	2.5	2.6	2.6	2.9	2.9	3.0	3.0	3.1	3.1	.2	.2	.2	.3	.3	.5	.1	.1
212.	*	2.3	2.3	2.4	2.5	2.6	2.5	2.8	2.9	2.9	3.0	2.9	3.0	.2	.2	.2	.3	.4	.5	.1	.1
214.	*	2.3	2.3	2.4	2.5	2.6	2.5	2.8	2.8	2.8	2.9	2.9	3.0	.2	.2	.2	.3	.4	.5	.1	.0
216.	*	2.3	2.3	2.3	2.3	2.4	2.6	2.7	2.8	2.8	2.9	2.9	2.9	.2	.2	.2	.3	.4	.4	.1	.0
218.	*	2.2	2.2	2.2	2.3	2.4	2.5	2.6	2.7	2.7	2.8	2.8	2.9	.2	.2	.2	.3	.4	.4	.1	.0
220.	*	2.2	2.2	2.2	2.4	2.5	2.3	2.5	2.7	2.7	2.7	2.8	2.8	.2	.2	.3	.3	.4	.4	.1	.0
222.	*	2.2	2.2	2.1	2.2	2.2	2.3	2.5	2.6	2.6	2.6	2.7	2.7	.2	.2	.3	.3	.4	.5	.1	.0
224.	*	2.1	2.1	2.1	2.2	2.2	2.3	2.4	2.5	2.6	2.6	2.7	2.7	.2	.2	.3	.3	.4	.5	.1	.0
226.	*	2.1	2.1	2.1	2.2	2.2	2.2	2.4	2.4	2.5	2.5	2.5	2.6	.2	.2	.3	.3	.4	.5	.1	.0
228.	*	2.1	2.1	2.1	2.1	2.1	2.2	2.4	2.4	2.5	2.5	2.5	2.6	.2	.2	.3	.3	.4	.5	.1	.0
230.	*	1.9	1.9	1.9	2.0	2.1	2.1	2.4	2.4	2.5	2.5	2.5	2.6	.2	.2	.3	.3	.4	.5	.1	.0
232.	*	1.9	1.9	1.9	2.0	2.0	2.2	2.3	2.3	2.3	2.4	2.4	2.5	.2	.2	.3	.3	.4	.5	.1	.0
234.	*	1.9	1.9	1.9	2.0	2.0	2.2	2.3	2.3	2.3	2.4	2.4	2.5	.1	.2	.2	.3	.4	.6	.1	.0
236.	*	1.7	1.8	1.8	1.9	1.9	2.2	2.3	2.3	2.3	2.4	2.4	2.4	.1	.2	.2	.3	.4	.6	.0	.0
238.	*	1.7	1.8	1.8	1.9	1.9	2.2	2.2	2.2	2.2	2.3	2.3	2.3	.1	.2	.2	.3	.4	.6	.0	.0
240.	*	1.7	1.8	1.8	1.9	1.9	2.0	2.2	2.2	2.2	2.3	2.3	2.3	.1	.2	.2	.3	.4	.6	.0	.0
242.	*	1.7	1.8	1.8	1.9	1.9	1.9	2.2	2.2	2.2	2.2	2.3	2.3	.1	.2	.2	.3	.4	.7	.0	.0
244.	*	1.6	1.6	1.7	1.8	1.8	2.0	2.2	2.1	2.1	2.1	2.2	2.2	.0	.0	.1	.2	.3	.7	.0	.0
246.	*	1.6	1.6	1.7	1.8	1.8	2.0	2.1	2.1	2.1	2.1	2.2	2.2	.0	.0	.1	.2	.3	.7	.0	.0
248.	*	1.6	1.6	1.7	1.7	1.8	2.0	2.1	2.1	2.1	2.1	2.2	2.2	.0	.0	.1	.2	.3	.7	.0	.0
250.	*	1.6	1.6	1.7	1.7	1.8	2.0	2.1	2.1	2.1	2.1	2.1	2.2	.0	.0	.1	.1	.3	.7	.0	.0
252.	*	1.6	1.6	1.6	1.7	1.8	2.0	2.0	2.1	2.1	2.1	2.1	2.2	.0	.0	.0	.1	.3	.7	.0	.0
254.	*	1.6	1.6	1.6	1.7	1.8	2.0	2.1	2.1	2.1	2.1	2.1	2.2	.0	.0	.0	.1	.3	.7	.1	.0
256.	*	1.6	1.6	1.6	1.7	1.8	2.0	2.1	2.1	2.1	2.1	2.1	2.2	.0	.0	.0	.1	.3	.7	.1	.0
258.	*	1.6	1.6	1.6	1.7	1.8	1.9	2.1	2.1	2.1	2.1	2.2	2.2	.0	.0	.0	.1	.2	.7	.1	.0
260.	*	1.6	1.6	1.6	1.6	1.7	1.9	2.2	2.1	2.1	2.1	2.2	2.2	.0	.0	.0	.1	.2	.6	.1	.0
262.	*	1.7	1.7	1.7	1.7	1.8	2.0	2.3	2.1	2.1	2.1	2.2	2.2	.0	.0	.0	.0	.1	.6	.2	.0
264.	*	1.7	1.7	1.7	1.7	1.8	2.0	2.3	2.2	2.2	2.2	2.3	2.3	.0	.0	.0	.0	.1	.6	.3	.0
266.	*	1.7	1.7	1.7	1.7	1.8	2.0	2.4	2.2	2.2	2.2	2.3	2.3	.0	.0	.0	.0	.1	.5	.3	.0
268.	*	1.7	1.7	1.7	1.7	1.8	2.0	2.4	2.2	2.2	2.2	2.3	2.3	.0	.0	.0	.0	.1	.5	.3	.0
270.	*	1.7	1.7	1.7	1.7	1.7	1.8	2.4	2.2	2.2	2.2	2.3	2.3	.0	.0	.0	.0	.1	.5	.3	.0
272.	*	1.7	1.7	1.7	1.7	1.7	1.8	2.5	2.4	2.2	2.2	2.3	2.3	.0	.0	.0	.0	.1	.4	.5	.0
274.	*	1.7	1.7	1.7	1.7	1.7	1.8	2.5	2.4	2.2	2.2	2.3	2.3	.0	.0	.0	.0	.0	.4	.5	.2
276.	*	1.7	1.7	1.7	1.7	1.7	1.8	2.5	2.4	2.2	2.2	2.2	2.3	.0	.0	.0	.0	.0	.3	.5	.2
278.	*	1.7	1.7	1.7	1.7	1.7	1.8	2.6	2.3	2.1	2.1	2.1	2.2	.0	.0	.0	.0	.0	.2	.5	.2
280.	*	1.6	1.6	1.6	1.6	1.6	1.7	2.6	2.3	2.1	2.1	2.1	2.2	.0	.0	.0	.0	.0	.2	.5	.2
282.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.5	2.3	2.2	2.1	2.1	2.2	.0	.0	.0	.0	.0	.1	.5	.2
284.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.5	2.3	2.3	2.1	2.2	2.2	.0	.0	.0	.0	.0	.1	.5	.2
286.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.5	2.3	2.3	2.1	2.2	2.2	.0	.0	.0	.0	.0	.1	.6	.2
288.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.6	2.3	2.3	2.1	2.2	2.2	.0	.0	.0	.0	.0	.1	.6	.2
290.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.5	2.3	2.3	2.2	2.2	2.2	.0	.0	.0	.0	.0	.1	.6	.2

JOB: RT 300 AT SITE DRIVE EX PM RUN: RT 300 AT SITE DRIVE EX PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	1.6	1.6	1.6	1.6	1.6	1.6	2.4	2.3	2.3	2.3	2.2	2.2	.0	.0	.0	.0	.0	.0	.6	.2
294.	1.6	1.6	1.6	1.6	1.6	1.6	2.4	2.3	2.3	2.4	2.2	2.2	.0	.0	.0	.0	.0	.0	.6	.2
296.	1.6	1.6	1.6	1.6	1.6	1.6	2.5	2.3	2.3	2.4	2.2	2.2	.0	.0	.0	.0	.0	.0	.6	.2
298.	1.7	1.7	1.7	1.7	1.7	1.7	2.5	2.3	2.4	2.5	2.4	2.4	.1	.1	.1	.1	.1	.1	.6	.2
300.	1.7	1.7	1.7	1.7	1.7	1.7	2.4	2.4	2.4	2.5	2.4	2.4	.1	.1	.1	.1	.1	.1	.5	.2
302.	1.7	1.7	1.7	1.7	1.7	1.7	2.5	2.4	2.4	2.5	2.4	2.4	.1	.1	.1	.1	.1	.1	.5	.2
304.	1.7	1.7	1.7	1.7	1.7	1.7	2.4	2.5	2.5	2.6	2.5	2.5	.1	.1	.1	.1	.1	.1	.5	.2
306.	1.8	1.8	1.8	1.8	1.8	1.8	2.5	2.6	2.6	2.6	2.6	2.6	.1	.1	.1	.1	.1	.1	.5	.2
308.	1.8	1.8	1.8	1.8	1.8	1.8	2.6	2.6	2.6	2.6	2.6	2.6	.1	.1	.1	.1	.1	.1	.5	.2
310.	1.8	1.8	1.8	1.8	1.8	1.8	2.4	2.5	2.7	2.7	2.7	2.7	.1	.1	.1	.1	.1	.1	.5	.2
312.	2.0	2.0	2.0	2.0	2.0	2.0	2.3	2.6	2.7	2.7	2.7	2.7	.1	.1	.1	.1	.1	.1	.4	.2
314.	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.7	2.7	2.7	2.7	2.8	.1	.1	.1	.1	.1	.1	.4	.2
316.	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.8	2.7	2.9	2.8	2.9	.1	.1	.1	.1	.1	.1	.4	.2
318.	2.0	2.1	2.1	2.1	2.1	2.1	2.5	2.7	2.9	2.9	2.8	2.9	.1	.1	.1	.1	.1	.1	.4	.2
320.	2.1	2.1	2.1	2.1	2.1	2.1	2.5	2.8	2.8	2.9	2.9	3.0	.1	.1	.1	.1	.1	.1	.4	.2
322.	2.1	2.1	2.1	2.1	2.1	2.1	2.5	2.9	2.9	3.0	2.9	3.0	.1	.1	.1	.1	.1	.1	.4	.2
324.	2.2	2.2	2.2	2.2	2.2	2.2	2.7	2.9	3.0	3.1	3.0	3.1	.1	.1	.1	.1	.1	.1	.4	.2
326.	2.2	2.2	2.2	2.2	2.2	2.2	2.5	2.9	3.1	3.2	3.1	3.2	.1	.1	.1	.1	.1	.1	.4	.3
328.	2.2	2.2	2.2	2.2	2.3	2.3	2.5	3.1	3.1	3.1	3.2	3.2	.1	.1	.1	.1	.1	.1	.4	.3
330.	2.3	2.3	2.3	2.3	2.3	2.3	2.6	2.9	3.1	3.1	3.3	3.3	.1	.1	.1	.1	.1	.1	.4	.3
332.	2.2	2.3	2.3	2.3	2.3	2.3	2.5	3.0	3.1	3.2	3.4	3.4	.1	.2	.2	.2	.2	.2	.4	.3
334.	2.2	2.3	2.4	2.4	2.4	2.4	2.6	3.1	3.2	3.3	3.4	3.6	.2	.2	.2	.2	.2	.2	.5	.3
336.	2.2	2.4	2.4	2.4	2.4	2.4	2.7	3.0	3.2	3.3	3.4	3.6	.2	.2	.2	.2	.2	.2	.6	.4
338.	2.3	2.3	2.4	2.5	2.5	2.5	2.8	3.1	3.3	3.4	3.5	3.6	.2	.2	.2	.2	.2	.2	.6	.4
340.	2.2	2.3	2.5	2.5	2.5	2.5	2.9	3.0	3.3	3.5	3.7	3.5	.3	.3	.3	.3	.3	.3	.7	.4
342.	2.2	2.4	2.5	2.6	2.6	2.6	2.9	3.1	3.4	3.5	3.5	3.8	.3	.3	.3	.3	.3	.3	.7	.4
344.	2.2	2.4	2.5	2.5	2.7	2.7	2.9	3.2	3.2	3.4	3.7	3.7	.3	.4	.4	.4	.4	.4	.8	.5
346.	2.1	2.3	2.5	2.5	2.7	2.7	2.9	3.2	3.4	3.5	3.7	3.8	.4	.4	.4	.5	.5	.6	.9	.7
348.	2.1	2.3	2.4	2.5	2.6	2.6	3.0	3.2	3.3	3.5	3.6	3.7	.5	.5	.5	.6	.7	.7	1.1	.8
350.	2.1	2.2	2.4	2.4	2.6	2.6	2.8	3.0	3.3	3.4	3.5	3.7	.5	.7	.7	.7	.8	.8	1.2	.9
352.	1.9	2.1	2.2	2.4	2.4	2.6	2.8	2.9	3.1	3.3	3.4	3.6	.7	.8	.8	.8	.9	1.0	1.4	1.1
354.	1.9	2.0	2.2	2.2	2.4	2.4	2.8	2.9	3.0	3.3	3.4	3.6	.8	.9	.9	1.0	1.1	1.1	1.5	1.3
356.	1.8	1.9	2.1	2.2	2.2	2.4	2.6	2.7	2.9	3.0	3.2	3.3	.9	1.0	1.1	1.1	1.2	1.3	1.8	1.4
358.	1.6	1.8	1.9	2.1	2.1	2.2	2.5	2.6	2.7	2.9	3.1	3.1	1.0	1.2	1.2	1.4	1.4	1.4	1.9	1.7
360.	1.5	1.6	1.8	1.9	1.9	2.1	2.2	2.3	2.6	2.6	2.6	2.8	1.2	1.3	1.4	1.5	1.6	1.6	2.0	1.8
MAX	3.1	3.0	3.1	3.1	3.1	3.3	3.5	3.4	3.5	3.5	3.7	3.8	2.6	2.7	2.7	2.9	3.0	3.4	2.9	2.7
DEGR.	190	192	190	192	188	194	190	190	194	346	344	342	162	164	168	162	168	162	14	156

JOB: RT 300 AT SITE DRIVE EX PM RUN: RT 300 AT SITE DRIVE EX PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0. *	1.8	1.6	1.3	1.4	.0	.0	.0	.0	.3	.4	.1	.0	.0	.0	.4	.4	.4	.5	.7	.4
2. *	1.9	1.7	1.6	1.6	.0	.0	.0	.1	.3	.2	.0	.0	.0	.0	.4	.4	.4	.6	.8	.3
4. *	2.0	1.9	1.7	1.8	.0	.0	.0	.2	.5	.2	.0	.0	.0	.0	.4	.4	.4	.6	.9	.2
6. *	2.2	2.1	1.9	1.9	.0	.0	.0	.2	.5	.1	.0	.0	.0	.0	.4	.4	.4	.6	.9	.1
8. *	2.3	2.1	2.0	2.0	.0	.0	.0	.2	.7	.1	.0	.0	.0	.0	.4	.4	.5	.7	1.1	.1
10. *	2.4	2.2	2.2	2.2	.0	.0	.1	.3	.7	.1	.0	.0	.0	.0	.4	.4	.6	.8	1.1	.1
12. *	2.5	2.3	2.1	2.2	.0	.0	.2	.4	.7	.0	.0	.0	.0	.0	.4	.4	.6	.8	1.3	.1
14. *	2.5	2.3	2.3	2.2	.0	.0	.2	.4	.9	.0	.0	.0	.0	.0	.4	.5	.6	.8	1.3	.0
16. *	2.5	2.4	2.4	2.3	.0	.1	.2	.4	.9	.0	.0	.0	.0	.0	.4	.6	.6	1.0	1.4	.0
18. *	2.3	2.5	2.3	2.3	.0	.2	.2	.6	1.0	.0	.0	.0	.0	.0	.4	.6	.8	1.0	1.4	.0
20. *	2.4	2.5	2.3	2.3	.0	.2	.4	.6	1.0	.0	.0	.0	.0	.0	.6	.6	.8	1.0	1.4	.0
22. *	2.4	2.3	2.2	2.3	.1	.2	.4	.6	1.0	.0	.0	.0	.0	.0	.6	.6	.8	1.1	1.6	.0
24. *	2.4	2.4	2.3	2.3	.2	.2	.4	.6	1.0	.0	.0	.0	.0	.0	.6	.7	.8	1.1	1.6	.0
26. *	2.3	2.4	2.3	2.2	.2	.2	.4	.7	1.1	.0	.0	.0	.0	.0	.6	.8	.9	1.2	1.6	.0
28. *	2.3	2.3	2.1	2.2	.2	.4	.5	.8	1.1	.0	.0	.0	.0	.0	.6	.8	1.0	1.2	1.6	.0
30. *	2.3	2.2	2.1	2.1	.2	.4	.6	.8	1.1	.0	.0	.0	.0	.0	.6	.8	1.0	1.2	1.5	.0
32. *	2.3	2.1	2.2	2.0	.2	.4	.6	.8	1.1	.0	.0	.0	.0	.0	.7	.8	1.0	1.2	1.5	.0
34. *	2.3	2.1	2.2	2.0	.3	.4	.6	.8	1.1	.0	.0	.0	.0	.0	.8	.9	1.0	1.2	1.5	.0
36. *	2.1	2.1	2.1	2.0	.4	.4	.6	.8	1.1	.0	.0	.0	.0	.0	.8	.9	1.0	1.2	1.5	.0
38. *	2.0	2.1	2.0	2.0	.4	.5	.6	.8	1.1	.0	.0	.0	.0	.0	.8	.9	1.0	1.2	1.5	.0
40. *	2.0	2.0	2.0	2.0	.4	.5	.6	.8	1.1	.0	.0	.0	.0	.0	.8	.9	1.0	1.2	1.5	.0
42. *	2.1	2.0	2.0	2.0	.4	.5	.6	.8	1.1	.0	.0	.0	.0	.0	.8	.9	1.0	1.2	1.5	.0
44. *	2.1	1.9	1.9	2.0	.4	.5	.6	.8	1.1	.0	.0	.0	.0	.0	.8	.9	1.0	1.1	1.4	.0
46. *	2.1	1.9	1.9	1.8	.4	.5	.6	.7	1.1	.0	.0	.0	.0	.0	.9	.9	1.0	1.1	1.3	.0
48. *	2.0	1.9	1.9	1.8	.4	.5	.6	.7	1.0	.0	.0	.0	.0	.0	.9	.9	1.0	1.1	1.4	.0
50. *	2.0	1.9	1.9	1.8	.5	.5	.6	.7	1.0	.0	.0	.0	.0	.0	1.0	1.0	1.1	1.1	1.4	.0
52. *	1.9	1.9	1.9	1.8	.5	.5	.6	.7	1.0	.0	.0	.0	.0	.0	1.0	1.0	1.1	1.2	1.4	.0
54. *	1.9	1.9	1.8	1.8	.5	.5	.6	.7	1.0	.0	.0	.0	.0	.0	1.0	1.0	1.1	1.2	1.5	.0
56. *	1.9	1.9	1.8	1.8	.5	.5	.6	.7	1.0	.0	.0	.0	.0	.0	1.0	1.0	1.1	1.2	1.5	.0
58. *	1.9	1.9	1.8	1.8	.4	.5	.6	.7	1.0	.0	.0	.0	.0	.0	.9	1.0	1.1	1.2	1.4	.0
60. *	1.9	1.8	1.8	1.8	.4	.5	.6	.7	1.0	.0	.0	.0	.0	.0	.9	1.0	1.0	1.2	1.5	.0
62. *	1.9	1.8	1.8	1.8	.4	.5	.6	.7	1.0	.0	.0	.0	.0	.0	.9	1.0	1.0	1.3	1.5	.0
64. *	1.8	1.8	1.8	1.8	.4	.5	.6	.7	1.0	.0	.0	.0	.0	.0	.9	1.0	1.0	1.3	1.4	.0
66. *	1.8	1.8	1.8	1.8	.4	.5	.6	.7	1.0	.0	.0	.0	.0	.0	.9	1.0	1.0	1.2	1.5	.0
68. *	1.7	1.8	1.8	1.8	.4	.5	.6	.7	1.0	.0	.0	.0	.0	.0	.9	1.0	1.2	1.2	1.4	.0
70. *	1.7	1.7	1.8	1.7	.5	.5	.5	.7	1.0	.0	.0	.0	.0	.0	.9	.9	1.2	1.2	1.4	.0
72. *	1.7	1.7	1.7	1.6	.5	.6	.6	.7	1.0	.0	.0	.0	.0	.0	.9	1.0	1.1	1.2	1.5	.0
74. *	1.7	1.7	1.7	1.6	.5	.6	.6	.8	1.0	.0	.0	.0	.0	.0	.9	1.1	1.1	1.2	1.5	.0
76. *	1.8	1.7	1.7	1.6	.5	.6	.6	.8	1.1	.0	.0	.0	.0	.0	1.0	1.0	1.1	1.2	1.3	.0
78. *	1.8	1.7	1.7	1.6	.5	.6	.6	.8	1.1	.0	.0	.0	.0	.0	1.0	1.0	1.0	1.1	1.4	.0
80. *	1.8	1.7	1.7	1.7	.6	.5	.6	.8	1.0	.0	.0	.0	.0	.0	1.0	1.0	1.0	1.1	1.3	.0
82. *	1.8	1.7	1.7	1.7	.6	.6	.7	.8	1.0	.0	.0	.0	.0	.0	.9	1.0	1.1	1.2	1.3	.0

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84.	*	1.8	1.7	1.7	1.7	.7	.7	.8	.8	1.0	.0	.0	.0	.0	.0	.9	.9	.9	1.1	1.4	.0
86.	*	1.8	1.7	1.7	1.7	.7	.7	.8	.9	1.0	.0	.0	.0	.0	.0	.9	.9	.9	1.1	1.4	.0
88.	*	1.8	1.7	1.7	1.7	.9	.9	1.0	1.0	1.1	.0	.0	.0	.0	.0	.8	.9	1.0	1.1	1.2	.0
90.	*	1.8	1.7	1.7	1.7	.9	1.0	.9	1.0	1.1	.0	.0	.0	.0	.0	.9	.9	1.0	1.1	1.2	.0
92.	*	1.8	1.7	1.7	1.7	1.0	.9	.9	1.1	1.2	.0	.0	.0	.0	.0	.8	.9	.8	.9	1.3	.0
94.	*	1.8	1.7	1.7	1.6	.9	1.0	1.2	1.1	1.2	.0	.0	.0	.0	.0	.8	.9	.8	.8	1.2	.0
96.	*	1.8	1.7	1.7	1.6	1.0	1.0	1.2	1.0	1.4	.0	.0	.0	.0	.0	.7	.6	.7	.9	1.2	.0
98.	*	1.7	1.7	1.7	1.6	1.1	1.0	1.1	1.2	1.3	.0	.0	.0	.0	.0	.6	.6	.8	.9	1.2	.0
100.	*	1.7	1.7	1.7	1.6	1.1	1.1	1.1	1.3	1.3	.0	.0	.0	.0	.0	.6	.6	.8	1.0	1.2	.0
102.	*	1.7	1.7	1.7	1.6	1.2	1.2	1.1	1.4	1.4	.0	.0	.0	.0	.0	.6	.6	.8	1.0	1.1	.0
104.	*	1.7	1.7	1.7	1.6	1.1	1.2	1.3	1.4	1.5	.0	.0	.0	.0	.0	.6	.6	.8	.9	1.2	.0
106.	*	1.7	1.7	1.7	1.6	1.0	1.3	1.3	1.2	1.5	.0	.0	.0	.0	.0	.6	.6	.7	.9	1.2	.0
108.	*	1.7	1.7	1.7	1.7	1.2	1.1	1.3	1.2	1.6	.0	.0	.0	.0	.0	.5	.6	.7	.9	1.2	.0
110.	*	1.9	1.8	1.8	1.8	1.2	1.1	1.3	1.3	1.6	.0	.0	.0	.0	.0	.5	.6	.7	.9	1.2	.0
112.	*	1.9	1.8	1.8	1.8	1.2	1.1	1.3	1.4	1.6	.0	.0	.0	.0	.0	.5	.6	.7	.9	1.2	.0
114.	*	1.9	1.9	1.8	1.8	1.2	1.2	1.3	1.4	1.6	.0	.0	.0	.0	.0	.5	.6	.7	.9	1.2	.0
116.	*	1.9	1.9	1.8	1.8	1.2	1.2	1.2	1.3	1.6	.0	.0	.0	.0	.0	.5	.6	.7	.9	1.2	.0
118.	*	1.9	1.9	1.8	1.8	1.1	1.2	1.2	1.3	1.7	.0	.0	.0	.0	.0	.5	.6	.7	.9	1.2	.0
120.	*	1.9	1.9	1.9	1.8	1.1	1.2	1.2	1.4	1.6	.0	.0	.0	.0	.0	.5	.6	.7	.9	1.2	.0
122.	*	2.0	1.9	1.9	1.8	1.1	1.2	1.2	1.4	1.7	.0	.0	.0	.0	.0	.5	.7	.7	.9	1.2	.0
124.	*	2.0	1.9	1.9	1.8	1.1	1.3	1.2	1.4	1.6	.0	.0	.0	.0	.0	.5	.7	.7	.9	1.2	.0
126.	*	2.0	1.9	1.9	1.9	1.1	1.2	1.2	1.4	1.7	.0	.0	.0	.0	.0	.5	.7	.7	.9	1.3	.0
128.	*	2.0	2.0	1.9	1.9	1.0	1.2	1.2	1.4	1.7	.0	.0	.0	.0	.0	.5	.7	.7	.9	1.3	.0
130.	*	2.0	2.0	1.9	1.9	1.0	1.2	1.2	1.4	1.7	.0	.0	.0	.0	.0	.5	.7	.7	.9	1.3	.0
132.	*	2.0	2.0	1.9	1.9	1.0	1.2	1.2	1.4	1.8	.0	.0	.0	.0	.0	.5	.7	.7	.9	1.3	.0
134.	*	2.1	2.0	1.9	1.9	1.0	1.2	1.2	1.4	1.8	.0	.0	.0	.0	.0	.5	.7	.7	.9	1.3	.0
136.	*	2.2	2.1	2.1	1.9	1.0	1.2	1.2	1.4	1.8	.0	.0	.0	.0	.0	.5	.7	.7	.9	1.3	.0
138.	*	2.2	2.1	2.1	2.0	1.0	1.2	1.2	1.4	1.8	.0	.0	.0	.0	.0	.5	.6	.7	.9	1.3	.0
140.	*	2.2	2.2	2.1	2.0	.9	1.1	1.1	1.4	1.7	.0	.0	.0	.0	.0	.5	.6	.7	.9	1.3	.0
142.	*	2.3	2.2	2.1	2.0	.9	1.0	1.1	1.4	1.7	.0	.0	.0	.0	.0	.4	.5	.7	.9	1.3	.0
144.	*	2.3	2.2	2.1	2.0	.9	1.0	1.1	1.4	1.8	.0	.0	.0	.0	.0	.4	.5	.7	.9	1.3	.0
146.	*	2.3	2.2	2.1	2.0	.8	.9	1.1	1.4	1.8	.0	.0	.0	.0	.0	.3	.5	.7	.9	1.4	.0
148.	*	2.3	2.2	2.2	1.9	.8	.9	1.1	1.4	1.8	.0	.0	.0	.0	.0	.3	.5	.7	.9	1.4	.0
150.	*	2.4	2.3	2.2	1.9	.7	.9	1.1	1.3	1.8	.0	.0	.0	.0	.0	.2	.4	.7	.9	1.4	.0
152.	*	2.4	2.3	2.2	1.9	.7	.8	1.1	1.3	1.8	.0	.0	.0	.0	.0	.2	.4	.6	.9	1.4	.0
154.	*	2.4	2.3	2.2	1.9	.6	.8	1.0	1.3	1.8	.0	.0	.0	.0	.0	.2	.3	.5	.9	1.3	.0
156.	*	2.5	2.3	2.1	1.9	.6	.7	.9	1.3	1.8	.0	.0	.0	.0	.0	.2	.2	.5	.8	1.3	.0
158.	*	2.5	2.3	2.0	1.8	.6	.7	.9	1.2	1.8	.0	.0	.0	.0	.0	.1	.2	.4	.7	1.3	.0
160.	*	2.5	2.3	2.0	1.7	.6	.6	.8	1.1	1.8	.0	.0	.0	.0	.0	.0	.2	.4	.7	1.2	.0
162.	*	2.4	2.1	1.9	1.6	.4	.6	.8	1.1	1.6	.0	.0	.0	.0	.0	.0	.2	.3	.6	1.2	.0
164.	*	2.3	2.1	1.8	1.4	.4	.6	.7	1.0	1.6	.0	.0	.0	.0	.0	.0	.1	.2	.5	1.0	.0
166.	*	2.2	1.9	1.6	1.3	.4	.5	.6	.9	1.4	.0	.0	.0	.0	.0	.0	.0	.2	.4	1.0	.0
168.	*	2.1	1.8	1.5	1.2	.4	.4	.6	.8	1.4	.1	.0	.0	.0	.0	.0	.0	.2	.4	.8	.1
170.	*	1.9	1.7	1.4	1.0	.4	.4	.6	.8	1.2	.1	.0	.0	.0	.0	.0	.0	.1	.3	.8	.1
172.	*	1.7	1.5	1.2	.9	.4	.4	.5	.7	1.2	.2	.0	.0	.0	.0	.0	.0	.0	.2	.6	.1
174.	*	1.6	1.3	1.0	.8	.4	.4	.4	.6	1.0	.3	.0	.0	.0	.0	.0	.0	.0	.2	.6	.3
176.	*	1.4	1.1	.9	.6	.4	.4	.4	.6	1.0	.3	.1	.0	.0	.0	.0	.0	.0	.2	.4	.3
178.	*	1.2	.9	.8	.6	.4	.4	.4	.6	.8	.4	.1	.0	.0	.0	.0	.0	.0	.0	.4	.4
180.	*	1.0	.7	.6	.4	.4	.4	.4	.4	.8	.6	.2	.0	.0	.0	.0	.0	.0	.0	.2	.5
182.	*	.8	.7	.5	.4	.4	.4	.4	.4	.6	.7	.3	.1	.0	.0	.0	.0	.0	.0	.2	.6
184.	*	.7	.5	.4	.2	.4	.4	.4	.4	.6	.8	.3	.1	.0	.0	.0	.0	.0	.0	.2	.7

JOB: RT 300 AT SITE DRIVE EX PM RUN: RT 300 AT SITE DRIVE EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186.	*	.5	.4	.3	.2	.4	.4	.4	.4	.6	.9	.4	.2	.0	.0	.0	.0	.0	.0	.1	.9
188.	*	.4	.3	.2	.2	.4	.4	.4	.4	.4	1.0	.5	.2	.1	.0	.0	.0	.0	.0	.0	.9
190.	*	.3	.2	.2	.1	.4	.4	.4	.4	.4	1.2	.6	.3	.1	.0	.0	.0	.0	.0	.0	1.0
192.	*	.3	.2	.1	.0	.4	.4	.4	.4	.4	1.3	.6	.3	.2	.0	.0	.0	.0	.0	.0	1.2
194.	*	.2	.1	.0	.0	.4	.4	.4	.4	.4	1.3	.7	.3	.2	.1	.0	.0	.0	.0	.0	1.2
196.	*	.1	.1	.0	.0	.4	.4	.4	.4	.4	1.3	.8	.5	.3	.1	.0	.0	.0	.0	.0	1.3
198.	*	.1	.0	.0	.0	.4	.4	.4	.4	.4	1.5	.9	.5	.3	.2	.0	.0	.0	.0	.0	1.4
200.	*	.1	.0	.0	.0	.4	.4	.4	.4	.4	1.5	.9	.6	.3	.2	.0	.0	.0	.0	.0	1.5
202.	*	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.5	.9	.6	.4	.2	.0	.0	.0	.0	.0	1.5
204.	*	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.5	.9	.6	.5	.3	.0	.0	.0	.0	.0	1.5
206.	*	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.5	1.1	.8	.5	.3	.0	.0	.0	.0	.0	1.5
208.	*	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.4	1.1	.8	.5	.3	.0	.0	.0	.0	.0	1.5
210.	*	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.5	1.1	.8	.6	.5	.0	.0	.0	.0	.0	1.5
212.	*	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.5	1.1	.8	.6	.5	.0	.0	.0	.0	.0	1.5
214.	*	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.5	1.1	.8	.6	.5	.0	.0	.0	.0	.0	1.5
216.	*	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.4	1.1	.8	.6	.5	.0	.0	.0	.0	.0	1.5
218.	*	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.4	1.0	.8	.6	.5	.0	.0	.0	.0	.0	1.4
220.	*	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.3	1.0	.8	.6	.5	.0	.0	.0	.0	.0	1.4
222.	*	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.3	.9	.8	.6	.5	.0	.0	.0	.0	.0	1.4
224.	*	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.2	.9	.8	.6	.6	.0	.0	.0	.0	.0	1.4
226.	*	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.2	.9	.8	.6	.6	.0	.0	.0	.0	.0	1.4
228.	*	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.3	.9	.8	.6	.6	.0	.0	.0	.0	.0	1.3
230.	*	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.3	.9	.8	.6	.5	.0	.0	.0	.0	.0	1.3
232.	*	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.1	.9	.8	.6	.5	.0	.0	.0	.0	.0	1.2
234.	*	.0	.0	.0	.0	.5	.6	.6	.6	.6	1.4	.9	.7	.6	.5	.0	.0	.0	.0	.0	1.2
236.	*	.0	.0	.0	.0	.5	.6	.6	.6	.6	1.3	.9	.7	.6	.5	.0	.0	.0	.0	.0	1.2
238.	*	.0	.0	.0	.0	.6	.6	.6	.6	.6	1.3	.8	.7	.6	.5	.0	.0	.0	.0	.0	1.2
240.	*	.0	.0	.0	.0	.6	.6	.6	.6	.6	1.3	1.0	.7	.6	.5	.0	.0	.0	.0	.0	1.2
242.	*	.0	.0	.0	.0	.5	.6	.6	.6	.7	1.3	.9	.7	.5	.5	.0	.0	.0	.0	.0	1.2
244.	*	.0	.0	.0	.0	.6	.7	.7	.7	.7	1.3	1.0	.7	.5	.5	.0	.0	.0	.0	.0	1.2
246.	*	.0	.0	.0	.0	.6	.7	.7	.7	.7	1.3	1.0	.6	.6	.5	.0	.0	.0	.0	.0	1.2
248.	*	.0	.0	.0	.0	.6	.7	.7	.7	.7	1.2	1.1	.8	.6	.5	.0	.0	.0	.0	.0	1.2
250.	*	.0	.0	.0	.0	.6	.6	.7	.7	.7	1.3	1.0	.9	.6	.6	.0	.0	.0	.0	.0	1.2
252.	*	.0	.0	.0	.0	.6	.6	.7	.7	.7	1.4	.9	.9	.7	.5	.0	.0	.0	.0	.0	1.2
254.	*	.0	.0	.0	.0	.6	.6	.6	.7	.7	1.4	1.0	.8	.7	.5	.0	.0	.1	.1	.1	1.2
256.	*	.0	.0	.0	.0	.6	.6	.6	.7	.7	1.4	1.0	.8	.7	.6	.1	.1	.1	.1	.1	1.2
258.	*	.0	.0	.0	.0	.6	.6	.6	.6	.6	1.3	1.0	.8	.8	.6	.1	.1	.1	.1	.1	1.3
260.	*	.0	.0	.0	.0	.5	.6	.6	.6	.6	1.3	1.0	.8	.7	.7	.1	.1	.1	.1	.1	1.4
262.	*	.0	.0	.0	.0	.5	.5	.6	.6	.6	1.2	1.1	.9	.7	.7	.1	.1	.1	.1	.2	1.4
264.	*	.0	.0	.0	.0	.5	.5	.5	.6	.6	1.2	1.0	.9	.7	.7	.1	.1	.2	.3	.3	1.4
266.	*	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.2	.8	.9	.7	.6	.1	.3	.3	.3	.3	1.4
268.	*	.0	.0	.0	.0	.4	.5	.5	.5	.5	1.2	.8	.8	.7	.6	.3	.3	.3	.3	.3	1.4
270.	*	.0	.0	.0	.0	.3	.4	.4	.5	.5	1.1	.8	.6	.7	.5	.3	.3	.3	.3	.3	1.4
272.	*	.0	.0	.0	.0	.3	.3	.4	.4	.4	1.1	.9	.6	.6	.4	.3	.3	.3	.4	.4	1.6
274.	*	.0	.0	.0	.0	.2	.2	.3	.4	.4	1.1	.9	.7	.6	.4	.3	.4	.4	.5	.5	1.5
276.	*	.0	.0	.0	.0	.2	.2	.2	.2	.2	1.1	.9	.7	.6	.5	.4	.4	.5	.5	.5	1.5
278.	*	.0	.0	.0	.0	.2	.2	.2	.2	.2	1.1	.9	.7	.5	.5	.4	.5	.5	.5	.5	1.5
280.	*	.0	.0	.0	.0	.1	.2	.2	.2	.2	1.1	.8	.6	.5	.5	.4	.5	.5	.5	.5	1.5
282.	*	.0	.0	.0	.0	.1	.1	.1	.1	.1	1.0	.8	.6	.5	.5	.5	.5	.5	.5	.5	1.5
284.	*	.1	.0	.0	.0	.1	.1	.1	.1	.1	1.0	.8	.6	.5	.5	.5	.5	.5	.5	.5	1.5
286.	*	.2	.0	.0	.0	.1	.1	.1	.1	.1	1.0	.8	.6	.5	.5	.5	.5	.5	.5	.5	1.4

JOB: RT 300 AT SITE DRIVE EX PM　　　　RUN: RT 300 AT SITE DRIVE EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (PPM)

WIND ANGLE (DEGR)	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	.2	.0	.0	.0	.1	.1	.1	.1	.1	1.0	.7	.5	.5	.5	.5	.5	.5	.5	.6	1.5
290.	.2	.0	.0	.0	.0	.0	.1	.1	.1	1.0	.7	.5	.5	.5	.5	.5	.5	.5	.6	1.5
292.	.2	.0	.0	.0	.0	.0	.0	.0	.0	1.0	.8	.6	.5	.5	.5	.5	.5	.6	.6	1.2
294.	.2	.1	.0	.0	.0	.0	.0	.0	.0	1.0	.8	.6	.5	.5	.5	.5	.5	.6	.6	1.3
296.	.2	.1	.0	.0	.0	.0	.0	.0	.0	1.0	.8	.6	.5	.5	.5	.5	.5	.5	.6	1.2
298.	.2	.2	.0	.0	.0	.0	.0	.0	.0	1.0	.8	.6	.5	.5	.5	.5	.5	.5	.5	1.2
300.	.2	.2	.0	.0	.0	.0	.0	.0	.0	1.0	.8	.6	.5	.5	.5	.5	.5	.5	.5	1.2
302.	.2	.2	.1	.0	.0	.0	.0	.0	.0	1.1	.8	.6	.5	.5	.5	.5	.5	.5	.5	1.2
304.	.2	.2	.1	.0	.0	.0	.0	.0	.0	1.1	.8	.6	.5	.5	.5	.5	.5	.5	.5	1.1
306.	.2	.2	.1	.0	.0	.0	.0	.0	.0	1.1	.8	.6	.5	.5	.5	.5	.5	.5	.5	1.1
308.	.2	.2	.1	.0	.0	.0	.0	.0	.0	1.1	.8	.6	.5	.5	.5	.5	.5	.5	.5	.9
310.	.2	.2	.1	.0	.0	.0	.0	.0	.0	1.1	.8	.6	.5	.5	.5	.5	.5	.5	.5	1.1
312.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.1	.8	.6	.5	.5	.4	.4	.4	.4	.4	1.1
314.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.1	.8	.6	.5	.5	.4	.4	.4	.4	.4	1.1
316.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.1	.8	.6	.5	.5	.4	.4	.4	.4	.4	1.2
318.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.1	.8	.6	.5	.4	.4	.4	.4	.4	.4	1.1
320.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.1	.8	.6	.5	.3	.4	.4	.4	.4	.4	1.1
322.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.2	.8	.6	.5	.3	.4	.4	.4	.4	.4	1.1
324.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.2	.8	.6	.5	.3	.4	.4	.4	.4	.4	1.1
326.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.2	.8	.6	.4	.3	.4	.4	.4	.4	.4	1.2
328.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.2	.8	.6	.4	.3	.4	.4	.4	.4	.4	1.2
330.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.2	.8	.6	.3	.2	.4	.4	.4	.4	.4	1.2
332.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.2	.8	.5	.3	.2	.4	.4	.4	.4	.4	1.2
334.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.2	.7	.5	.3	.1	.4	.4	.4	.4	.4	1.2
336.	.2	.2	.1	.1	.0	.0	.0	.0	.0	1.2	.7	.4	.3	.1	.4	.4	.4	.4	.4	1.2
338.	.4	.2	.1	.1	.0	.0	.0	.0	.0	1.2	.6	.4	.2	.1	.4	.4	.4	.4	.4	1.2
340.	.4	.4	.2	.1	.0	.0	.0	.0	.0	1.1	.6	.3	.1	.1	.4	.4	.4	.4	.4	1.2
342.	.4	.4	.3	.2	.0	.0	.0	.0	.0	1.0	.6	.3	.1	.0	.4	.4	.4	.4	.4	1.1
344.	.4	.4	.3	.3	.0	.0	.0	.0	.0	1.0	.4	.3	.1	.0	.4	.4	.4	.4	.4	1.1
346.	.7	.5	.4	.4	.0	.0	.0	.0	.0	1.0	.4	.1	.1	.0	.4	.4	.4	.4	.4	1.0
348.	.7	.7	.5	.5	.0	.0	.0	.0	.0	.8	.4	.1	.0	.0	.4	.4	.4	.4	.4	1.0
350.	.8	.7	.6	.6	.0	.0	.0	.0	.0	.8	.3	.1	.0	.0	.4	.4	.4	.4	.5	.8
352.	1.0	.8	.9	.8	.0	.0	.0	.0	.1	.7	.3	.1	.0	.0	.4	.4	.4	.4	.5	.8
354.	1.2	1.0	.9	.8	.0	.0	.0	.0	.1	.5	.1	.0	.0	.0	.4	.4	.4	.4	.5	.7
356.	1.3	1.2	1.2	1.0	.0	.0	.0	.0	.2	.5	.1	.0	.0	.0	.4	.4	.4	.4	.6	.5
358.	1.5	1.4	1.4	1.2	.0	.0	.0	.0	.2	.4	.1	.0	.0	.0	.4	.4	.4	.4	.7	.5
360.	1.8	1.6	1.3	1.4	.0	.0	.0	.0	.3	.4	.1	.0	.0	.0	.4	.4	.4	.5	.7	.4
MAX	2.5	2.5	2.4	2.3	1.2	1.3	1.3	1.4	1.8	1.5	1.1	.9	.8	.7	1.0	1.1	1.2	1.3	1.6	1.6
DEGR.	12	18	16	16	102	106	104	112	144	198	206	262	258	260	50	74	68	62	22	272

JOB: RT 300 AT SITE DRIVE EX PM RUN: RT 300 AT SITE DRIVE EX PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	*	.1	.0	.0	.0
2.	*	.1	.0	.0	.0
4.	*	.0	.0	.0	.0
6.	*	.0	.0	.0	.0
8.	*	.0	.0	.0	.0
10.	*	.0	.0	.0	.0
12.	*	.0	.0	.0	.0
14.	*	.0	.0	.0	.0
16.	*	.0	.0	.0	.0
18.	*	.0	.0	.0	.0
20.	*	.0	.0	.0	.0
22.	*	.0	.0	.0	.0
24.	*	.0	.0	.0	.0
26.	*	.0	.0	.0	.0
28.	*	.0	.0	.0	.0
30.	*	.0	.0	.0	.0
32.	*	.0	.0	.0	.0
34.	*	.0	.0	.0	.0
36.	*	.0	.0	.0	.0
38.	*	.0	.0	.0	.0
40.	*	.0	.0	.0	.0
42.	*	.0	.0	.0	.0
44.	*	.0	.0	.0	.0
46.	*	.0	.0	.0	.0
48.	*	.0	.0	.0	.0
50.	*	.0	.0	.0	.0
52.	*	.0	.0	.0	.0
54.	*	.0	.0	.0	.0
56.	*	.0	.0	.0	.0
58.	*	.0	.0	.0	.0
60.	*	.0	.0	.0	.0
62.	*	.0	.0	.0	.0
64.	*	.0	.0	.0	.0
66.	*	.0	.0	.0	.0
68.	*	.0	.0	.0	.0
70.	*	.0	.0	.0	.0
72.	*	.0	.0	.0	.0
74.	*	.0	.0	.0	.0
76.	*	.0	.0	.0	.0
78.	*	.0	.0	.0	.0
80.	*	.0	.0	.0	.0
82.	*	.0	.0	.0	.0

JOB: RT 300 AT SITE DRIVE EX PM

RUN: RT 300 AT SITE DRIVE EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	.0	.0	.0	.0
86.	.0	.0	.0	.0
88.	.0	.0	.0	.0
90.	.0	.0	.0	.0
92.	.0	.0	.0	.0
94.	.0	.0	.0	.0
96.	.0	.0	.0	.0
98.	.0	.0	.0	.0
100.	.0	.0	.0	.0
102.	.0	.0	.0	.0
104.	.0	.0	.0	.0
106.	.0	.0	.0	.0
108.	.0	.0	.0	.0
110.	.0	.0	.0	.0
112.	.0	.0	.0	.0
114.	.0	.0	.0	.0
116.	.0	.0	.0	.0
118.	.0	.0	.0	.0
120.	.0	.0	.0	.0
122.	.0	.0	.0	.0
124.	.0	.0	.0	.0
126.	.0	.0	.0	.0
128.	.0	.0	.0	.0
130.	.0	.0	.0	.0
132.	.0	.0	.0	.0
134.	.0	.0	.0	.0
136.	.0	.0	.0	.0
138.	.0	.0	.0	.0
140.	.0	.0	.0	.0
142.	.0	.0	.0	.0
144.	.0	.0	.0	.0
146.	.0	.0	.0	.0
148.	.0	.0	.0	.0
150.	.0	.0	.0	.0
152.	.0	.0	.0	.0
154.	.0	.0	.0	.0
156.	.0	.0	.0	.0
158.	.0	.0	.0	.0
160.	.0	.0	.0	.0
162.	.0	.0	.0	.0
164.	.0	.0	.0	.0
166.	.0	.0	.0	.0
168.	.0	.0	.0	.0
170.	.0	.0	.0	.0
172.	.0	.0	.0	.0
174.	.0	.0	.0	.0
176.	.0	.0	.0	.0
178.	.1	.0	.0	.0
180.	.1	.0	.0	.0
182.	.2	.0	.0	.0
184.	.3	.0	.0	.0

JOB: RT 300 AT SITE DRIVE EX PM RUN: RT 300 AT SITE DRIVE EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	*	.3	.1	.0	.0
188.	*	.3	.2	.0	.0
190.	*	.5	.2	.0	.0
192.	*	.5	.2	.1	.0
194.	*	.6	.3	.1	.0
196.	*	.6	.3	.2	.0
198.	*	.8	.5	.2	.1
200.	*	.8	.5	.3	.1
202.	*	.9	.5	.3	.2
204.	*	.9	.6	.3	.2
206.	*	.9	.6	.5	.2
208.	*	1.0	.7	.5	.3
210.	*	1.0	.8	.5	.3
212.	*	1.1	.8	.5	.3
214.	*	1.1	.8	.6	.5
216.	*	1.1	.8	.6	.5
218.	*	1.1	.8	.6	.5
220.	*	1.0	.8	.6	.5
222.	*	1.0	.8	.6	.5
224.	*	1.0	.8	.6	.5
226.	*	.9	.8	.6	.5
228.	*	.9	.8	.6	.5
230.	*	.9	.8	.6	.5
232.	*	.9	.8	.6	.5
234.	*	.9	.8	.6	.5
236.	*	.9	.8	.6	.5
238.	*	.9	.8	.6	.5
240.	*	.9	.8	.6	.5
242.	*	.9	.8	.6	.5
244.	*	.9	.8	.6	.5
246.	*	.9	.8	.6	.5
248.	*	.9	.8	.6	.5
250.	*	.9	.7	.6	.5
252.	*	.9	.7	.6	.5
254.	*	.9	.7	.6	.5
256.	*	.9	.7	.6	.5
258.	*	.9	.7	.6	.5
260.	*	1.0	.7	.5	.5
262.	*	1.0	.8	.5	.5
264.	*	1.0	.8	.6	.6
266.	*	1.0	.9	.8	.7
268.	*	1.1	.9	.8	.7
270.	*	1.2	1.0	.9	.7
272.	*	1.1	.9	.9	.7
274.	*	1.0	.9	.7	.7
276.	*	1.0	.9	.7	.7
278.	*	1.2	.8	.8	.5
280.	*	1.0	.8	.8	.6
282.	*	.9	.8	.6	.6
284.	*	1.0	.8	.6	.5
286.	*	1.0	.7	.6	.5

JOB: RT 300 AT SITE DRIVE EX PM

RUN: RT 300 AT SITE DRIVE EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	1.0	.8	.6	.4
290.	.9	.7	.5	.4
292.	.9	.7	.5	.4
294.	.9	.6	.5	.5
296.	.8	.5	.5	.5
298.	.7	.5	.5	.5
300.	.8	.6	.5	.5
302.	.8	.6	.5	.5
304.	.7	.6	.5	.5
306.	.8	.6	.5	.5
308.	.8	.6	.5	.5
310.	.8	.6	.5	.5
312.	.8	.6	.5	.5
314.	.8	.6	.5	.5
316.	.8	.6	.5	.5
318.	.8	.6	.5	.5
320.	.8	.6	.5	.5
322.	.8	.6	.5	.4
324.	.8	.6	.5	.3
326.	.8	.6	.5	.3
328.	.8	.6	.5	.3
330.	.8	.6	.5	.3
332.	.8	.6	.4	.3
334.	.8	.6	.3	.3
336.	.8	.5	.3	.2
338.	.7	.5	.3	.1
340.	.7	.4	.3	.1
342.	.6	.3	.2	.1
344.	.6	.3	.1	.1
346.	.6	.3	.1	.0
348.	.4	.3	.1	.0
350.	.4	.1	.0	.0
352.	.3	.1	.0	.0
354.	.3	.1	.0	.0
356.	.2	.1	.0	.0
358.	.1	.0	.0	.0
360.	.1	.0	.0	.0
MAX	1.2	1.0	.9	.7
DEGR.	270	270	270	266

THE HIGHEST CONCENTRATION OF 3.80 PPM OCCURRED AT RECEPTOR REC12.

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221 PAGE 1

JOB: RT 300 AT SITE DRIVE NB PM RUN: RT 300 AT SITE DRIVE NB PM

DATE : 10/13/ 5
TIME : 2:24:40

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 NB 300 TO SITE	18.0	-500.0	18.0	.0	500.	360.	AG	1838.	19.6	.0	48.0		
2. F2 NB 300 PAST SITE	18.0	.0	18.0	500.0	500.	360.	AG	1472.	19.6	.0	48.0		
3. F3 SB 300 TO SITE	-18.0	500.0	-18.0	.0	500.	180.	AG	1011.	19.6	.0	48.0		
4. F4 SB 300 PAST SITE	-18.0	.0	18.0	-500.0	501.	176.	AG	1240.	19.6	.0	48.0		
5. F5 WB SITE TO 300	500.0	24.0	.0	24.0	500.	270.	AG	1.	19.6	.0	48.0		
6. F6 WB SITE PAST 300	.0	12.0	-500.0	12.0	500.	270.	AG	387.	19.6	.0	24.0		
7. F7 EB MALL TO 300	-500.0	-12.0	.0	-12.0	500.	90.	AG	250.	19.6	.0	24.0		
8. F8 EB MALL PAST 300	.0	-12.0	500.0	-12.0	500.	90.	AG	1.	19.6	.0	24.0		
9. Q1 NB 300 TO SITE R	30.0	-24.0	30.0	-24.2	0.	180.	AG	2.	100.0	.0	12.0	.00	.0
10. Q2 NB 300 TO SITE T	18.0	-24.0	18.0	-148.8	125.	180.	AG	3.	100.0	.0	24.0	.33	6.3
11. Q3 NB 300 TO SITE L	6.0	-24.0	6.0	-134.1	110.	180.	AG	3.	100.0	.0	12.0	.49	5.6
12. Q4 SB 300 TO SITE R	-30.0	48.0	-30.0	54.3	6.	360.	AG	3.	100.0	.0	12.0	.03	.3
13. Q5 SB 300 TO SITE T	-18.0	48.0	-18.0	221.2	173.	360.	AG	6.	100.0	.0	24.0	.41	8.8
14. Q6 SB 300 TO SITE L	-6.0	48.0	-6.0	48.3	0.	360.	AG	3.	100.0	.0	12.0	.01	.0
15. Q7 WB SITE TO 300 R	36.0	42.0	36.3	42.0	0.	90.	AG	3.	100.0	.0	12.0	.00	.0
16. Q8 WB SITE TO 300 T	36.0	30.0	36.3	30.0	0.	90.	AG	3.	100.0	.0	12.0	.00	.0
17. Q9 WB SITE TO 300 L	36.0	12.0	36.3	12.0	0.	90.	AG	3.	100.0	.0	12.0	.00	.0
18. Q10 EB MALL 300 LT	-36.0	-6.0	-36.3	-6.0	0.	270.	AG	3.	100.0	.0	12.0	.00	.0
19. Q11 EB MALL TO 300 R	-36.0	-18.0	-141.9	-18.0	106.	270.	AG	3.	100.0	.0	12.0	.84	5.4

JOB: RT 300 AT SITE DRIVE NB PM　　RUN: RT 300 AT SITE DRIVE NB PM

DATE : 10/13/ 5
TIME : 2:24:40

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 NB 300 TO SITE R	110	31	5.0	1	1538	1.99	1	3
10. Q2 NB 300 TO SITE T	110	31	5.0	1472	3445	1.99	1	3
11. Q3 NB 300 TO SITE L	110	55	5.0	366	1719	1.99	1	3
12. Q4 SB 300 TO SITE R	110	55	5.0	21	1538	1.99	1	3
13. Q5 SB 300 TO SITE T	110	64	5.0	990	3445	1.99	1	3
14. Q6 SB 300 TO SITE L	110	64	5.0	1	274	1.99	1	3
15. Q7 WB SITE TO 300 R	110	64	5.0	1	1538	1.99	1	3
16. Q8 WB SITE TO 300 T	110	64	5.0	1	1810	1.99	1	3
17. Q9 WB SITE TO 300 L	110	64	5.0	1	1919	1.99	1	3
18. Q10 EB MALL 300 LT	110	64	5.0	1	1810	1.99	1	3
19. Q11 EB MALL TO 300 R	110	64	5.0	250	839	1.99	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	41.0	303.0	6.0
2. REC 2	41.0	253.0	6.0
3. REC 3	41.0	203.0	6.0
4. REC 4	41.0	153.0	6.0
5. REC 5	41.0	103.0	6.0
6. REC 6	41.0	53.0	6.0
7. REC 7	41.0	-29.0	6.0
8. REC 8	41.0	-79.0	6.0
9. REC 9	41.0	-129.0	6.0
10. REC 10	41.0	-179.0	6.0
11. REC 11	41.0	-229.0	6.0
12. REC 12	41.0	-279.0	6.0
13. REC 13	-41.0	279.0	6.0
14. REC 14	-41.0	229.0	6.0
15. REC 15	-41.0	179.0	6.0
16. REC 16	-41.0	129.0	6.0
17. REC 17	-41.0	79.0	6.0
18. REC 18	-41.0	29.0	6.0
19. REC 19	-41.0	-29.0	6.0
20. REC 20	-41.0	-79.0	6.0
21. REC 21	-41.0	-129.0	6.0
22. REC 22	-41.0	-179.0	6.0
23. REC 23	-41.0	-229.0	6.0
24. REC 24	-41.0	-279.0	6.0
25. REC 25	-291.0	29.0	6.0
26. REC 26	-241.0	29.0	6.0
27. REC 27	-191.0	29.0	6.0
28. REC 28	-141.0	29.0	6.0
29. REC 29	-91.0	29.0	6.0
30. REC 30	91.0	53.0	6.0
31. REC 31	141.0	53.0	6.0
32. REC 32	191.0	53.0	6.0
33. REC 33	241.0	53.0	6.0
34. REC 34	291.0	53.0	6.0

JOB: RT 300 AT SITE DRIVE NB PM

RUN: RT 300 AT SITE DRIVE NB PM

DATE : 10/13/ 5
TIME : 2:24:40

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
35. REC 35	-291.0	-29.0	6.0
36. REC 36	-241.0	-29.0	6.0
37. REC 37	-191.0	-29.0	6.0
38. REC 38	-141.0	-29.0	6.0
39. REC 39	-91.0	-29.0	6.0
40. REC 40	91.0	-29.0	6.0
41. REC 41	141.0	-29.0	6.0
42. REC 42	191.0	-29.0	6.0
43. REC 43	241.0	-29.0	6.0
44. REC 44	291.0	-29.0	6.0

JOB: RT 300 AT SITE DRIVE NB PM   RUN: RT 300 AT SITE DRIVE NB PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0. *	1.2	1.3	1.4	1.5	1.5	1.6	1.8	1.8	1.9	2.0	2.1	2.3	.9	1.0	1.1	1.2	1.2	1.3	1.7	1.5
2. *	1.1	1.2	1.2	1.3	1.4	1.5	1.7	1.7	1.7	1.9	1.9	2.0	1.0	1.1	1.2	1.3	1.3	1.4	1.9	1.6
4. *	.9	1.1	1.1	1.2	1.2	1.2	1.5	1.5	1.6	1.8	1.7	1.9	1.1	1.2	1.3	1.4	1.4	1.5	2.0	1.6
6. *	.8	.9	1.0	1.0	1.1	1.1	1.3	1.3	1.3	1.4	1.5	1.5	1.1	1.3	1.4	1.5	1.6	1.6	2.0	1.8
8. *	.7	.8	.8	.9	1.0	1.0	1.1	1.2	1.2	1.2	1.3	1.4	1.3	1.4	1.5	1.6	1.6	1.6	2.2	2.0
10. *	.6	.6	.7	.7	.8	.9	1.0	1.0	1.0	1.0	1.1	1.2	1.3	1.4	1.6	1.6	1.7	1.7	2.2	1.9
12. *	.5	.6	.6	.6	.6	.6	.7	.8	.9	.9	.9	.9	1.4	1.6	1.6	1.7	1.7	1.7	2.3	2.0
14. *	.4	.5	.5	.5	.5	.5	.6	.7	.7	.6	.7	.7	1.4	1.6	1.7	1.7	1.7	1.8	2.2	2.2
16. *	.4	.4	.4	.4	.4	.5	.5	.5	.5	.6	.6	.6	1.5	1.6	1.7	1.7	1.8	1.8	2.2	2.2
18. *	.3	.3	.4	.4	.4	.4	.4	.4	.5	.5	.5	.5	1.5	1.6	1.7	1.8	1.8	1.8	2.3	2.1
20. *	.3	.3	.3	.3	.3	.3	.3	.4	.4	.4	.4	.4	1.6	1.6	1.7	1.7	1.7	1.8	2.0	2.1
22. *	.2	.3	.3	.3	.3	.3	.2	.3	.4	.3	.3	.3	1.6	1.6	1.7	1.7	1.7	1.7	2.1	2.1
24. *	.2	.2	.2	.2	.2	.2	.2	.3	.2	.3	.3	.3	1.6	1.7	1.7	1.7	1.7	1.7	2.0	2.0
26. *	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	1.5	1.6	1.7	1.7	1.7	1.7	2.0	1.8
28. *	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	1.5	1.6	1.6	1.6	1.6	1.6	2.0	1.8
30. *	.2	.2	.2	.2	.2	.2	.1	.2	.2	.2	.2	.2	1.6	1.6	1.6	1.6	1.6	1.6	2.0	1.8
32. *	.1	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	1.6	1.6	1.6	1.6	1.6	1.6	2.0	1.7
34. *	.1	.1	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	1.6	1.6	1.6	1.6	1.6	1.6	2.0	1.7
36. *	.1	.1	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	1.5	1.5	1.5	1.5	1.5	1.5	1.9	1.8
38. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.5	1.5	1.5	1.9	1.7
40. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.5	1.5	1.5	1.9	1.7
42. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.5	1.5	1.5	1.9	1.6
44. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.5	1.5	1.5	1.8	1.6
46. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.4	1.4	1.4	1.4	1.4	1.4	1.8	1.6
48. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.4	1.4	1.4	1.4	1.4	1.9	1.7
50. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.3	1.3	1.3	1.3	1.3	1.8	1.6
52. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.3	1.3	1.3	1.3	1.3	1.7	1.6
54. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.3	1.3	1.3	1.3	1.3	1.8	1.5
56. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.3	1.3	1.3	1.3	1.3	1.8	1.5
58. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.3	1.3	1.3	1.3	1.3	1.7	1.5
60. *	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.2	1.2	1.2	1.2	1.2	1.3	1.6	1.4
62. *	.1	.1	.1	.1	.1	.1	.0	.1	.1	.1	.1	.1	1.2	1.2	1.2	1.2	1.2	1.2	1.7	1.4
64. *	.1	.1	.1	.1	.1	.1	.0	.1	.1	.1	.1	.1	1.2	1.2	1.2	1.2	1.2	1.2	1.6	1.4
66. *	.0	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.1	1.2	1.2	1.2	1.2	1.2	1.2	1.6	1.4
68. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.2	1.5	1.4
70. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.2	1.5	1.4
72. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.2	1.5	1.4
74. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.2	1.7	1.4
76. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.2	1.6	1.4
78. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.2	1.6	1.4
80. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.2	1.6	1.4
82. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.2	1.7	1.4

JOB: RT 300 AT SITE DRIVE NB PM   RUN: RT 300 AT SITE DRIVE NB PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.2	1.7	1.4
86.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.2	1.6	1.4
88.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.3	1.3	1.3	1.3	1.3	1.4	1.6	1.4
90.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.3	1.3	1.3	1.3	1.3	1.4	1.5	1.4
92.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.3	1.3	1.3	1.3	1.3	1.4	1.5	1.4
94.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.4	1.5	1.4
96.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.3	1.4	1.4
98.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.3	1.4	1.4
100.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.3	1.4	1.4
102.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.4	1.4	1.4
104.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.5	1.4	1.4
106.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.4	1.4	1.4
108.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.4	1.5	1.4
110.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.5	1.5	1.5
112.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.6	1.6	1.4
114.	.0	.0	.0	.0	.0	.0	.1	.1	.1	.1	.1	.1	1.2	1.2	1.2	1.2	1.2	1.5	1.6	1.5
116.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.2	1.2	1.2	1.2	1.2	1.6	1.6	1.5
118.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.2	1.2	1.2	1.2	1.2	1.6	1.6	1.6
120.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.2	1.2	1.2	1.2	1.2	1.7	1.6	1.6
122.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.3	1.3	1.3	1.3	1.8	1.6	1.6
124.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.3	1.3	1.3	1.4	1.8	1.6	1.6
126.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.3	1.3	1.3	1.4	1.8	1.7	1.6
128.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.3	1.3	1.3	1.4	1.9	1.7	1.6
130.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.3	1.3	1.3	1.3	1.5	1.8	1.7	1.7
132.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.4	1.3	1.3	1.3	1.4	1.8	1.7	1.7
134.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.4	1.4	1.3	1.4	1.4	2.1	1.7	1.7
136.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.5	1.6	2.1	1.8	1.7
138.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.5	1.7	2.1	1.8	1.7
140.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.5	1.6	2.2	1.9	1.8
142.	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	1.5	1.5	1.6	1.5	1.7	2.3	1.9	1.9
144.	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	.2	1.5	1.5	1.5	1.6	1.7	2.3	2.0	1.9
146.	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	.2	1.6	1.7	1.6	1.6	1.9	2.2	2.0	1.9
148.	.1	.1	.1	.1	.1	.1	.2	.2	.2	.2	.2	.2	1.6	1.7	1.6	1.7	1.9	2.2	2.0	1.9
150.	.2	.2	.2	.1	.1	.1	.2	.2	.2	.2	.2	.2	1.7	1.7	1.8	1.7	2.1	2.3	2.0	2.0
152.	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	.2	1.7	1.6	1.8	1.9	2.0	2.3	2.1	2.0
154.	.2	.2	.2	.2	.2	.2	.3	.3	.3	.2	.2	.2	1.7	1.8	1.9	1.9	2.2	2.4	2.1	2.0
156.	.2	.2	.2	.2	.3	.3	.3	.3	.3	.3	.3	.3	1.9	1.9	1.8	2.0	2.2	2.5	2.2	2.1
158.	.3	.3	.2	.3	.3	.3	.3	.3	.3	.3	.3	.3	1.9	1.9	1.9	2.1	2.1	2.5	2.2	2.1
160.	.3	.4	.4	.4	.3	.4	.4	.4	.4	.4	.4	.4	1.9	2.0	2.0	2.0	2.2	2.6	2.2	2.1
162.	.5	.4	.4	.4	.5	.4	.5	.5	.5	.5	.5	.5	1.9	2.0	2.0	2.2	2.3	2.6	2.2	2.1
164.	.5	.5	.5	.5	.6	.6	.7	.7	.6	.6	.6	.6	2.2	2.1	2.2	2.1	2.3	2.5	2.2	2.0
166.	.7	.7	.7	.7	.7	.8	.8	.8	.8	.7	.7	.7	2.1	2.0	2.1	2.3	2.4	2.6	2.1	2.0
168.	.8	.9	.8	.9	.8	.9	.9	.9	.9	.8	.8	.8	2.1	2.1	2.0	2.3	2.3	2.5	2.1	1.9
170.	1.0	1.0	1.0	.9	1.0	1.0	1.1	1.1	1.1	1.1	1.0	1.0	2.0	2.1	2.1	2.1	2.3	2.4	2.0	1.8
172.	1.1	1.2	1.1	1.2	1.2	1.3	1.3	1.3	1.2	1.2	1.2	1.1	2.0	2.0	2.0	2.1	2.2	2.3	1.9	1.6
174.	1.4	1.5	1.4	1.4	1.4	1.4	1.5	1.4	1.4	1.5	1.4	1.3	2.0	1.9	2.0	2.1	2.2	2.3	1.7	1.5
176.	1.6	1.6	1.5	1.5	1.7	1.7	1.7	1.7	1.7	1.6	1.5	1.5	2.0	1.8	1.8	1.9	2.1	2.1	1.6	1.3
178.	1.7	1.8	1.8	1.8	1.8	1.8	1.9	1.9	1.9	1.9	1.8	1.7	1.6	1.8	1.8	1.9	1.8	2.0	1.4	1.1
180.	1.9	1.9	2.0	1.9	1.9	2.1	2.1	2.1	2.1	2.0	1.9	1.8	1.5	1.5	1.6	1.5	1.7	1.8	1.2	1.0
182.	2.0	2.1	2.1	2.1	2.1	2.2	2.3	2.2	2.3	2.2	2.1	2.0	1.4	1.4	1.5	1.5	1.6	1.6	1.0	.8
184.	2.1	2.3	2.2	2.2	2.2	2.3	2.4	2.4	2.4	2.3	2.2	2.1	1.2	1.1	1.4	1.2	1.3	1.4	.9	.7
186.	2.2	2.3	2.3	2.3	2.4	2.4	2.5	2.5	2.5	2.5	2.4	2.3	1.1	1.1	1.0	1.1	1.2	1.2	.7	.6

JOB: RT 300 AT SITE DRIVE NB PM RUN: RT 300 AT SITE DRIVE NB PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR) * REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	*	2.3	2.4	2.4	2.3	2.4	2.5	2.7	2.6	2.6	2.5	2.4	2.4	.8	1.0	1.0	.9	1.0	1.1	.6	.4
190.	*	2.3	2.5	2.3	2.4	2.5	2.5	2.7	2.7	2.6	2.7	2.6	2.5	.7	.7	.8	.8	.9	1.0	.5	.3
192.	*	2.4	2.3	2.3	2.4	2.5	2.5	2.7	2.7	2.7	2.7	2.6	2.5	.6	.7	.6	.7	.7	.8	.4	.3
194.	*	2.4	2.3	2.4	2.4	2.4	2.6	2.7	2.8	2.7	2.7	2.6	2.6	.5	.6	.6	.6	.7	.7	.3	.2
196.	*	2.4	2.3	2.2	2.2	2.4	2.5	2.6	2.7	2.7	2.7	2.7	2.6	.4	.5	.5	.4	.5	.6	.2	.1
198.	*	2.1	2.3	2.2	2.2	2.3	2.4	2.6	2.7	2.7	2.6	2.7	2.6	.2	.3	.4	.4	.5	.5	.2	.1
200.	*	2.1	2.1	2.2	2.2	2.3	2.3	2.5	2.6	2.6	2.6	2.6	2.6	.2	.3	.3	.4	.4	.5	.2	.1
202.	*	2.2	2.0	2.2	2.2	2.2	2.2	2.5	2.6	2.5	2.5	2.6	2.6	.2	.3	.3	.3	.3	.5	.1	.1
204.	*	2.1	2.0	2.0	2.1	2.2	2.2	2.4	2.5	2.5	2.5	2.6	2.5	.2	.3	.2	.2	.3	.5	.1	.1
206.	*	2.0	2.1	2.1	2.2	2.1	2.2	2.4	2.5	2.5	2.4	2.5	2.5	.1	.2	.2	.2	.3	.4	.1	.1
208.	*	1.9	1.9	2.0	2.1	2.1	2.1	2.3	2.4	2.4	2.4	2.5	2.5	.1	.2	.2	.2	.3	.3	.1	.0
210.	*	1.8	1.8	2.0	2.0	2.1	2.0	2.3	2.3	2.4	2.4	2.4	2.4	.1	.2	.2	.2	.3	.4	.1	.0
212.	*	1.8	1.8	1.9	1.9	2.0	2.0	2.2	2.2	2.3	2.3	2.3	2.4	.1	.2	.2	.2	.3	.4	.1	.0
214.	*	1.8	1.9	1.9	1.9	1.9	1.9	2.2	2.2	2.3	2.3	2.3	2.4	.1	.2	.2	.2	.3	.4	.1	.0
216.	*	1.7	1.8	1.8	1.8	1.9	1.9	2.1	2.1	2.2	2.2	2.2	2.3	.1	.2	.2	.2	.3	.4	.1	.0
218.	*	1.7	1.8	1.8	1.8	2.0	2.1	2.1	2.1	2.1	2.2	2.2	2.2	.1	.2	.2	.2	.3	.4	.1	.0
220.	*	1.7	1.8	1.8	1.7	1.9	2.0	2.1	2.1	2.1	2.2	2.2	2.2	.1	.2	.2	.2	.3	.4	.1	.0
222.	*	1.6	1.7	1.7	1.6	1.8	1.9	2.0	2.0	2.0	2.1	2.1	2.1	.1	.2	.2	.2	.3	.4	.1	.0
224.	*	1.6	1.7	1.7	1.6	1.8	1.9	2.0	2.0	2.0	2.0	2.1	2.1	.1	.2	.2	.3	.3	.4	.1	.0
226.	*	1.6	1.7	1.6	1.6	1.8	1.8	1.8	2.0	2.0	2.0	2.1	2.1	.1	.2	.2	.3	.3	.4	.1	.0
228.	*	1.5	1.6	1.6	1.6	1.8	1.7	1.8	1.9	1.9	1.9	2.0	2.0	.1	.2	.2	.3	.3	.4	.1	.0
230.	*	1.4	1.5	1.5	1.5	1.6	1.8	1.8	1.9	1.9	1.9	2.0	2.0	.1	.2	.2	.3	.3	.4	.1	.0
232.	*	1.4	1.5	1.5	1.5	1.6	1.8	1.8	1.9	1.9	1.9	1.9	2.0	.1	.2	.2	.3	.3	.4	.0	.0
234.	*	1.4	1.5	1.5	1.5	1.6	1.7	1.8	1.9	1.9	1.9	1.9	2.0	.1	.2	.2	.3	.3	.4	.0	.0
236.	*	1.4	1.4	1.5	1.5	1.6	1.6	1.7	1.8	1.8	1.8	1.8	1.9	.1	.2	.2	.3	.3	.4	.0	.0
238.	*	1.4	1.4	1.5	1.5	1.5	1.5	1.7	1.8	1.8	1.8	1.8	1.8	.0	.0	.1	.2	.2	.4	.0	.0
240.	*	1.3	1.3	1.4	1.4	1.5	1.6	1.7	1.7	1.8	1.8	1.8	1.8	.0	.0	.1	.1	.2	.4	.0	.0
242.	*	1.3	1.3	1.4	1.4	1.5	1.7	1.7	1.6	1.7	1.7	1.7	1.7	.0	.0	.1	.1	.2	.5	.0	.0
244.	*	1.3	1.3	1.4	1.4	1.5	1.7	1.6	1.6	1.7	1.7	1.7	1.7	.0	.0	.1	.1	.2	.5	.0	.0
246.	*	1.3	1.3	1.4	1.4	1.5	1.7	1.6	1.6	1.7	1.7	1.7	1.7	.0	.0	.1	.1	.2	.5	.0	.0
248.	*	1.3	1.3	1.3	1.4	1.5	1.7	1.6	1.6	1.7	1.7	1.7	1.7	.0	.0	.0	.1	.2	.5	.0	.0
250.	*	1.3	1.3	1.3	1.4	1.5	1.6	1.6	1.6	1.6	1.7	1.7	1.7	.0	.0	.0	.1	.2	.5	.0	.0
252.	*	1.3	1.3	1.3	1.4	1.5	1.6	1.6	1.6	1.6	1.7	1.7	1.7	.0	.0	.0	.1	.2	.5	.0	.0
254.	*	1.3	1.3	1.3	1.4	1.4	1.6	1.6	1.6	1.6	1.7	1.7	1.7	.0	.0	.0	.1	.2	.5	.0	.0
256.	*	1.3	1.3	1.3	1.3	1.4	1.6	1.7	1.6	1.6	1.7	1.7	1.7	.0	.0	.0	.1	.2	.5	.1	.0
258.	*	1.3	1.3	1.3	1.3	1.4	1.6	1.7	1.6	1.6	1.7	1.7	1.7	.0	.0	.0	.1	.1	.5	.1	.0
260.	*	1.3	1.3	1.3	1.3	1.4	1.6	1.7	1.6	1.6	1.7	1.7	1.7	.0	.0	.0	.0	.1	.5	.1	.0
262.	*	1.3	1.3	1.3	1.3	1.4	1.6	1.8	1.6	1.6	1.7	1.7	1.7	.0	.0	.0	.0	.1	.5	.1	.0
264.	*	1.3	1.3	1.3	1.3	1.4	1.6	1.9	1.7	1.7	1.8	1.8	1.8	.0	.0	.0	.0	.1	.5	.2	.0
266.	*	1.3	1.3	1.3	1.3	1.4	1.5	1.9	1.7	1.8	1.8	1.8	1.8	.0	.0	.0	.0	.1	.4	.3	.0
268.	*	1.4	1.4	1.4	1.4	1.4	1.5	1.9	1.7	1.7	1.8	1.8	1.8	.0	.0	.0	.0	.1	.4	.3	.0
270.	*	1.4	1.4	1.4	1.4	1.4	1.5	2.0	1.7	1.7	1.8	1.8	1.8	.0	.0	.0	.0	.0	.4	.3	.0
272.	*	1.4	1.4	1.4	1.4	1.4	1.5	2.0	1.7	1.7	1.8	1.8	1.8	.0	.0	.0	.0	.0	.4	.3	.0
274.	*	1.3	1.3	1.3	1.3	1.3	1.4	2.0	1.9	1.7	1.8	1.8	1.8	.0	.0	.0	.0	.0	.2	.3	.0
276.	*	1.3	1.3	1.3	1.3	1.3	1.4	2.1	1.9	1.7	1.8	1.8	1.8	.0	.0	.0	.0	.0	.2	.4	.1
278.	*	1.3	1.3	1.3	1.3	1.3	1.4	2.1	1.8	1.6	1.7	1.7	1.7	.0	.0	.0	.0	.0	.2	.5	.2
280.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.0	1.8	1.6	1.7	1.7	1.7	.0	.0	.0	.0	.0	.1	.5	.2
282.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.0	1.8	1.6	1.7	1.7	1.7	.0	.0	.0	.0	.0	.1	.5	.2
284.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.0	1.8	1.6	1.7	1.7	1.7	.0	.0	.0	.0	.0	.1	.5	.2
286.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.0	1.8	1.7	1.7	1.7	1.7	.0	.0	.0	.0	.0	.1	.5	.2
288.	*	1.3	1.3	1.3	1.3	1.3	1.3	1.9	1.8	1.9	1.7	1.7	1.7	.0	.0	.0	.0	.0	.1	.5	.2
290.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.0	1.8	1.9	1.7	1.7	1.7	.0	.0	.0	.0	.0	.0	.5	.2

JOB: RT 300 AT SITE DRIVE NB PM RUN: RT 300 AT SITE DRIVE NB PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.0	1.8	1.9	1.7	1.7	1.7	.0	.0	.0	.0	.0	.0	.4	.2
294.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.0	1.8	1.9	1.8	1.7	1.8	.0	.0	.0	.0	.0	.0	.4	.2
296.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.0	1.8	1.9	1.8	1.7	1.8	.0	.0	.0	.0	.0	.0	.4	.2
298.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.0	1.8	1.9	1.8	1.7	1.8	.0	.0	.0	.0	.0	.0	.4	.2
300.	*	1.3	1.3	1.3	1.3	1.3	1.3	1.9	1.9	2.0	1.9	1.8	1.9	.0	.0	.0	.0	.0	.0	.4	.2
302.	*	1.4	1.4	1.4	1.4	1.4	1.4	1.9	1.9	2.0	1.9	1.9	1.9	.0	.0	.0	.0	.0	.0	.4	.2
304.	*	1.4	1.4	1.4	1.4	1.4	1.4	1.9	1.9	2.0	1.9	1.9	1.9	.1	.1	.1	.1	.1	.1	.4	.2
306.	*	1.4	1.4	1.4	1.4	1.4	1.4	1.9	2.0	2.0	2.0	2.1	2.0	.1	.1	.1	.1	.1	.1	.4	.2
308.	*	1.4	1.4	1.4	1.4	1.4	1.4	1.9	2.1	2.1	2.0	2.1	2.0	.1	.1	.1	.1	.1	.1	.4	.2
310.	*	1.4	1.4	1.4	1.4	1.4	1.4	1.8	2.1	2.1	2.1	2.1	2.0	.1	.1	.1	.1	.1	.1	.4	.2
312.	*	1.5	1.5	1.5	1.5	1.5	1.5	1.9	2.1	2.1	2.1	2.1	2.0	.1	.1	.1	.1	.1	.1	.4	.2
314.	*	1.5	1.6	1.6	1.6	1.6	1.6	2.0	2.1	2.1	2.1	2.2	2.2	.1	.1	.1	.1	.1	.1	.4	.2
316.	*	1.6	1.6	1.6	1.6	1.6	1.6	1.9	2.2	2.2	2.2	2.2	2.2	.1	.1	.1	.1	.1	.1	.4	.2
318.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.0	2.3	2.3	2.2	2.2	2.2	.1	.1	.1	.1	.1	.1	.4	.2
320.	*	1.7	1.7	1.7	1.7	1.7	1.7	2.0	2.3	2.3	2.3	2.3	2.3	.1	.1	.1	.1	.1	.1	.4	.2
322.	*	1.7	1.7	1.7	1.7	1.7	1.7	2.0	2.3	2.3	2.3	2.3	2.3	.1	.1	.1	.1	.1	.1	.4	.2
324.	*	1.7	1.7	1.7	1.7	1.7	1.7	1.8	2.1	2.3	2.3	2.4	2.3	.1	.1	.1	.1	.1	.1	.4	.2
326.	*	1.6	1.8	1.8	1.8	1.8	1.8	2.0	2.3	2.3	2.5	2.5	2.4	.1	.1	.1	.1	.1	.1	.4	.2
328.	*	1.7	1.8	1.8	1.8	1.8	1.8	2.0	2.3	2.3	2.5	2.4	2.4	.1	.1	.1	.1	.1	.1	.4	.2
330.	*	1.7	1.8	1.8	1.8	1.8	1.8	2.1	2.4	2.4	2.6	2.5	2.4	.1	.1	.1	.1	.1	.1	.4	.2
332.	*	1.7	1.8	1.9	1.9	1.9	1.9	2.0	2.3	2.5	2.5	2.5	2.6	.1	.1	.1	.1	.1	.1	.4	.2
334.	*	1.7	1.8	1.9	1.9	1.9	1.9	2.1	2.5	2.5	2.6	2.6	2.6	.1	.1	.1	.1	.1	.1	.5	.3
336.	*	1.8	1.8	1.9	1.9	1.9	2.0	2.1	2.4	2.5	2.6	2.6	2.9	.1	.2	.2	.2	.2	.2	.5	.3
338.	*	1.8	1.8	2.0	2.0	2.0	2.0	2.2	2.3	2.6	2.7	2.7	2.8	.2	.2	.2	.2	.2	.2	.6	.4
340.	*	1.8	1.8	1.9	2.0	2.0	2.0	2.2	2.3	2.5	2.6	2.7	2.8	.2	.2	.2	.2	.2	.2	.6	.4
342.	*	1.7	1.9	1.9	2.1	2.1	2.1	2.3	2.4	2.6	2.7	2.8	2.9	.2	.2	.2	.3	.3	.3	.7	.4
344.	*	1.7	1.9	2.0	2.0	2.1	2.1	2.3	2.6	2.7	2.8	2.9	3.0	.3	.3	.3	.3	.3	.3	.7	.4
346.	*	1.7	1.8	2.0	2.0	2.0	2.2	2.3	2.4	2.7	2.7	2.8	3.0	.3	.3	.3	.4	.4	.4	.8	.6
348.	*	1.6	1.8	1.9	2.0	2.0	2.1	2.3	2.4	2.6	2.7	2.8	2.9	.4	.4	.4	.4	.5	.5	.9	.7
350.	*	1.6	1.8	1.8	1.9	2.0	2.1	2.3	2.4	2.7	2.7	2.7	3.0	.4	.5	.6	.6	.6	.6	1.0	.8
352.	*	1.6	1.6	1.8	1.9	1.9	2.0	2.2	2.3	2.4	2.5	2.7	2.9	.5	.6	.7	.7	.7	.7	1.2	.8
354.	*	1.4	1.6	1.7	1.8	1.9	1.9	2.2	2.3	2.4	2.5	2.6	2.7	.7	.7	.7	.8	.8	.9	1.3	1.1
356.	*	1.3	1.5	1.6	1.7	1.8	1.8	2.0	2.1	2.3	2.5	2.5	2.6	.7	.8	.8	.9	1.0	1.0	1.4	1.1
358.	*	1.3	1.4	1.5	1.6	1.6	1.7	1.9	2.1	2.2	2.1	2.3	2.4	.8	.9	1.0	1.0	1.1	1.2	1.6	1.4
360.	*	1.2	1.3	1.4	1.5	1.5	1.6	1.8	1.8	1.9	2.0	2.1	2.3	.9	1.0	1.1	1.2	1.2	1.3	1.7	1.5
MAX	*	2.4	2.5	2.4	2.4	2.5	2.6	2.7	2.8	2.7	2.8	2.9	3.0	2.2	2.1	2.2	2.3	2.4	2.6	2.3	2.2
DEGR.	*	192	190	188	190	190	194	188	194	192	344	344	344	164	164	164	166	166	166	12	14

JOB: RT 300 AT SITE DRIVE NB PM RUN: RT 300 AT SITE DRIVE NB PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	1.3	1.1	1.1	1.0	.0	.0	.0	.0	.2	.3	.1	.0	.0	.0	.4	.4	.4	.4	.7	.3
2.	*	1.5	1.2	1.2	1.3	.0	.0	.0	.1	.3	.2	.0	.0	.0	.0	.4	.4	.4	.5	.7	.3
4.	*	1.6	1.5	1.3	1.3	.0	.0	.0	.1	.3	.1	.0	.0	.0	.0	.4	.4	.4	.6	.8	.1
6.	*	1.7	1.5	1.4	1.5	.0	.0	.0	.2	.4	.1	.0	.0	.0	.0	.4	.4	.4	.6	.9	.1
8.	*	1.8	1.7	1.6	1.6	.0	.0	.0	.2	.5	.1	.0	.0	.0	.0	.4	.4	.5	.6	.9	.1
10.	*	1.8	1.7	1.6	1.7	.0	.0	.1	.2	.5	.0	.0	.0	.0	.0	.4	.4	.6	.6	1.0	.1
12.	*	1.8	1.9	1.7	1.8	.0	.0	.1	.3	.6	.0	.0	.0	.0	.0	.4	.4	.6	.7	1.1	.0
14.	*	1.9	1.8	1.9	1.7	.0	.0	.2	.3	.7	.0	.0	.0	.0	.0	.4	.4	.6	.8	1.1	.0
16.	*	1.9	1.9	1.8	1.7	.0	.0	.2	.4	.7	.0	.0	.0	.0	.0	.4	.6	.6	.8	1.2	.0
18.	*	2.0	1.9	1.9	1.8	.0	.1	.2	.4	.8	.0	.0	.0	.0	.0	.4	.6	.6	.8	1.2	.0
20.	*	1.8	1.8	1.8	1.9	.0	.2	.2	.4	.8	.0	.0	.0	.0	.0	.4	.6	.8	1.0	1.2	.0
22.	*	1.9	1.8	1.8	1.8	.0	.2	.2	.5	.8	.0	.0	.0	.0	.0	.6	.6	.8	1.0	1.2	.0
24.	*	1.8	1.8	1.9	1.7	.1	.2	.4	.6	.8	.0	.0	.0	.0	.0	.6	.6	.8	1.0	1.2	.0
26.	*	1.7	1.8	1.7	1.7	.2	.2	.4	.6	.8	.0	.0	.0	.0	.0	.6	.6	.8	1.0	1.3	.0
28.	*	1.8	1.8	1.7	1.8	.2	.2	.4	.6	.9	.0	.0	.0	.0	.0	.6	.7	.8	1.0	1.3	.0
30.	*	1.7	1.7	1.7	1.6	.2	.2	.4	.6	.9	.0	.0	.0	.0	.0	.6	.8	.8	1.0	1.3	.0
32.	*	1.8	1.7	1.7	1.6	.2	.3	.4	.6	.9	.0	.0	.0	.0	.0	.6	.8	.9	1.0	1.3	.0
34.	*	1.7	1.7	1.6	1.6	.2	.4	.4	.6	.9	.0	.0	.0	.0	.0	.6	.8	.9	1.0	1.3	.0
36.	*	1.6	1.7	1.6	1.6	.2	.4	.5	.6	.9	.0	.0	.0	.0	.0	.7	.8	.9	1.0	1.3	.0
38.	*	1.6	1.6	1.5	1.5	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.8	.9	1.0	1.3	.0
40.	*	1.6	1.6	1.5	1.5	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.8	.9	1.0	1.2	.0
42.	*	1.7	1.6	1.5	1.5	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.8	.9	1.0	1.2	.0
44.	*	1.7	1.5	1.5	1.5	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.8	.9	1.0	1.2	.0
46.	*	1.6	1.5	1.5	1.5	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.8	.9	1.0	1.1	.0
48.	*	1.6	1.5	1.5	1.5	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.8	.9	1.0	1.1	.0
50.	*	1.6	1.5	1.5	1.4	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.8	.9	1.0	1.2	.0
52.	*	1.5	1.5	1.5	1.4	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.8	.9	1.0	1.2	.0
54.	*	1.5	1.5	1.5	1.4	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.8	.9	.9	1.1	.0
56.	*	1.5	1.5	1.5	1.4	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.8	.9	.9	1.1	.0
58.	*	1.5	1.5	1.4	1.4	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.8	.9	.9	1.2	.0
60.	*	1.5	1.5	1.4	1.4	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.8	.8	.9	1.0	.0
62.	*	1.5	1.5	1.4	1.4	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.8	.8	.9	1.0	.0
64.	*	1.5	1.4	1.4	1.4	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.8	.8	1.0	1.1	.0
66.	*	1.5	1.4	1.4	1.4	.3	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.8	.8	1.1	1.1	.0
68.	*	1.4	1.3	1.3	1.3	.3	.4	.5	.5	.8	.0	.0	.0	.0	.0	.7	.7	.8	.9	1.2	.0
70.	*	1.4	1.3	1.4	1.4	.3	.4	.4	.5	.8	.0	.0	.0	.0	.0	.7	.7	.8	.9	1.1	.0
72.	*	1.4	1.3	1.3	1.3	.3	.4	.4	.5	.8	.0	.0	.0	.0	.0	.8	.8	.9	.8	1.1	.0
74.	*	1.4	1.3	1.3	1.3	.4	.5	.5	.5	.8	.0	.0	.0	.0	.0	.8	.8	.8	.8	1.1	.0
76.	*	1.4	1.3	1.3	1.3	.4	.5	.5	.6	.8	.0	.0	.0	.0	.0	.8	.9	.8	.8	1.2	.0
78.	*	1.4	1.3	1.3	1.3	.4	.5	.5	.6	.9	.0	.0	.0	.0	.0	.8	.7	.8	1.0	1.1	.0
80.	*	1.4	1.4	1.3	1.3	.4	.5	.5	.6	.9	.0	.0	.0	.0	.0	.7	.7	.7	.9	1.0	.0
82.	*	1.4	1.4	1.3	1.3	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.7	.7	.8	.9	1.1	.0

JOB: RT 300 AT SITE DRIVE NB PM RUN: RT 300 AT SITE DRIVE NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84.	*	1.4	1.4	1.3	1.3	.5	.5	.5	.6	.8	.0	.0	.0	.0	.0	.7	.7	.8	.9	1.1	.0
86.	*	1.4	1.4	1.3	1.3	.6	.6	.7	.6	.8	.0	.0	.0	.0	.0	.7	.8	.9	.9	1.0	.0
88.	*	1.4	1.4	1.3	1.3	.5	.6	.7	.8	.9	.0	.0	.0	.0	.0	.7	.8	.9	.8	1.0	.0
90.	*	1.4	1.4	1.3	1.3	.7	.7	.8	.8	.8	.0	.0	.0	.0	.0	.7	.7	.6	.8	1.0	.0
92.	*	1.4	1.4	1.3	1.3	.8	.7	.8	.8	.9	.0	.0	.0	.0	.0	.7	.7	.6	.8	.9	.0
94.	*	1.4	1.3	1.3	1.3	.8	.8	.8	.8	1.0	.0	.0	.0	.0	.0	.5	.5	.6	.7	1.0	.0
96.	*	1.4	1.3	1.3	1.3	.8	.8	.8	.9	1.0	.0	.0	.0	.0	.0	.4	.5	.6	.7	1.0	.0
98.	*	1.4	1.3	1.3	1.3	.9	.8	.9	1.0	1.1	.0	.0	.0	.0	.0	.5	.5	.6	.8	.9	.0
100.	*	1.4	1.3	1.3	1.3	1.0	1.0	.9	1.0	1.2	.0	.0	.0	.0	.0	.5	.5	.6	.8	.9	.0
102.	*	1.4	1.3	1.3	1.3	.9	1.0	1.0	.9	1.1	.0	.0	.0	.0	.0	.5	.6	.6	.7	.9	.0
104.	*	1.4	1.3	1.3	1.3	.8	.9	1.0	1.0	1.0	.0	.0	.0	.0	.0	.5	.5	.5	.7	.9	.0
106.	*	1.4	1.3	1.3	1.3	.8	.9	1.1	1.0	1.2	.0	.0	.0	.0	.0	.4	.5	.5	.7	.9	.0
108.	*	1.4	1.3	1.3	1.3	.9	.9	1.1	1.2	1.2	.0	.0	.0	.0	.0	.4	.5	.5	.7	.9	.0
110.	*	1.5	1.5	1.4	1.3	.9	.9	.9	1.1	1.2	.0	.0	.0	.0	.0	.4	.5	.5	.7	.9	.0
112.	*	1.4	1.4	1.3	1.3	.9	.9	1.0	1.1	1.2	.0	.0	.0	.0	.0	.4	.5	.5	.7	.9	.0
114.	*	1.5	1.5	1.4	1.4	.9	1.0	1.0	1.0	1.3	.0	.0	.0	.0	.0	.4	.5	.5	.7	.9	.0
116.	*	1.5	1.5	1.5	1.4	.9	1.0	1.0	1.0	1.3	.0	.0	.0	.0	.0	.4	.5	.5	.7	.9	.0
118.	*	1.5	1.5	1.5	1.4	.9	.9	.9	1.1	1.3	.0	.0	.0	.0	.0	.4	.5	.6	.7	.9	.0
120.	*	1.5	1.5	1.5	1.4	.8	.9	.9	1.1	1.3	.0	.0	.0	.0	.0	.4	.5	.6	.7	.9	.0
122.	*	1.6	1.5	1.5	1.4	.8	.9	.9	1.1	1.2	.0	.0	.0	.0	.0	.4	.5	.6	.7	.9	.0
124.	*	1.6	1.5	1.5	1.5	.8	.9	1.0	1.1	1.3	.0	.0	.0	.0	.0	.4	.5	.6	.7	.9	.0
126.	*	1.6	1.5	1.5	1.5	.8	.9	1.0	1.1	1.4	.0	.0	.0	.0	.0	.4	.5	.6	.7	1.0	.0
128.	*	1.6	1.6	1.5	1.5	.9	.9	1.0	1.1	1.4	.0	.0	.0	.0	.0	.4	.5	.6	.7	1.0	.0
130.	*	1.6	1.6	1.5	1.5	.9	.9	1.0	1.1	1.3	.0	.0	.0	.0	.0	.4	.5	.6	.7	1.0	.0
132.	*	1.6	1.6	1.5	1.5	.8	.9	1.0	1.1	1.3	.0	.0	.0	.0	.0	.4	.5	.6	.7	1.0	.0
134.	*	1.6	1.6	1.5	1.5	.8	.9	1.0	1.1	1.3	.0	.0	.0	.0	.0	.4	.5	.6	.7	1.0	.0
136.	*	1.7	1.6	1.6	1.5	.8	.9	1.0	1.1	1.4	.0	.0	.0	.0	.0	.4	.5	.6	.7	1.0	.0
138.	*	1.7	1.6	1.6	1.5	.8	.9	1.0	1.2	1.4	.0	.0	.0	.0	.0	.4	.5	.6	.7	1.1	.0
140.	*	1.8	1.6	1.6	1.5	.8	.9	1.0	1.2	1.5	.0	.0	.0	.0	.0	.4	.5	.6	.7	1.1	.0
142.	*	1.8	1.7	1.6	1.5	.8	.9	1.0	1.2	1.5	.0	.0	.0	.0	.0	.3	.5	.6	.7	1.1	.0
144.	*	1.8	1.8	1.7	1.5	.8	.9	1.0	1.2	1.5	.0	.0	.0	.0	.0	.3	.4	.6	.7	1.1	.0
146.	*	1.8	1.8	1.7	1.5	.7	.8	1.0	1.2	1.5	.0	.0	.0	.0	.0	.3	.4	.5	.7	1.1	.0
148.	*	1.9	1.8	1.7	1.5	.7	.8	1.0	1.2	1.5	.0	.0	.0	.0	.0	.2	.4	.5	.7	1.1	.0
150.	*	1.9	1.8	1.7	1.5	.6	.8	.9	1.2	1.5	.0	.0	.0	.0	.0	.2	.3	.5	.7	1.1	.0
152.	*	1.9	1.8	1.7	1.5	.5	.7	.8	1.0	1.4	.0	.0	.0	.0	.0	.2	.3	.5	.7	1.1	.0
154.	*	1.9	1.8	1.6	1.5	.5	.6	.8	1.0	1.4	.0	.0	.0	.0	.0	.2	.2	.4	.7	1.1	.0
156.	*	2.0	1.9	1.6	1.5	.5	.5	.7	1.0	1.4	.0	.0	.0	.0	.0	.1	.2	.4	.6	1.0	.0
158.	*	2.0	1.8	1.6	1.4	.5	.5	.7	.9	1.3	.0	.0	.0	.0	.0	.0	.2	.3	.6	1.0	.0
160.	*	2.0	1.7	1.6	1.3	.4	.5	.7	.9	1.3	.0	.0	.0	.0	.0	.0	.2	.3	.5	1.0	.0
162.	*	1.9	1.7	1.5	1.2	.3	.5	.6	.8	1.3	.0	.0	.0	.0	.0	.0	.1	.2	.4	.9	.0
164.	*	1.8	1.7	1.4	1.2	.3	.4	.5	.8	1.3	.0	.0	.0	.0	.0	.0	.0	.2	.4	.8	.0
166.	*	1.8	1.5	1.3	1.0	.3	.3	.5	.7	1.1	.0	.0	.0	.0	.0	.0	.0	.2	.4	.8	.0
168.	*	1.6	1.5	1.2	1.0	.3	.3	.5	.7	1.1	.1	.0	.0	.0	.0	.0	.0	.1	.2	.6	.0
170.	*	1.6	1.3	1.0	.8	.3	.3	.5	.6	.9	.1	.0	.0	.0	.0	.0	.0	.0	.2	.6	.1
172.	*	1.4	1.1	1.0	.7	.3	.3	.3	.5	.9	.1	.0	.0	.0	.0	.0	.0	.0	.2	.5	.1
174.	*	1.2	1.0	.8	.6	.3	.3	.3	.5	.8	.2	.0	.0	.0	.0	.0	.0	.0	.2	.4	.2
176.	*	1.1	.9	.7	.5	.3	.3	.3	.5	.7	.3	.1	.0	.0	.0	.0	.0	.0	.1	.4	.3
178.	*	.9	.7	.6	.4	.3	.3	.3	.4	.7	.3	.1	.0	.0	.0	.0	.0	.0	.0	.2	.3
180.	*	.8	.6	.4	.4	.3	.3	.3	.3	.5	.4	.1	.0	.0	.0	.0	.0	.0	.0	.2	.4
182.	*	.7	.5	.4	.2	.3	.3	.3	.3	.5	.6	.2	.0	.0	.0	.0	.0	.0	.0	.2	.4
184.	*	.5	.4	.3	.2	.3	.3	.3	.3	.5	.6	.3	.1	.0	.0	.0	.0	.0	.0	.2	.6

JOB: RT 300 AT SITE DRIVE NB PM RUN: RT 300 AT SITE DRIVE NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (PPM)

WIND ANGLE (DEGR)	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186. *	.5	.3	.2	.2	.3	.3	.3	.3	.4	.7	.3	.1	.0	.0	.0	.0	.0	.0	.0	.6
188. *	.3	.2	.2	.2	.3	.3	.3	.3	.3	.9	.3	.2	.0	.0	.0	.0	.0	.0	.0	.7
190. *	.3	.2	.2	.0	.3	.3	.3	.3	.3	.9	.4	.2	.1	.0	.0	.0	.0	.0	.0	.9
192. *	.2	.1	.0	.0	.3	.3	.3	.3	.3	1.0	.5	.3	.1	.0	.0	.0	.0	.0	.0	.9
194. *	.1	.1	.0	.0	.3	.3	.3	.3	.3	1.0	.6	.3	.2	.0	.0	.0	.0	.0	.0	1.0
196. *	.1	.0	.0	.0	.3	.3	.3	.3	.3	1.0	.6	.3	.2	.1	.0	.0	.0	.0	.0	1.0
198. *	.1	.0	.0	.0	.3	.3	.3	.3	.3	1.2	.6	.4	.2	.1	.0	.0	.0	.0	.0	1.1
200. *	.0	.0	.0	.0	.3	.3	.3	.3	.3	1.2	.7	.5	.3	.2	.0	.0	.0	.0	.0	1.2
202. *	.0	.0	.0	.0	.3	.3	.3	.3	.3	1.2	.8	.5	.3	.2	.0	.0	.0	.0	.0	1.2
204. *	.0	.0	.0	.0	.3	.3	.3	.3	.3	1.2	.8	.5	.3	.2	.0	.0	.0	.0	.0	1.2
206. *	.0	.0	.0	.0	.3	.3	.3	.3	.3	1.2	.8	.6	.3	.3	.0	.0	.0	.0	.0	1.2
208. *	.0	.0	.0	.0	.3	.3	.3	.3	.3	1.1	.8	.6	.5	.3	.0	.0	.0	.0	.0	1.2
210. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.1	.8	.6	.5	.3	.0	.0	.0	.0	.0	1.2
212. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.2	.8	.6	.5	.3	.0	.0	.0	.0	.0	1.2
214. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.2	.8	.6	.5	.3	.0	.0	.0	.0	.0	1.2
216. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.1	.8	.6	.5	.5	.0	.0	.0	.0	.0	1.1
218. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.1	.8	.6	.5	.5	.0	.0	.0	.0	.0	1.1
220. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.0	.8	.6	.5	.5	.0	.0	.0	.0	.0	1.1
222. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	.9	.8	.6	.5	.5	.0	.0	.0	.0	.0	1.1
224. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.0	.8	.6	.5	.5	.0	.0	.0	.0	.0	1.1
226. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.0	.8	.6	.5	.5	.0	.0	.0	.0	.0	1.1
228. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	.9	.7	.6	.5	.5	.0	.0	.0	.0	.0	1.1
230. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	.9	.7	.6	.5	.5	.0	.0	.0	.0	.0	1.0
232. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.0	.7	.6	.5	.5	.0	.0	.0	.0	.0	1.0
234. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	.9	.7	.5	.5	.5	.0	.0	.0	.0	.0	1.0
236. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	.9	.7	.5	.5	.5	.0	.0	.0	.0	.0	1.0
238. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.0	.6	.5	.5	.5	.0	.0	.0	.0	.0	1.0
240. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.1	.6	.5	.5	.5	.0	.0	.0	.0	.0	1.0
242. *	.0	.0	.0	.0	.4	.5	.5	.5	.5	1.1	.7	.6	.5	.4	.0	.0	.0	.0	.0	1.0
244. *	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.1	.8	.6	.5	.3	.0	.0	.0	.0	.0	1.0
246. *	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.0	.9	.6	.4	.3	.0	.0	.0	.0	.0	1.0
248. *	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.0	.8	.4	.4	.3	.0	.0	.0	.0	.0	1.0
250. *	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.1	.8	.6	.4	.3	.0	.0	.0	.0	.0	1.0
252. *	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.1	.7	.6	.4	.4	.0	.0	.0	.0	.0	1.0
254. *	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.1	.8	.8	.6	.4	.0	.0	.0	.0	.0	1.0
256. *	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.2	.8	.7	.5	.4	.0	.1	.1	.1	.1	.9
258. *	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.1	.8	.7	.5	.5	.1	.1	.1	.1	.1	.9
260. *	.0	.0	.0	.0	.4	.5	.5	.5	.5	1.0	.9	.7	.5	.5	.1	.1	.1	.1	.1	1.0
262. *	.0	.0	.0	.0	.4	.4	.5	.5	.5	1.0	.9	.7	.6	.5	.1	.1	.1	.1	.1	1.1
264. *	.0	.0	.0	.0	.4	.4	.4	.5	.5	1.0	.7	.7	.6	.5	.1	.1	.1	.1	.2	1.1
266. *	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.0	.7	.5	.5	.6	.1	.1	.2	.2	.2	1.1
268. *	.0	.0	.0	.0	.3	.4	.4	.4	.4	.9	.6	.5	.5	.5	.1	.2	.3	.3	.3	1.1
270. *	.0	.0	.0	.0	.2	.3	.4	.4	.4	.9	.7	.6	.4	.4	.3	.3	.3	.3	.3	1.1
272. *	.0	.0	.0	.0	.2	.2	.2	.2	.4	.9	.7	.6	.4	.4	.3	.3	.3	.3	.3	1.1
274. *	.0	.0	.0	.0	.2	.2	.2	.2	.2	.9	.7	.6	.4	.3	.3	.3	.3	.3	.3	1.3
276. *	.0	.0	.0	.0	.2	.2	.2	.2	.2	.9	.7	.6	.3	.3	.3	.3	.3	.3	.3	1.3
278. *	.0	.0	.0	.0	.1	.1	.2	.2	.2	.9	.6	.5	.3	.3	.3	.3	.3	.3	.4	1.2
280. *	.0	.0	.0	.0	.1	.1	.1	.1	.1	.8	.6	.5	.3	.3	.3	.3	.4	.5	.5	1.2
282. *	.0	.0	.0	.0	.1	.1	.1	.1	.1	.8	.6	.5	.3	.3	.3	.3	.5	.5	.5	1.2
284. *	.0	.0	.0	.0	.1	.1	.1	.1	.1	.8	.6	.5	.3	.3	.3	.4	.5	.5	.5	1.3
286. *	.0	.0	.0	.0	.1	.1	.1	.1	.1	.8	.6	.5	.3	.3	.4	.5	.5	.5	.5	1.1

JOB: RT 300 AT SITE DRIVE NB PM

RUN: RT 300 AT SITE DRIVE NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	.1	.0	.0	.0	.0	.0	.0	.1	.1	.8	.6	.5	.3	.3	.4	.5	.5	.5	.5	1.1
290.	.1	.0	.0	.0	.0	.0	.0	.0	.0	.8	.5	.5	.3	.3	.4	.4	.4	.5	.5	1.1
292.	.2	.0	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.4	.4	.4	.4	.4	1.0
294.	.2	.0	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.4	.4	.4	.4	.4	1.0
296.	.2	.0	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.4	.4	.4	.4	.4	1.0
298.	.2	.1	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.4	.4	.4	.4	.4	.9
300.	.2	.1	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.4	.4	.4	.4	.4	1.0
302.	.2	.1	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.4	.4	.4	.4	.4	.9
304.	.2	.1	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.4	.4	.4	.4	.4	.9
306.	.2	.1	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.4	.4	.4	.4	.4	.8
308.	.2	.1	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.4	.4	.4	.4	.4	.8
310.	.2	.1	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.4	.4	.4	.4	.4	.8
312.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.4	.4	.4	.4	.4	.9
314.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.4	.4	.4	.4	.4	.9
316.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.4	.3	.4	.4	.4	.4	.4	.8
318.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.3	.3	.4	.4	.4	.4	.4	.8
320.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.3	.3	.4	.4	.4	.4	.4	.9
322.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.3	.3	.4	.4	.4	.4	.4	.9
324.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.3	.3	.4	.4	.4	.4	.4	.9
326.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.3	.2	.4	.4	.4	.4	.4	.9
328.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.3	.2	.4	.4	.4	.4	.4	.9
330.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.4	.3	.2	.4	.4	.4	.4	.4	.9
332.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.4	.3	.1	.4	.4	.4	.4	.4	.9
334.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.3	.2	.1	.4	.4	.4	.4	.4	.9
336.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.3	.2	.1	.4	.4	.4	.4	.4	.9
338.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.3	.1	.1	.4	.4	.4	.4	.4	.9
340.	.4	.1	.0	.0	.0	.0	.0	.0	.0	.9	.4	.3	.1	.0	.4	.4	.4	.4	.4	.9
342.	.4	.3	.1	.1	.0	.0	.0	.0	.0	.8	.4	.3	.1	.0	.4	.4	.4	.4	.4	.9
344.	.4	.3	.2	.2	.0	.0	.0	.0	.0	.8	.4	.1	.1	.0	.4	.4	.4	.4	.4	.9
346.	.5	.4	.3	.2	.0	.0	.0	.0	.0	.7	.3	.1	.0	.0	.4	.4	.4	.4	.4	.8
348.	.7	.4	.3	.3	.0	.0	.0	.0	.0	.7	.3	.1	.0	.0	.4	.4	.4	.4	.4	.7
350.	.7	.6	.4	.5	.0	.0	.0	.0	.0	.6	.3	.1	.0	.0	.4	.4	.4	.4	.4	.7
352.	.6	.6	.6	.5	.0	.0	.0	.0	.0	.5	.1	.0	.0	.0	.4	.4	.4	.4	.5	.6
354.	.9	.8	.8	.7	.0	.0	.0	.0	.1	.4	.1	.0	.0	.0	.4	.4	.4	.4	.5	.5
356.	.9	1.0	.8	.8	.0	.0	.0	.0	.1	.4	.1	.0	.0	.0	.4	.4	.4	.4	.6	.4
358.	1.1	1.2	.9	1.0	.0	.0	.0	.0	.2	.3	.1	.0	.0	.0	.4	.4	.4	.4	.6	.4
360.	1.3	1.1	1.1	1.0	.0	.0	.0	.0	.2	.3	.1	.0	.0	.0	.4	.4	.4	.4	.7	.3
MAX	2.0	1.9	1.9	1.9	1.0	1.0	1.1	1.2	1.5	1.2	.9	.8	.6	.6	.8	.9	.9	1.1	1.3	1.3
DEGR.	18	12	14	20	100	100	106	108	140	198	260	254	254	266	44	76	86	66	26	274

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	*	.1	.0	.0	.0
2.	*	.1	.0	.0	.0
4.	*	.0	.0	.0	.0
6.	*	.0	.0	.0	.0
8.	*	.0	.0	.0	.0
10.	*	.0	.0	.0	.0
12.	*	.0	.0	.0	.0
14.	*	.0	.0	.0	.0
16.	*	.0	.0	.0	.0
18.	*	.0	.0	.0	.0
20.	*	.0	.0	.0	.0
22.	*	.0	.0	.0	.0
24.	*	.0	.0	.0	.0
26.	*	.0	.0	.0	.0
28.	*	.0	.0	.0	.0
30.	*	.0	.0	.0	.0
32.	*	.0	.0	.0	.0
34.	*	.0	.0	.0	.0
36.	*	.0	.0	.0	.0
38.	*	.0	.0	.0	.0
40.	*	.0	.0	.0	.0
42.	*	.0	.0	.0	.0
44.	*	.0	.0	.0	.0
46.	*	.0	.0	.0	.0
48.	*	.0	.0	.0	.0
50.	*	.0	.0	.0	.0
52.	*	.0	.0	.0	.0
54.	*	.0	.0	.0	.0
56.	*	.0	.0	.0	.0
58.	*	.0	.0	.0	.0
60.	*	.0	.0	.0	.0
62.	*	.0	.0	.0	.0
64.	*	.0	.0	.0	.0
66.	*	.0	.0	.0	.0
68.	*	.0	.0	.0	.0
70.	*	.0	.0	.0	.0
72.	*	.0	.0	.0	.0
74.	*	.0	.0	.0	.0
76.	*	.0	.0	.0	.0
78.	*	.0	.0	.0	.0
80.	*	.0	.0	.0	.0
82.	*	.0	.0	.0	.0

JOB: RT 300 AT SITE DRIVE NB PM

RUN: RT 300 AT SITE DRIVE NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	*	.0	.0	.0	.0
86.	*	.0	.0	.0	.0
88.	*	.0	.0	.0	.0
90.	*	.0	.0	.0	.0
92.	*	.0	.0	.0	.0
94.	*	.0	.0	.0	.0
96.	*	.0	.0	.0	.0
98.	*	.0	.0	.0	.0
100.	*	.0	.0	.0	.0
102.	*	.0	.0	.0	.0
104.	*	.0	.0	.0	.0
106.	*	.0	.0	.0	.0
108.	*	.0	.0	.0	.0
110.	*	.0	.0	.0	.0
112.	*	.0	.0	.0	.0
114.	*	.0	.0	.0	.0
116.	*	.0	.0	.0	.0
118.	*	.0	.0	.0	.0
120.	*	.0	.0	.0	.0
122.	*	.0	.0	.0	.0
124.	*	.0	.0	.0	.0
126.	*	.0	.0	.0	.0
128.	*	.0	.0	.0	.0
130.	*	.0	.0	.0	.0
132.	*	.0	.0	.0	.0
134.	*	.0	.0	.0	.0
136.	*	.0	.0	.0	.0
138.	*	.0	.0	.0	.0
140.	*	.0	.0	.0	.0
142.	*	.0	.0	.0	.0
144.	*	.0	.0	.0	.0
146.	*	.0	.0	.0	.0
148.	*	.0	.0	.0	.0
150.	*	.0	.0	.0	.0
152.	*	.0	.0	.0	.0
154.	*	.0	.0	.0	.0
156.	*	.0	.0	.0	.0
158.	*	.0	.0	.0	.0
160.	*	.0	.0	.0	.0
162.	*	.0	.0	.0	.0
164.	*	.0	.0	.0	.0
166.	*	.0	.0	.0	.0
168.	*	.0	.0	.0	.0
170.	*	.0	.0	.0	.0
172.	*	.0	.0	.0	.0
174.	*	.0	.0	.0	.0
176.	*	.0	.0	.0	.0
178.	*	.1	.0	.0	.0
180.	*	.1	.0	.0	.0
182.	*	.1	.0	.0	.0
184.	*	.2	.0	.0	.0

JOB: RT 300 AT SITE DRIVE NB PM

RUN: RT 300 AT SITE DRIVE NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	.3	.1	.0	.0
188.	.3	.1	.0	.0
190.	.3	.2	.0	.0
192.	.4	.2	.0	.0
194.	.5	.2	.1	.0
196.	.6	.3	.1	.0
198.	.6	.3	.2	.0
200.	.6	.3	.2	.1
202.	.7	.5	.3	.1
204.	.8	.5	.3	.2
206.	.8	.5	.3	.2
208.	.8	.5	.3	.2
210.	.8	.6	.3	.3
212.	.8	.6	.5	.3
214.	.8	.6	.5	.3
216.	.8	.6	.5	.3
218.	.8	.6	.5	.3
220.	.8	.6	.5	.3
222.	.8	.6	.5	.5
224.	.8	.6	.5	.5
226.	.8	.6	.5	.5
228.	.8	.6	.5	.5
230.	.8	.6	.5	.5
232.	.8	.6	.5	.5
234.	.8	.6	.5	.5
236.	.8	.6	.5	.5
238.	.8	.6	.5	.5
240.	.8	.6	.5	.5
242.	.8	.6	.5	.5
244.	.8	.6	.5	.5
246.	.7	.6	.5	.5
248.	.7	.6	.5	.5
250.	.7	.5	.5	.5
252.	.7	.5	.5	.5
254.	.7	.5	.5	.4
256.	.7	.5	.5	.4
258.	.6	.5	.5	.4
260.	.6	.5	.5	.3
262.	.7	.5	.5	.3
264.	.8	.6	.5	.3
266.	.8	.7	.4	.3
268.	.8	.8	.5	.5
270.	.9	.8	.5	.5
272.	1.0	.8	.7	.6
274.	.9	.7	.6	.5
276.	.9	.7	.6	.5
278.	.8	.7	.5	.5
280.	.8	.7	.5	.5
282.	.8	.7	.6	.4
284.	.8	.6	.5	.4
286.	.7	.6	.5	.4

JOB: RT 300 AT SITE DRIVE NB PM

RUN: RT 300 AT SITE DRIVE NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	*	.7	.5	.4	.3
290.	*	.6	.5	.3	.3
292.	*	.7	.5	.3	.3
294.	*	.7	.5	.3	.3
296.	*	.6	.5	.3	.3
298.	*	.6	.5	.3	.3
300.	*	.6	.5	.3	.3
302.	*	.5	.5	.4	.3
304.	*	.6	.5	.4	.3
306.	*	.6	.5	.4	.3
308.	*	.6	.5	.4	.3
310.	*	.6	.5	.5	.3
312.	*	.6	.5	.5	.3
314.	*	.6	.5	.5	.3
316.	*	.6	.5	.5	.3
318.	*	.6	.5	.5	.3
320.	*	.6	.5	.5	.3
322.	*	.6	.5	.4	.3
324.	*	.6	.5	.4	.3
326.	*	.6	.5	.3	.3
328.	*	.6	.5	.3	.3
330.	*	.6	.5	.3	.3
332.	*	.6	.5	.3	.2
334.	*	.6	.4	.3	.2
336.	*	.6	.4	.3	.1
338.	*	.6	.3	.2	.1
340.	*	.6	.3	.2	.1
342.	*	.5	.3	.1	.1
344.	*	.4	.3	.1	.0
346.	*	.4	.2	.1	.0
348.	*	.3	.1	.1	.0
350.	*	.3	.1	.0	.0
352.	*	.3	.1	.0	.0
354.	*	.3	.1	.0	.0
356.	*	.1	.0	.0	.0
358.	*	.1	.0	.0	.0
360.	*	.1	.0	.0	.0
MAX	*	1.0	.8	.7	.6
DEGR.	*	272	268	272	272

THE HIGHEST CONCENTRATION OF 3.00 PPM OCCURRED AT RECEPTOR REC12.

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: RT 300 AT SITE DRIVE BD PM RUN: RT 300 AT SITE DRIVE BD PM

DATE : 10/13/ 5
TIME : 2:25:26

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 NB 300 TO SITE	18.0	-500.0	18.0	.0	500.	360.	AG	2407.	19.6	.0	48.0		
2. F2 NB 300 PAST SITE	18.0	.0	18.0	500.0	500.	360.	AG	1540.	19.6	.0	48.0		
3. F3 SB 300 TO SITE	-18.0	500.0	-18.0	.0	500.	180.	AG	1079.	19.6	.0	48.0		
4. F4 SB 300 PAST SITE	-18.0	.0	18.0	-500.0	501.	176.	AG	1636.	19.6	.0	48.0		
5. F5 WB SITE TO 300	500.0	24.0	.0	24.0	500.	270.	AG	512.	19.6	.0	48.0		
6. F6 WB SITE PAST 300	.0	12.0	-500.0	12.0	500.	270.	AG	435.	19.6	.0	24.0		
7. F7 EB MALL TO 300	-500.0	-12.0	.0	-12.0	500.	90.	AG	298.	19.6	.0	24.0		
8. F8 EB MALL PAST 300	.0	-12.0	500.0	-12.0	500.	90.	AG	685.	19.6	.0	24.0		
9. Q1 NB 300 TO SITE R	30.0	-24.0	30.0	-120.5	96.	180.	AG	2.	100.0	.0	12.0	.57	4.9
10. Q2 NB 300 TO SITE T	18.0	-24.0	18.0	-148.8	125.	180.	AG	3.	100.0	.0	24.0	.33	6.3
11. Q3 NB 300 TO SITE L	6.0	-24.0	6.0	-134.1	110.	180.	AG	3.	100.0	.0	12.0	.49	5.6
12. Q4 SB 300 TO SITE R	-30.0	48.0	-30.0	54.3	6.	360.	AG	3.	100.0	.0	12.0	.03	.3
13. Q5 SB 300 TO SITE T	-18.0	48.0	-18.0	221.2	173.	360.	AG	6.	100.0	.0	24.0	.41	8.8
14. Q6 SB 300 TO SITE L	-6.0	48.0	-6.0	75.9	28.	360.	AG	3.	100.0	.0	12.0	.70	1.4
15. Q7 WB SITE TO 300 R	36.0	42.0	59.8	42.0	24.	90.	AG	3.	100.0	.0	12.0	.12	1.2
16. Q8 WB SITE TO 300 T	36.0	30.0	52.8	30.0	17.	90.	AG	3.	100.0	.0	12.0	.07	.9
17. Q9 WB SITE TO 300 L	36.0	12.0	174.6	12.0	139.	90.	AG	3.	100.0	.0	12.0	.58	7.0
18. Q10 EB MALL 300 LT	-36.0	-6.0	-52.8	-6.0	17.	270.	AG	3.	100.0	.0	12.0	.07	.9
19. Q11 EB MALL TO 300 R	-36.0	-18.0	-141.9	-18.0	106.	270.	AG	3.	100.0	.0	12.0	.84	5.4

JOB: RT 300 AT SITE DRIVE BD PM

RUN: RT 300 AT SITE DRIVE BD PM

DATE : 10/13/ 5
TIME : 2:25:26

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 NB 300 TO SITE R	110	31	5.0	569	1538	1.99	1	3
10. Q2 NB 300 TO SITE T	110	31	5.0	1472	3445	1.99	1	3
11. Q3 NB 300 TO SITE L	110	55	5.0	366	1719	1.99	1	3
12. Q4 SB 300 TO SITE R	110	55	5.0	21	1538	1.99	1	3
13. Q5 SB 300 TO SITE T	110	64	5.0	990	3445	1.99	1	3
14. Q6 SB 300 TO SITE L	110	64	5.0	68	274	1.99	1	3
15. Q7 WB SITE TO 300 R	110	64	5.0	68	1538	1.99	1	3
16. Q8 WB SITE TO 300 T	110	64	5.0	48	1810	1.99	1	3
17. Q9 WB SITE TO 300 L	110	64	5.0	396	1919	1.99	1	3
18. Q10 EB MALL 300 LT	110	64	5.0	48	1810	1.99	1	3
19. Q11 EB MALL TO 300 R	110	64	5.0	250	839	1.99	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	41.0	303.0	6.0
2. REC 2	41.0	253.0	6.0
3. REC 3	41.0	203.0	6.0
4. REC 4	41.0	153.0	6.0
5. REC 5	41.0	103.0	6.0
6. REC 6	41.0	53.0	6.0
7. REC 7	41.0	-29.0	6.0
8. REC 8	41.0	-79.0	6.0
9. REC 9	41.0	-129.0	6.0
10. REC 10	41.0	-179.0	6.0
11. REC 11	41.0	-229.0	6.0
12. REC 12	41.0	-279.0	6.0
13. REC 13	-41.0	279.0	6.0
14. REC 14	-41.0	229.0	6.0
15. REC 15	-41.0	179.0	6.0
16. REC 16	-41.0	129.0	6.0
17. REC 17	-41.0	79.0	6.0
18. REC 18	-41.0	29.0	6.0
19. REC 19	-41.0	-29.0	6.0
20. REC 20	-41.0	-79.0	6.0
21. REC 21	-41.0	-129.0	6.0
22. REC 22	-41.0	-179.0	6.0
23. REC 23	-41.0	-229.0	6.0
24. REC 24	-41.0	-279.0	6.0
25. REC 25	-291.0	29.0	6.0
26. REC 26	-241.0	29.0	6.0
27. REC 27	-191.0	29.0	6.0
28. REC 28	-141.0	29.0	6.0
29. REC 29	-91.0	29.0	6.0
30. REC 30	91.0	53.0	6.0
31. REC 31	141.0	53.0	6.0
32. REC 32	191.0	53.0	6.0
33. REC 33	241.0	53.0	6.0
34. REC 34	291.0	53.0	6.0

JOB: RT 300 AT SITE DRIVE BD PM

RUN: RT 300 AT SITE DRIVE BD PM

DATE : 10/13/ 5
TIME : 2:25:26

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
35. REC 35	-291.0	-29.0	6.0
36. REC 36	-241.0	-29.0	6.0
37. REC 37	-191.0	-29.0	6.0
38. REC 38	-141.0	-29.0	6.0
39. REC 39	-91.0	-29.0	6.0
40. REC 40	91.0	-29.0	6.0
41. REC 41	141.0	-29.0	6.0
42. REC 42	191.0	-29.0	6.0
43. REC 43	241.0	-29.0	6.0
44. REC 44	291.0	-29.0	6.0

JOB: RT 300 AT SITE DRIVE BD PM RUN: RT 300 AT SITE DRIVE BD PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	*	1.2	1.3	1.4	1.6	1.6	1.6	2.6	2.6	2.6	2.6	2.9	3.0	.9	1.1	1.1	1.3	1.3	1.3	2.0	1.7
2.	*	1.1	1.2	1.3	1.3	1.5	1.5	2.4	2.3	2.3	2.5	2.6	2.8	1.1	1.2	1.3	1.3	1.5	1.5	2.0	1.8
4.	*	.9	1.1	1.2	1.2	1.3	1.3	2.2	2.1	2.1	2.3	2.2	2.4	1.1	1.3	1.4	1.5	1.5	1.6	2.2	2.0
6.	*	.8	1.0	1.0	1.1	1.1	1.2	2.0	1.9	1.8	2.0	2.1	2.2	1.3	1.4	1.5	1.5	1.7	1.7	2.2	2.0
8.	*	.7	.8	.9	1.0	1.0	1.0	1.8	1.7	1.7	1.7	1.8	1.9	1.3	1.5	1.5	1.7	1.7	1.8	2.3	2.2
10.	*	.6	.7	.7	.7	.9	.9	1.7	1.5	1.4	1.5	1.6	1.7	1.5	1.5	1.6	1.7	1.8	1.8	2.4	2.3
12.	*	.5	.6	.6	.6	.7	.7	1.5	1.3	1.3	1.3	1.4	1.3	1.5	1.6	1.7	1.8	1.8	1.9	2.5	2.5
14.	*	.5	.5	.5	.5	.6	.6	1.3	1.1	1.0	1.1	1.1	1.1	1.5	1.6	1.8	1.8	1.9	1.9	2.5	2.4
16.	*	.4	.4	.4	.5	.5	.5	1.1	.9	.9	.9	.9	1.0	1.6	1.7	1.8	1.9	1.9	1.9	2.6	2.4
18.	*	.3	.4	.4	.4	.4	.4	1.0	.9	.8	.8	.8	.9	1.6	1.7	1.8	1.9	1.9	2.0	2.5	2.7
20.	*	.3	.3	.3	.3	.3	.3	1.0	.7	.7	.7	.8	.7	1.6	1.7	1.8	1.8	1.8	1.9	2.5	2.5
22.	*	.3	.3	.3	.3	.3	.3	.9	.7	.7	.6	.6	.6	1.6	1.8	1.8	1.8	1.9	1.9	2.4	2.5
24.	*	.2	.2	.2	.2	.2	.2	.8	.7	.5	.5	.6	.6	1.6	1.7	1.7	1.8	1.9	1.9	2.5	2.6
26.	*	.2	.2	.2	.2	.2	.2	.8	.5	.5	.5	.5	.5	1.7	1.7	1.7	1.8	1.8	1.8	2.5	2.6
28.	*	.2	.2	.2	.2	.2	.2	.8	.5	.5	.5	.5	.5	1.7	1.7	1.7	1.8	1.8	1.8	2.4	2.5
30.	*	.2	.2	.2	.2	.2	.2	.7	.5	.4	.4	.5	.5	1.7	1.7	1.7	1.7	1.8	1.8	2.4	2.4
32.	*	.1	.2	.2	.2	.2	.2	.8	.5	.4	.4	.4	.4	1.6	1.6	1.6	1.7	1.7	1.6	2.2	2.4
34.	*	.1	.1	.1	.1	.1	.1	.8	.5	.4	.4	.4	.4	1.6	1.6	1.6	1.6	1.6	1.6	2.4	2.3
36.	*	.1	.1	.1	.1	.1	.1	.8	.5	.4	.4	.4	.4	1.6	1.6	1.6	1.6	1.6	1.6	2.3	2.4
38.	*	.1	.1	.1	.1	.1	.1	.8	.5	.4	.4	.4	.4	1.6	1.6	1.6	1.6	1.6	1.6	2.2	2.4
40.	*	.1	.1	.1	.1	.1	.1	.8	.6	.5	.4	.4	.4	1.6	1.6	1.6	1.6	1.6	1.6	2.2	2.5
42.	*	.1	.1	.1	.1	.1	.1	.8	.6	.5	.4	.4	.4	1.5	1.5	1.5	1.5	1.5	1.5	2.2	2.6
44.	*	.1	.1	.1	.1	.1	.1	.8	.6	.5	.4	.4	.4	1.5	1.5	1.5	1.5	1.5	1.5	2.2	2.4
46.	*	.1	.1	.1	.1	.1	.1	.9	.6	.5	.4	.4	.4	1.5	1.5	1.5	1.5	1.5	1.5	2.5	2.5
48.	*	.1	.1	.1	.1	.1	.1	.9	.6	.5	.4	.4	.4	1.5	1.5	1.5	1.5	1.5	1.5	2.4	2.5
50.	*	.1	.1	.1	.1	.1	.1	.9	.6	.5	.4	.4	.4	1.4	1.5	1.5	1.5	1.5	1.5	2.3	2.4
52.	*	.1	.1	.1	.1	.1	.1	1.0	.5	.4	.3	.3	.3	1.4	1.4	1.5	1.5	1.5	1.5	2.4	2.4
54.	*	.1	.1	.1	.1	.1	.1	1.0	.5	.4	.3	.3	.2	1.3	1.3	1.3	1.4	1.4	1.4	2.4	2.4
56.	*	.1	.1	.1	.1	.1	.1	1.0	.5	.4	.3	.3	.2	1.3	1.3	1.3	1.3	1.3	1.4	2.5	2.5
58.	*	.1	.1	.1	.1	.1	.1	1.0	.5	.4	.3	.3	.2	1.3	1.3	1.3	1.3	1.3	1.5	2.4	2.4
60.	*	.1	.1	.1	.1	.1	.1	1.0	.5	.4	.3	.3	.2	1.3	1.3	1.3	1.3	1.3	1.4	2.4	2.3
62.	*	.1	.1	.1	.1	.1	.1	1.0	.5	.4	.3	.2	.1	1.3	1.3	1.3	1.3	1.3	1.4	2.4	2.3
64.	*	.1	.1	.1	.1	.1	.1	1.0	.6	.4	.3	.2	.1	1.3	1.3	1.3	1.3	1.3	1.4	2.6	2.4
66.	*	.0	.0	.0	.0	.0	.0	1.0	.5	.4	.3	.2	.1	1.3	1.3	1.3	1.3	1.3	1.4	2.7	2.4
68.	*	.0	.0	.0	.0	.0	.0	1.0	.5	.3	.3	.1	.1	1.2	1.2	1.2	1.2	1.2	1.4	2.7	2.4
70.	*	.0	.0	.0	.0	.0	.1	1.0	.3	.2	.1	.0	.0	1.2	1.2	1.2	1.2	1.2	1.5	2.7	2.4
72.	*	.0	.0	.0	.0	.0	.1	1.0	.3	.2	.1	.0	.0	1.2	1.2	1.2	1.2	1.2	1.5	2.7	2.4
74.	*	.0	.0	.0	.0	.0	.1	1.0	.3	.2	.1	.0	.0	1.2	1.2	1.2	1.2	1.2	1.5	2.7	2.1
76.	*	.0	.0	.0	.0	.0	.1	1.0	.3	.2	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.6	2.8	2.1
78.	*	.0	.0	.0	.0	.0	.1	.9	.3	.1	.0	.0	.0	1.2	1.2	1.2	1.2	1.2	1.7	2.8	2.2
80.	*	.0	.0	.0	.0	.0	.2	.9	.3	.1	.0	.0	.0	1.3	1.3	1.3	1.3	1.3	1.7	2.7	2.2
82.	*	.0	.0	.0	.0	.0	.2	.9	.3	.1	.0	.0	.0	1.3	1.3	1.3	1.3	1.4	1.8	2.8	2.2

JOB: RT 300 AT SITE DRIVE BD PM   RUN: RT 300 AT SITE DRIVE BD PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	*	.0	.0	.0	.0	.0	.2	.9	.2	.1	.0	.0	.0	1.3	1.3	1.3	1.3	1.4	1.8	2.9	2.3
86.	*	.0	.0	.0	.0	.0	.4	.8	.2	.0	.0	.0	.0	1.3	1.3	1.3	1.3	1.4	1.9	2.8	2.2
88.	*	.0	.0	.0	.0	.0	.4	.7	.1	.0	.0	.0	.0	1.3	1.3	1.3	1.3	1.4	2.0	2.6	2.2
90.	*	.0	.0	.0	.0	.1	.4	.6	.1	.0	.0	.0	.0	1.3	1.3	1.3	1.3	1.5	2.0	2.5	2.1
92.	*	.0	.0	.0	.0	.1	.5	.6	.1	.0	.0	.0	.0	1.3	1.3	1.3	1.4	1.6	2.0	2.4	2.1
94.	*	.0	.0	.0	.0	.1	.5	.5	.1	.0	.0	.0	.0	1.3	1.3	1.3	1.4	1.6	2.2	2.3	2.1
96.	*	.0	.0	.0	.0	.2	.6	.5	.0	.0	.0	.0	.0	1.3	1.3	1.3	1.4	1.6	2.2	2.3	2.0
98.	*	.0	.0	.0	.0	.2	.7	.4	.0	.0	.0	.0	.0	1.3	1.3	1.3	1.5	1.6	2.2	2.3	1.9
100.	*	.0	.0	.0	.1	.2	.7	.3	.0	.0	.0	.0	.0	1.3	1.3	1.3	1.5	1.6	2.2	2.2	1.9
102.	*	.0	.0	.0	.1	.3	.7	.2	.0	.0	.0	.0	.0	1.2	1.2	1.3	1.4	1.7	2.3	2.2	1.9
104.	*	.0	.0	.0	.1	.3	.7	.2	.0	.0	.0	.0	.0	1.2	1.2	1.3	1.4	1.7	2.3	2.1	1.9
106.	*	.0	.0	.0	.2	.3	.7	.1	.0	.0	.0	.0	.0	1.2	1.2	1.4	1.4	1.7	2.4	2.1	1.9
108.	*	.0	.0	.1	.2	.3	.7	.1	.0	.0	.0	.0	.0	1.2	1.2	1.4	1.4	1.7	2.3	2.1	1.9
110.	*	.0	.0	.1	.2	.3	.7	.1	.0	.0	.0	.0	.0	1.2	1.3	1.4	1.5	1.7	2.3	2.1	1.9
112.	*	.0	.0	.1	.2	.3	.8	.2	.1	.1	.1	.1	.1	1.2	1.4	1.4	1.5	1.7	2.3	2.0	1.9
114.	*	.0	.0	.2	.2	.4	.8	.1	.1	.1	.1	.1	.1	1.3	1.5	1.5	1.5	1.7	2.3	2.0	2.0
116.	*	.1	.2	.3	.3	.5	.8	.1	.1	.1	.1	.1	.1	1.4	1.5	1.5	1.6	1.8	2.3	2.0	2.0
118.	*	.1	.2	.3	.3	.5	.8	.1	.1	.1	.1	.1	.1	1.4	1.5	1.5	1.6	1.7	2.3	2.1	2.0
120.	*	.1	.3	.3	.3	.5	.8	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.6	1.8	2.4	2.1	2.0
122.	*	.1	.3	.3	.3	.5	.8	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.6	1.8	2.3	2.1	2.0
124.	*	.2	.3	.3	.3	.5	.7	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.6	1.8	2.3	2.1	2.1
126.	*	.2	.3	.3	.3	.5	.7	.1	.1	.1	.1	.1	.1	1.5	1.5	1.5	1.6	1.8	2.4	2.1	2.1
128.	*	.3	.3	.3	.3	.5	.7	.1	.1	.1	.1	.1	.1	1.6	1.6	1.5	1.6	1.9	2.5	2.1	2.1
130.	*	.3	.3	.3	.3	.5	.7	.2	.2	.2	.2	.2	.2	1.7	1.6	1.6	1.7	1.9	2.5	2.2	2.1
132.	*	.3	.3	.3	.3	.5	.7	.2	.2	.2	.2	.2	.2	1.7	1.7	1.7	1.8	2.1	2.5	2.3	2.2
134.	*	.3	.3	.3	.3	.5	.7	.2	.2	.2	.2	.2	.2	1.7	1.7	1.7	1.7	2.1	2.7	2.3	2.3
136.	*	.3	.3	.3	.3	.5	.6	.2	.2	.2	.2	.2	.2	1.7	1.7	1.7	1.7	2.0	2.5	2.4	2.3
138.	*	.3	.3	.3	.3	.5	.6	.2	.2	.2	.2	.2	.2	1.7	1.7	1.7	1.7	2.1	2.6	2.4	2.3
140.	*	.3	.3	.3	.3	.5	.6	.2	.2	.2	.2	.2	.2	1.8	1.8	1.9	1.8	2.2	2.7	2.4	2.3
142.	*	.3	.3	.3	.3	.5	.6	.2	.2	.2	.2	.2	.2	1.8	1.8	1.9	1.9	2.1	2.8	2.5	2.4
144.	*	.3	.3	.3	.3	.4	.6	.2	.2	.2	.2	.2	.2	1.8	1.9	1.9	2.0	2.3	2.7	2.5	2.4
146.	*	.3	.3	.3	.3	.4	.6	.2	.2	.2	.2	.2	.2	1.8	1.9	1.9	2.1	2.3	2.9	2.6	2.5
148.	*	.4	.4	.3	.3	.4	.6	.2	.2	.2	.2	.2	.2	1.9	1.9	2.1	2.0	2.4	3.0	2.7	2.6
150.	*	.4	.4	.4	.4	.4	.6	.3	.3	.3	.3	.3	.3	2.0	2.0	2.0	2.1	2.5	2.9	2.7	2.6
152.	*	.4	.4	.4	.4	.5	.7	.3	.3	.3	.3	.3	.3	2.0	2.2	2.2	2.3	2.5	3.0	2.8	2.6
154.	*	.4	.4	.4	.4	.6	.7	.3	.3	.3	.3	.3	.3	2.1	2.2	2.2	2.3	2.7	3.1	2.8	2.7
156.	*	.4	.4	.4	.5	.6	.8	.4	.4	.4	.4	.4	.4	2.2	2.2	2.4	2.4	2.7	3.2	2.9	2.8
158.	*	.5	.5	.6	.5	.6	.9	.5	.4	.4	.4	.4	.4	2.3	2.2	2.3	2.5	2.8	3.2	2.9	2.8
160.	*	.6	.6	.6	.6	.7	.9	.5	.5	.5	.5	.5	.6	2.4	2.4	2.5	2.5	2.8	3.3	3.0	2.8
162.	*	.7	.7	.6	.7	.8	1.0	.7	.7	.7	.7	.7	.6	2.4	2.5	2.5	2.7	3.0	3.3	3.0	2.8
164.	*	.7	.8	.9	.9	1.0	1.2	.8	.8	.8	.8	.8	.7	2.5	2.6	2.6	2.7	2.9	3.4	3.0	2.7
166.	*	1.0	1.0	1.0	1.0	1.2	1.4	1.0	1.0	1.0	.9	.9	.8	2.3	2.5	2.6	2.8	3.0	3.4	2.9	2.6
168.	*	1.1	1.1	1.1	1.1	1.3	1.5	1.2	1.2	1.2	1.2	1.1	1.1	2.3	2.5	2.5	2.7	2.9	3.3	2.7	2.5
170.	*	1.2	1.3	1.2	1.4	1.6	1.8	1.4	1.4	1.4	1.3	1.3	1.2	2.3	2.5	2.5	2.6	2.8	3.1	2.7	2.3
172.	*	1.5	1.5	1.5	1.6	1.8	2.0	1.7	1.7	1.7	1.6	1.6	1.5	2.3	2.3	2.4	2.5	2.7	2.9	2.5	2.1
174.	*	1.8	1.8	1.7	1.9	2.0	2.2	2.0	1.9	1.9	1.8	1.7	1.7	2.2	2.3	2.4	2.5	2.6	2.9	2.3	1.9
176.	*	2.0	2.0	1.9	2.0	2.2	2.6	2.3	2.2	2.2	2.1	2.0	1.9	2.1	2.1	2.3	2.3	2.5	2.7	2.1	1.8
178.	*	2.1	2.2	2.3	2.2	2.5	2.7	2.5	2.5	2.5	2.4	2.3	2.2	1.9	2.0	2.1	2.1	2.3	2.5	1.9	1.6
180.	*	2.4	2.3	2.5	2.4	2.7	3.0	2.8	2.7	2.7	2.6	2.6	2.5	1.8	1.7	2.0	2.0	2.0	2.3	1.6	1.3
182.	*	2.5	2.4	2.6	2.6	2.8	3.2	3.0	3.0	2.9	2.8	2.7	2.6	1.6	1.7	1.7	1.7	1.9	2.1	1.4	1.1
184.	*	2.5	2.6	2.7	2.8	3.0	3.4	3.2	3.2	3.1	3.1	3.0	2.8	1.4	1.5	1.6	1.7	1.6	1.8	1.1	.9
186.	*	2.5	2.7	2.9	2.8	3.0	3.5	3.3	3.3	3.2	3.1	3.1	3.0	1.2	1.4	1.3	1.4	1.4	1.6	1.0	.7

JOB: RT 300 AT SITE DRIVE BD PM RUN: RT 300 AT SITE DRIVE BD PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR) * REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	2.6	2.6	2.8	2.9	3.2	3.5	3.4	3.5	3.4	3.3	3.2	3.2	1.1	1.0	1.1	1.1	1.1	1.4	.8	.6
190.	2.6	2.7	2.8	2.9	3.2	3.5	3.5	3.5	3.4	3.5	3.4	3.2	.8	1.0	.9	1.1	1.0	1.3	.6	.4
192.	2.6	2.6	2.8	3.0	3.0	3.7	3.5	3.5	3.5	3.5	3.4	3.4	.7	.7	.8	.8	.9	1.0	.5	.4
194.	2.5	2.7	2.7	2.9	3.0	3.6	3.5	3.6	3.5	3.5	3.5	3.4	.7	.6	.6	.8	.7	.9	.4	.3
196.	2.4	2.6	2.5	2.7	3.0	3.6	3.5	3.6	3.5	3.6	3.5	3.4	.6	.6	.6	.6	.7	.8	.3	.2
198.	2.5	2.4	2.5	2.7	2.9	3.5	3.4	3.5	3.5	3.5	3.5	3.5	.4	.4	.4	.5	.5	.7	.2	.1
200.	2.3	2.3	2.5	2.7	2.7	3.4	3.3	3.4	3.4	3.4	3.4	3.4	.3	.3	.4	.5	.5	.6	.2	.1
202.	2.2	2.3	2.4	2.4	2.7	3.2	3.2	3.3	3.3	3.4	3.4	3.4	.3	.3	.3	.4	.4	.6	.2	.1
204.	2.2	2.3	2.3	2.5	2.8	3.0	3.2	3.3	3.3	3.3	3.3	3.4	.3	.3	.3	.3	.3	.6	.1	.1
206.	2.2	2.2	2.2	2.4	2.5	3.0	3.1	3.2	3.2	3.3	3.3	3.3	.2	.2	.2	.3	.3	.6	.1	.1
208.	2.0	2.2	2.2	2.2	2.5	2.9	3.0	3.1	3.1	3.2	3.2	3.3	.2	.2	.2	.3	.3	.5	.1	.1
210.	1.9	2.1	2.2	2.1	2.4	2.8	3.0	3.0	3.1	3.1	3.2	3.1	.2	.2	.2	.3	.3	.4	.1	.1
212.	1.9	1.9	2.0	2.0	2.4	2.7	2.9	2.9	3.0	3.0	3.1	3.1	.2	.2	.2	.3	.3	.4	.1	.1
214.	1.9	1.9	2.0	2.0	2.3	2.7	2.9	2.9	3.0	3.0	3.1	3.1	.2	.2	.2	.3	.3	.4	.1	.1
216.	1.9	1.9	1.9	2.0	2.2	2.7	2.8	2.8	2.9	2.9	3.0	3.0	.2	.2	.2	.3	.3	.4	.1	.1
218.	1.9	1.9	1.9	2.0	2.1	2.7	2.8	2.8	2.8	2.9	2.9	3.0	.2	.2	.2	.3	.3	.4	.1	.1
220.	1.8	1.8	1.8	2.0	2.1	2.6	2.7	2.7	2.7	2.8	2.8	2.9	.2	.2	.2	.3	.3	.4	.1	.1
222.	1.8	1.8	1.8	1.9	2.0	2.5	2.7	2.7	2.7	2.8	2.8	2.9	.2	.2	.2	.3	.3	.4	.1	.0
224.	1.8	1.8	1.8	1.9	1.8	2.3	2.5	2.6	2.6	2.7	2.7	2.7	.2	.2	.2	.3	.3	.4	.1	.0
226.	1.7	1.7	1.7	1.8	1.8	2.2	2.5	2.6	2.6	2.6	2.7	2.7	.2	.2	.2	.3	.3	.4	.1	.0
228.	1.7	1.7	1.7	1.8	1.8	2.2	2.4	2.4	2.5	2.5	2.6	2.6	.2	.2	.2	.3	.3	.4	.1	.0
230.	1.6	1.7	1.7	1.7	1.8	2.1	2.4	2.4	2.5	2.5	2.6	2.6	.1	.2	.2	.3	.3	.4	.1	.0
232.	1.6	1.7	1.7	1.7	1.7	2.0	2.4	2.4	2.5	2.5	2.6	2.6	.1	.2	.2	.3	.3	.5	.1	.0
234.	1.5	1.6	1.6	1.6	1.7	2.0	2.4	2.3	2.4	2.4	2.4	2.5	.1	.2	.2	.3	.4	.5	.1	.0
236.	1.5	1.6	1.6	1.7	1.7	2.1	2.3	2.3	2.4	2.4	2.4	2.5	.1	.2	.2	.3	.4	.5	.0	.0
238.	1.5	1.6	1.6	1.7	1.7	2.2	2.3	2.3	2.4	2.4	2.4	2.5	.1	.2	.2	.3	.4	.5	.0	.0
240.	1.5	1.5	1.5	1.6	1.7	1.9	2.3	2.2	2.2	2.3	2.3	2.3	.0	.0	.1	.2	.3	.5	.0	.0
242.	1.4	1.4	1.5	1.6	1.6	1.9	2.2	2.2	2.2	2.3	2.3	2.3	.0	.0	.1	.2	.3	.6	.0	.0
244.	1.3	1.3	1.4	1.5	1.5	1.9	2.2	2.2	2.2	2.3	2.3	2.3	.0	.0	.1	.2	.3	.6	.0	.0
246.	1.3	1.3	1.4	1.4	1.5	1.9	2.2	2.2	2.2	2.3	2.3	2.3	.0	.0	.1	.2	.3	.6	.0	.0
248.	1.3	1.3	1.4	1.4	1.5	1.9	2.2	2.1	2.1	2.2	2.2	2.2	.0	.0	.1	.1	.3	.6	.0	.0
250.	1.3	1.3	1.3	1.4	1.5	1.9	2.2	2.1	2.1	2.1	2.2	2.2	.0	.0	.0	.1	.3	.6	.0	.0
252.	1.3	1.3	1.3	1.4	1.5	1.8	2.2	2.1	2.1	2.1	2.2	2.2	.0	.0	.0	.1	.3	.7	.0	.0
254.	1.3	1.3	1.3	1.4	1.5	1.7	2.2	2.1	2.1	2.1	2.2	2.2	.0	.0	.0	.1	.2	.7	.1	.0
256.	1.3	1.3	1.3	1.4	1.5	1.7	2.3	2.1	2.1	2.1	2.2	2.2	.0	.0	.0	.1	.2	.7	.1	.0
258.	1.3	1.3	1.3	1.3	1.4	1.7	2.3	2.1	2.1	2.1	2.2	2.2	.0	.0	.0	.1	.2	.6	.1	.0
260.	1.3	1.3	1.3	1.3	1.4	1.7	2.3	2.2	2.2	2.3	2.3	2.3	.0	.0	.0	.0	.2	.6	.1	.0
262.	1.4	1.4	1.4	1.4	1.5	1.8	2.5	2.2	2.2	2.3	2.3	2.3	.0	.0	.0	.0	.1	.5	.2	.0
264.	1.4	1.4	1.4	1.4	1.5	1.8	2.5	2.2	2.2	2.3	2.3	2.3	.0	.0	.0	.0	.1	.5	.3	.0
266.	1.4	1.4	1.4	1.4	1.5	1.8	2.6	2.2	2.2	2.3	2.3	2.3	.0	.0	.0	.0	.1	.5	.3	.0
268.	1.4	1.4	1.4	1.4	1.4	1.7	2.7	2.3	2.3	2.4	2.4	2.4	.0	.0	.0	.0	.1	.5	.3	.0
270.	1.4	1.4	1.4	1.4	1.4	1.6	2.6	2.3	2.3	2.4	2.4	2.4	.0	.0	.0	.0	.1	.4	.3	.0
272.	1.4	1.4	1.4	1.4	1.4	1.6	2.6	2.4	2.3	2.4	2.4	2.4	.0	.0	.0	.0	.0	.4	.3	.0
274.	1.4	1.4	1.4	1.4	1.4	1.5	2.7	2.4	2.2	2.2	2.3	2.3	.0	.0	.0	.0	.0	.4	.5	.1
276.	1.4	1.4	1.4	1.4	1.4	1.5	2.7	2.4	2.2	2.2	2.3	2.3	.0	.0	.0	.0	.0	.2	.5	.2
278.	1.4	1.4	1.4	1.4	1.4	1.5	2.8	2.4	2.2	2.2	2.3	2.3	.0	.0	.0	.0	.0	.2	.5	.2
280.	1.3	1.3	1.3	1.3	1.3	1.3	2.8	2.4	2.2	2.2	2.3	2.3	.0	.0	.0	.0	.0	.2	.5	.2
282.	1.3	1.3	1.3	1.3	1.3	1.3	2.9	2.3	2.1	2.1	2.2	2.2	.0	.0	.0	.0	.0	.1	.5	.2
284.	1.3	1.3	1.3	1.3	1.3	1.3	2.8	2.3	2.3	2.1	2.2	2.2	.0	.0	.0	.0	.0	.1	.5	.2
286.	1.3	1.3	1.3	1.3	1.3	1.3	2.8	2.3	2.3	2.2	2.2	2.2	.0	.0	.0	.0	.0	.1	.5	.2
288.	1.3	1.3	1.3	1.3	1.3	1.3	2.8	2.3	2.3	2.2	2.2	2.2	.0	.0	.0	.0	.0	.1	.5	.2
290.	1.3	1.3	1.3	1.3	1.3	1.3	3.1	2.3	2.3	2.2	2.2	2.2	.0	.0	.0	.0	.0	.1	.5	.2

JOB: RT 300 AT SITE DRIVE BD PM RUN: RT 300 AT SITE DRIVE BD PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.9	2.3	2.3	2.3	2.2	2.2	.0	.0	.0	.0	.0	.0	.5	.2
294.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.9	2.3	2.4	2.4	2.3	2.4	.0	.0	.0	.0	.0	.0	.5	.2
296.	*	1.3	1.3	1.3	1.3	1.3	1.3	2.8	2.4	2.5	2.4	2.3	2.4	.0	.0	.0	.0	.0	.0	.5	.2
298.	*	1.4	1.4	1.4	1.4	1.4	1.4	2.7	2.4	2.5	2.5	2.3	2.4	.0	.0	.0	.0	.0	.0	.5	.2
300.	*	1.4	1.5	1.5	1.5	1.5	1.5	2.9	2.4	2.5	2.5	2.4	2.4	.0	.0	.0	.0	.0	.0	.5	.2
302.	*	1.5	1.5	1.5	1.5	1.5	1.5	2.9	2.4	2.6	2.6	2.6	2.5	.1	.1	.1	.1	.1	.1	.5	.2
304.	*	1.5	1.5	1.5	1.5	1.5	1.5	3.0	2.5	2.6	2.6	2.6	2.5	.1	.1	.1	.1	.1	.1	.5	.2
306.	*	1.5	1.5	1.5	1.5	1.5	1.5	2.9	2.6	2.6	2.6	2.6	2.5	.1	.1	.1	.1	.1	.1	.4	.2
308.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.8	2.6	2.7	2.8	2.7	2.6	.1	.1	.1	.1	.1	.1	.4	.2
310.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.9	2.7	2.7	2.8	2.7	2.7	.1	.1	.1	.1	.1	.1	.4	.2
312.	*	1.6	1.6	1.6	1.6	1.6	1.6	3.0	2.7	2.7	2.8	2.7	2.8	.1	.1	.1	.1	.1	.1	.4	.3
314.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.8	2.6	2.8	2.9	2.8	2.9	.1	.1	.1	.1	.1	.1	.4	.2
316.	*	1.7	1.7	1.7	1.7	1.7	1.7	2.9	2.9	2.8	2.9	2.8	2.9	.1	.1	.1	.1	.1	.1	.4	.2
318.	*	1.7	1.7	1.7	1.7	1.7	1.7	2.9	3.0	2.9	3.0	3.0	3.0	.1	.1	.1	.1	.1	.1	.4	.2
320.	*	1.7	1.7	1.7	1.7	1.7	1.7	3.0	2.9	3.0	3.0	3.0	3.0	.1	.1	.1	.1	.1	.1	.4	.2
322.	*	1.8	1.8	1.8	1.8	1.8	1.8	3.0	2.9	3.0	3.0	3.1	3.2	.1	.1	.1	.1	.1	.1	.4	.2
324.	*	1.8	1.8	1.8	1.8	1.8	1.8	3.0	3.2	2.9	3.0	3.1	3.2	.1	.1	.1	.1	.1	.1	.4	.3
326.	*	1.8	1.8	1.8	1.8	1.8	1.8	2.9	3.1	3.1	3.1	3.2	3.3	.1	.1	.1	.1	.1	.1	.4	.3
328.	*	1.8	1.8	1.9	1.9	1.9	1.9	2.8	3.0	3.2	3.2	3.2	3.2	.1	.1	.1	.1	.1	.1	.4	.3
330.	*	1.9	1.9	1.9	1.9	1.9	1.9	2.9	2.9	3.1	3.3	3.3	3.3	.1	.1	.1	.1	.1	.1	.4	.3
332.	*	1.9	1.9	1.9	1.9	1.9	1.9	2.9	3.0	3.0	3.2	3.4	3.3	.1	.1	.1	.1	.1	.1	.4	.3
334.	*	1.8	1.9	2.0	2.0	2.0	2.0	2.9	3.2	3.2	3.3	3.5	3.5	.1	.1	.1	.1	.1	.2	.6	.3
336.	*	1.8	2.0	2.0	2.0	2.0	2.0	3.0	3.1	3.3	3.4	3.6	3.6	.2	.2	.2	.2	.2	.2	.6	.3
338.	*	1.9	2.0	2.0	2.0	2.1	2.1	3.0	3.2	3.4	3.4	3.4	3.7	.2	.2	.2	.2	.2	.2	.6	.4
340.	*	1.9	1.9	2.0	2.1	2.1	2.1	3.1	3.3	3.3	3.4	3.5	3.7	.2	.2	.2	.2	.2	.2	.6	.4
342.	*	1.8	2.0	2.1	2.1	2.2	2.2	3.3	3.2	3.4	3.5	3.6	3.7	.2	.3	.3	.3	.3	.3	.7	.4
344.	*	1.8	2.0	2.0	2.2	2.2	2.2	3.1	3.2	3.4	3.5	3.6	3.9	.3	.3	.3	.3	.3	.3	.7	.5
346.	*	1.8	1.9	2.0	2.1	2.2	2.2	3.2	3.3	3.4	3.5	3.6	3.8	.3	.4	.4	.4	.4	.4	.9	.7
348.	*	1.7	1.9	2.0	2.1	2.1	2.2	3.2	3.3	3.3	3.4	3.5	3.7	.4	.4	.4	.5	.6	.6	1.0	.7
350.	*	1.7	1.8	1.9	2.1	2.1	2.1	3.2	3.0	3.3	3.4	3.6	3.7	.5	.5	.6	.6	.6	.7	1.1	.9
352.	*	1.6	1.7	1.9	1.9	2.1	2.1	3.1	3.1	3.3	3.4	3.6	3.6	.5	.7	.7	.7	.7	.8	1.2	1.0
354.	*	1.6	1.7	1.8	1.9	1.9	2.0	3.0	3.0	3.0	3.4	3.4	3.5	.7	.7	.8	.8	.9	.9	1.5	1.2
356.	*	1.4	1.6	1.7	1.8	1.9	1.9	2.8	2.7	2.9	3.2	3.3	3.4	.8	.8	.9	1.0	1.0	1.0	1.5	1.3
358.	*	1.3	1.4	1.6	1.7	1.7	1.8	2.8	2.7	2.8	3.1	3.1	3.2	.9	.9	1.1	1.1	1.1	1.2	1.7	1.5
360.	*	1.2	1.3	1.4	1.6	1.6	1.6	2.6	2.6	2.6	2.6	2.9	3.0	.9	1.1	1.1	1.3	1.3	1.3	2.0	1.7
MAX	*	2.6	2.7	2.9	3.0	3.2	3.7	3.5	3.6	3.5	3.6	3.6	3.9	2.5	2.6	2.6	2.8	3.0	3.4	3.0	2.8
DEGR.	*	192	186	186	192	188	192	190	194	192	196	342	344	164	164	164	166	166	164	160	156

JOB: RT 300 AT SITE DRIVE BD PM RUN: RT 300 AT SITE DRIVE BD PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	1.7	1.4	1.4	1.2	.0	.0	.0	.0	.3	.3	.1	.0	.0	.0	.4	.4	.4	.5	.7	.9
2.	*	1.8	1.7	1.5	1.5	.0	.0	.0	.1	.3	.2	.0	.0	.0	.0	.4	.4	.4	.5	.7	.9
4.	*	1.9	1.6	1.7	1.7	.0	.0	.0	.1	.3	.1	.0	.0	.0	.0	.4	.4	.4	.6	.8	.8
6.	*	2.1	1.8	1.9	1.8	.0	.0	.0	.2	.5	.1	.0	.0	.0	.0	.4	.4	.4	.6	.9	.7
8.	*	2.1	2.0	2.0	1.9	.0	.0	.0	.2	.5	.1	.0	.0	.0	.0	.4	.4	.5	.6	.9	.7
10.	*	2.1	2.0	2.1	2.1	.0	.0	.1	.2	.5	.0	.0	.0	.0	.0	.4	.4	.6	.7	1.1	.7
12.	*	2.3	2.3	2.4	2.3	.0	.0	.2	.3	.7	.0	.0	.0	.0	.0	.4	.4	.6	.8	1.1	.6
14.	*	2.2	2.3	2.3	2.3	.0	.0	.2	.4	.7	.0	.0	.0	.0	.0	.4	.4	.6	.8	1.2	.6
16.	*	2.4	2.5	2.5	2.4	.0	.0	.2	.4	.8	.0	.0	.0	.0	.0	.4	.6	.6	.8	1.2	.6
18.	*	2.6	2.6	2.5	2.5	.0	.1	.2	.4	.8	.0	.0	.0	.0	.0	.4	.6	.6	.8	1.3	.6
20.	*	2.5	2.5	2.5	2.5	.0	.2	.2	.5	.8	.0	.0	.0	.0	.0	.5	.6	.8	1.0	1.3	.6
22.	*	2.5	2.5	2.6	2.5	.0	.2	.4	.6	.9	.0	.0	.0	.0	.0	.6	.6	.8	1.0	1.4	.6
24.	*	2.6	2.5	2.6	2.4	.1	.2	.4	.6	1.0	.0	.0	.0	.0	.0	.6	.6	.8	1.0	1.4	.6
26.	*	2.4	2.5	2.4	2.4	.2	.2	.4	.6	1.0	.0	.0	.0	.0	.0	.6	.6	.8	1.0	1.4	.6
28.	*	2.5	2.6	2.4	2.4	.2	.2	.4	.6	1.0	.0	.0	.0	.0	.0	.6	.8	.8	1.0	1.4	.6
30.	*	2.5	2.4	2.4	2.4	.2	.3	.4	.6	1.0	.0	.0	.0	.0	.0	.6	.8	.9	1.0	1.4	.6
32.	*	2.5	2.4	2.4	2.3	.2	.4	.4	.6	1.0	.0	.0	.0	.0	.0	.6	.8	.9	1.1	1.3	.7
34.	*	2.4	2.4	2.3	2.3	.2	.4	.5	.6	.9	.0	.0	.0	.0	.0	.7	.8	.9	1.1	1.3	.7
36.	*	2.4	2.4	2.3	2.2	.2	.4	.5	.7	.9	.0	.0	.0	.0	.0	.7	.8	.9	1.1	1.3	.7
38.	*	2.4	2.4	2.3	2.2	.3	.4	.5	.7	.9	.0	.0	.0	.0	.0	.8	.8	.9	1.1	1.3	.7
40.	*	2.4	2.3	2.3	2.2	.3	.4	.5	.7	.9	.0	.0	.0	.0	.0	.8	.8	.9	1.1	1.3	.7
42.	*	2.3	2.3	2.3	2.2	.3	.4	.5	.7	.9	.0	.0	.0	.0	.0	.8	.8	.9	1.1	1.3	.7
44.	*	2.4	2.3	2.2	2.2	.4	.4	.5	.6	.9	.0	.0	.0	.0	.0	.8	.8	.9	1.1	1.3	.7
46.	*	2.3	2.3	2.2	2.2	.4	.4	.5	.6	.9	.0	.0	.0	.0	.0	.8	.8	.9	1.0	1.2	.8
48.	*	2.3	2.3	2.2	2.2	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.8	.9	1.0	1.4	.8
50.	*	2.3	2.1	2.1	2.1	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.8	.9	1.0	1.3	.8
52.	*	2.3	2.1	2.1	2.0	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.8	.9	1.0	1.3	.9
54.	*	2.3	2.1	2.1	2.0	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.8	.9	1.0	1.3	.9
56.	*	2.2	2.1	2.1	2.0	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.9	.9	.9	1.0	1.4	.9
58.	*	2.2	2.1	2.1	1.9	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.9	.9	1.0	1.1	1.4	.9
60.	*	2.2	2.1	2.0	1.9	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.9	.9	1.0	1.1	1.5	.9
62.	*	2.2	2.1	2.0	1.9	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.9	.9	1.0	1.2	1.3	.9
64.	*	2.2	2.0	2.0	1.9	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.9	1.1	1.3	1.4	.9
66.	*	2.2	2.0	1.9	1.8	.4	.4	.5	.6	.8	.0	.0	.0	.0	.0	.8	.9	1.0	1.4	1.5	1.0
68.	*	2.2	2.0	1.9	1.8	.4	.4	.5	.6	.9	.0	.0	.0	.0	.0	.8	1.0	1.2	1.4	1.6	1.0
70.	*	2.2	2.0	1.9	1.8	.3	.4	.5	.6	.9	.1	.0	.0	.0	.0	.8	.9	1.3	1.3	1.6	1.0
72.	*	2.1	1.9	1.8	1.8	.4	.5	.4	.7	.9	.1	.1	.1	.1	.0	.9	1.2	1.2	1.3	1.7	1.0
74.	*	2.1	1.9	1.8	1.8	.4	.5	.6	.7	.9	.1	.1	.1	.1	.1	1.1	1.2	1.2	1.4	1.7	1.0
76.	*	2.1	1.9	1.8	1.8	.4	.6	.6	.8	.9	.1	.1	.1	.1	.1	1.2	1.2	1.1	1.5	1.7	1.0
78.	*	2.0	2.0	1.8	1.8	.5	.6	.6	.9	1.2	.1	.1	.1	.1	.1	1.1	1.1	1.2	1.4	1.9	.9
80.	*	2.0	1.9	1.8	1.8	.5	.7	.7	.9	1.2	.1	.1	.1	.1	.1	1.1	1.0	1.2	1.5	1.8	.9
82.	*	2.0	1.9	1.8	1.8	.7	.8	.7	1.0	1.2	.2	.2	.2	.1	.1	1.1	1.1	1.2	1.5	1.8	.9

JOB: RT 300 AT SITE DRIVE BD PM RUN: RT 300 AT SITE DRIVE BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84.	*	2.0	1.9	1.8	1.8	.8	.9	.9	.9	1.2	.2	.2	.2	.2	.2	1.1	1.0	1.2	1.5	1.9	.8
86.	*	2.0	1.9	1.8	1.8	.8	.8	.9	1.1	1.3	.4	.2	.2	.2	.2	1.0	1.1	1.3	1.5	1.7	.8
88.	*	1.9	1.9	1.8	1.8	.9	.9	1.0	1.2	1.5	.4	.4	.3	.2	.2	1.0	1.1	1.3	1.4	1.7	.7
90.	*	1.9	1.9	1.8	1.8	1.0	1.0	1.2	1.3	1.6	.4	.4	.4	.3	.3	1.0	1.1	1.2	1.3	1.7	.6
92.	*	1.9	1.9	1.8	1.8	1.0	1.0	1.3	1.2	1.5	.5	.5	.4	.4	.3	1.0	1.1	1.2	1.3	1.6	.6
94.	*	1.9	1.9	1.8	1.8	1.1	1.0	1.3	1.4	1.5	.5	.5	.5	.4	.3	.9	.8	.9	1.2	1.5	.5
96.	*	1.9	1.8	1.8	1.8	1.2	1.2	1.2	1.4	1.7	.5	.5	.5	.5	.4	.8	.8	1.0	1.2	1.6	.4
98.	*	1.9	1.8	1.8	1.8	1.2	1.2	1.3	1.5	1.7	.7	.5	.5	.5	.5	.7	.7	1.0	1.2	1.6	.3
100.	*	1.9	1.8	1.8	1.8	1.2	1.2	1.4	1.6	1.7	.7	.7	.5	.5	.5	.7	.7	.9	1.1	1.4	.2
102.	*	1.9	1.8	1.8	1.8	1.2	1.3	1.5	1.5	1.8	.7	.7	.7	.5	.5	.7	.7	.9	1.1	1.3	.2
104.	*	1.9	1.8	1.8	1.8	1.1	1.4	1.4	1.5	1.8	.7	.7	.7	.6	.5	.6	.6	.9	1.0	1.3	.2
106.	*	1.9	1.8	1.8	1.8	1.1	1.2	1.4	1.5	1.7	.7	.7	.7	.7	.5	.5	.6	.7	1.0	1.3	.1
108.	*	1.9	1.8	1.8	1.8	1.1	1.1	1.4	1.6	1.7	.7	.7	.7	.7	.6	.5	.6	.7	.9	1.3	.1
110.	*	1.9	1.9	1.8	1.8	1.0	1.1	1.2	1.6	1.8	.7	.7	.7	.6	.6	.5	.6	.7	.9	1.2	.1
112.	*	1.9	1.9	1.8	1.8	1.0	1.1	1.3	1.6	1.8	.7	.7	.6	.6	.6	.5	.7	.7	.9	1.2	.1
114.	*	1.9	1.9	1.9	1.8	1.0	1.1	1.3	1.4	1.9	.7	.6	.6	.6	.6	.5	.7	.7	.9	1.2	.0
116.	*	1.9	1.9	1.9	1.8	1.0	1.1	1.2	1.3	1.9	.7	.6	.6	.6	.6	.5	.7	.7	.9	1.2	.0
118.	*	2.0	1.9	1.9	1.8	1.0	1.1	1.2	1.5	1.7	.7	.6	.6	.6	.6	.5	.7	.7	.9	1.2	.0
120.	*	2.0	1.9	1.9	1.8	1.0	1.2	1.2	1.5	1.7	.7	.6	.6	.6	.6	.5	.7	.7	.9	1.3	.0
122.	*	2.0	1.9	1.9	1.9	1.0	1.2	1.2	1.4	1.7	.6	.6	.6	.6	.6	.5	.7	.7	.9	1.3	.0
124.	*	2.0	2.0	1.9	1.9	1.0	1.2	1.2	1.4	1.6	.6	.6	.6	.6	.6	.5	.7	.7	.9	1.3	.0
126.	*	2.0	2.0	1.9	1.9	1.0	1.2	1.2	1.4	1.7	.6	.6	.6	.6	.6	.5	.7	.7	.9	1.3	.0
128.	*	2.0	2.0	1.9	1.9	1.0	1.2	1.1	1.3	1.7	.6	.6	.6	.6	.6	.5	.7	.7	.9	1.3	.0
130.	*	2.1	2.0	2.0	1.9	.9	1.1	1.2	1.3	1.7	.6	.6	.6	.6	.6	.5	.7	.7	.9	1.3	.0
132.	*	2.2	2.1	2.1	2.0	.9	1.1	1.2	1.3	1.7	.6	.6	.6	.6	.6	.5	.7	.7	.9	1.3	.0
134.	*	2.2	2.1	2.1	2.0	.9	1.1	1.2	1.4	1.7	.6	.6	.6	.6	.6	.5	.7	.7	.9	1.3	.0
136.	*	2.2	2.2	2.1	2.0	.9	1.1	1.2	1.4	1.7	.5	.5	.5	.5	.5	.5	.7	.7	.9	1.3	.0
138.	*	2.2	2.2	2.1	2.1	.9	1.1	1.2	1.5	1.7	.5	.5	.5	.5	.5	.5	.7	.7	1.0	1.3	.0
140.	*	2.3	2.2	2.1	2.1	.9	1.1	1.2	1.5	1.7	.5	.5	.5	.5	.5	.5	.6	.7	1.1	1.4	.0
142.	*	2.3	2.2	2.1	2.1	.9	1.1	1.2	1.5	1.8	.5	.5	.5	.5	.5	.4	.6	.7	1.1	1.4	.0
144.	*	2.3	2.2	2.2	2.1	.9	1.0	1.2	1.5	1.8	.5	.5	.5	.5	.5	.4	.5	.7	1.0	1.4	.0
146.	*	2.4	2.3	2.2	2.1	.8	1.0	1.1	1.5	1.9	.5	.5	.5	.5	.5	.4	.5	.7	1.0	1.4	.0
148.	*	2.5	2.3	2.2	2.1	.8	.9	1.1	1.5	1.9	.5	.5	.5	.5	.5	.3	.5	.7	.9	1.4	.0
150.	*	2.5	2.4	2.2	2.1	.7	.9	1.1	1.4	1.9	.5	.5	.5	.5	.5	.2	.4	.7	.9	1.4	.0
152.	*	2.5	2.4	2.2	2.1	.7	.9	1.1	1.4	1.9	.5	.5	.5	.5	.5	.2	.4	.6	.9	1.4	.0
154.	*	2.6	2.3	2.2	1.9	.6	.8	1.0	1.3	1.8	.5	.5	.5	.5	.5	.2	.3	.5	.9	1.4	.0
156.	*	2.6	2.4	2.2	1.9	.6	.8	1.0	1.3	1.8	.5	.5	.5	.5	.5	.2	.3	.5	.8	1.4	.0
158.	*	2.6	2.4	2.1	1.8	.6	.7	.9	1.3	1.8	.5	.5	.5	.5	.5	.1	.2	.4	.7	1.3	.0
160.	*	2.5	2.3	2.0	1.8	.6	.6	.8	1.2	1.8	.5	.5	.5	.5	.5	.0	.2	.4	.7	1.2	.0
162.	*	2.5	2.2	2.0	1.6	.4	.6	.8	1.1	1.8	.5	.5	.5	.5	.5	.0	.2	.3	.6	1.2	.0
164.	*	2.4	2.1	1.8	1.5	.4	.6	.7	1.0	1.6	.5	.5	.5	.5	.5	.0	.1	.2	.5	1.1	.0
166.	*	2.3	2.0	1.7	1.4	.4	.5	.6	1.0	1.6	.5	.5	.5	.5	.5	.0	.0	.2	.4	1.0	.0
168.	*	2.1	1.9	1.6	1.2	.4	.4	.6	.8	1.4	.6	.5	.5	.5	.5	.0	.0	.2	.4	.8	.1
170.	*	2.0	1.7	1.4	1.1	.4	.4	.6	.8	1.3	.6	.5	.5	.5	.5	.0	.0	.1	.3	.8	.1
172.	*	1.8	1.5	1.2	1.0	.4	.4	.6	.7	1.2	.7	.5	.5	.5	.5	.0	.0	.0	.2	.6	.2
174.	*	1.6	1.3	1.0	.8	.4	.4	.4	.6	1.0	.8	.5	.5	.5	.5	.0	.0	.0	.2	.6	.3
176.	*	1.4	1.1	.9	.6	.4	.4	.4	.6	1.0	.9	.6	.5	.5	.5	.0	.0	.0	.2	.4	.3
178.	*	1.2	.9	.8	.6	.4	.4	.4	.6	.8	.9	.6	.5	.5	.5	.0	.0	.0	.0	.4	.4
180.	*	1.0	.9	.6	.4	.4	.4	.4	.4	.8	1.1	.7	.5	.5	.5	.0	.0	.0	.0	.2	.5
182.	*	.8	.7	.5	.4	.4	.4	.4	.4	.6	1.2	.8	.6	.5	.5	.0	.0	.0	.0	.2	.6
184.	*	.7	.5	.4	.2	.4	.4	.4	.4	.6	1.4	.8	.6	.5	.5	.0	.0	.0	.0	.2	.7

JOB: RT 300 AT SITE DRIVE BD PM RUN: RT 300 AT SITE DRIVE BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186.	.5	.4	.3	.2	.4	.4	.4	.4	.6	1.5	.9	.7	.5	.5	.0	.0	.0	.0	.1	.9
188.	.5	.3	.2	.2	.4	.4	.4	.4	.4	1.5	1.0	.7	.6	.5	.0	.0	.0	.0	.0	1.0
190.	.3	.2	.2	.1	.4	.4	.4	.4	.4	1.7	1.1	.8	.6	.5	.0	.0	.0	.0	.0	1.1
192.	.3	.2	.1	.0	.4	.4	.4	.4	.4	1.8	1.1	.8	.7	.5	.0	.0	.0	.0	.0	1.2
194.	.2	.1	.0	.0	.4	.4	.4	.4	.4	1.8	1.3	.9	.7	.6	.0	.0	.0	.0	.0	1.3
196.	.1	.1	.0	.0	.4	.4	.4	.4	.4	2.0	1.3	1.0	.8	.6	.0	.0	.0	.0	.0	1.4
198.	.1	.0	.0	.0	.4	.4	.4	.4	.4	2.0	1.4	1.0	.8	.7	.0	.0	.0	.0	.0	1.5
200.	.1	.0	.0	.0	.4	.4	.4	.4	.4	2.0	1.4	1.1	.8	.7	.0	.0	.0	.0	.0	1.5
202.	.0	.0	.0	.0	.4	.4	.4	.4	.4	2.0	1.4	1.1	1.0	.8	.0	.0	.0	.0	.0	1.5
204.	.0	.0	.0	.0	.4	.4	.4	.4	.4	2.0	1.6	1.2	1.0	.8	.0	.0	.0	.0	.0	1.5
206.	.0	.0	.0	.0	.4	.4	.4	.4	.4	2.0	1.6	1.3	1.0	.8	.0	.0	.0	.0	.0	1.5
208.	.0	.0	.0	.0	.4	.4	.4	.4	.4	2.0	1.6	1.3	1.1	.8	.0	.0	.0	.0	.0	1.5
210.	.0	.0	.0	.0	.4	.4	.4	.4	.4	2.0	1.6	1.3	1.1	1.0	.0	.0	.0	.0	.0	1.5
212.	.0	.0	.0	.0	.4	.4	.4	.4	.4	2.0	1.6	1.3	1.1	1.0	.0	.0	.0	.0	.0	1.5
214.	.0	.0	.0	.0	.4	.4	.4	.4	.4	2.0	1.6	1.3	1.1	1.0	.0	.0	.0	.0	.0	1.5
216.	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.9	1.6	1.3	1.1	1.0	.0	.0	.0	.0	.0	1.5
218.	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.9	1.6	1.3	1.2	1.0	.0	.0	.0	.0	.0	1.5
220.	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.9	1.6	1.3	1.2	1.1	.0	.0	.0	.0	.0	1.5
222.	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.8	1.5	1.3	1.2	1.1	.0	.0	.0	.0	.0	1.4
224.	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.8	1.5	1.3	1.2	1.1	.0	.0	.0	.0	.0	1.4
226.	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.7	1.5	1.4	1.3	1.2	.0	.0	.0	.0	.0	1.4
228.	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.7	1.5	1.4	1.2	1.2	.0	.0	.0	.0	.0	1.4
230.	.0	.0	.0	.0	.4	.4	.4	.4	.4	1.8	1.5	1.4	1.2	1.2	.0	.0	.0	.0	.0	1.4
232.	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.6	1.5	1.4	1.2	1.2	.0	.0	.0	.0	.0	1.4
234.	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.7	1.5	1.4	1.2	1.1	.0	.0	.0	.0	.0	1.4
236.	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.8	1.5	1.3	1.2	1.1	.0	.0	.0	.0	.0	1.3
238.	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.8	1.4	1.3	1.2	1.1	.0	.0	.0	.0	.0	1.3
240.	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.7	1.4	1.3	1.2	1.1	.0	.0	.0	.0	.0	1.3
242.	.0	.0	.0	.0	.5	.5	.5	.6	.6	1.5	1.5	1.3	1.2	1.1	.0	.0	.0	.0	.0	1.3
244.	.0	.0	.0	.0	.5	.5	.5	.6	.6	1.6	1.5	1.3	1.1	1.1	.0	.0	.0	.0	.0	1.3
246.	.0	.0	.0	.0	.5	.5	.5	.6	.6	1.6	1.5	1.2	1.2	1.1	.0	.0	.0	.0	.0	1.3
248.	.0	.0	.0	.0	.5	.5	.5	.6	.6	1.5	1.5	1.3	1.2	1.1	.0	.0	.0	.0	.0	1.3
250.	.0	.0	.0	.0	.5	.5	.5	.6	.6	1.4	1.4	1.5	1.2	1.2	.0	.0	.0	.0	.0	1.3
252.	.0	.0	.0	.0	.5	.5	.5	.7	.7	1.5	1.5	1.3	1.2	1.2	.0	.0	.0	.0	.0	1.3
254.	.0	.0	.0	.0	.5	.5	.5	.6	.7	1.5	1.4	1.3	1.2	1.1	.0	.0	.0	.1	.1	1.4
256.	.0	.0	.0	.0	.5	.5	.5	.6	.6	1.5	1.3	1.3	1.2	1.3	.1	.1	.1	.1	.1	1.4
258.	.0	.0	.0	.0	.5	.5	.5	.5	.6	1.4	1.2	1.3	1.2	1.2	.1	.1	.1	.1	.1	1.4
260.	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.4	1.2	1.2	1.3	1.1	.1	.1	.1	.1	.1	1.4
262.	.0	.0	.0	.0	.5	.5	.5	.5	.5	1.3	1.2	1.2	1.2	1.0	.1	.1	.1	.1	.1	1.5
264.	.0	.0	.0	.0	.4	.5	.5	.5	.5	1.3	1.2	1.0	1.2	1.0	.1	.1	.1	.2	.3	1.6
266.	.0	.0	.0	.0	.4	.4	.5	.5	.5	1.3	1.1	1.1	1.1	1.1	.1	.3	.3	.3	.3	1.6
268.	.0	.0	.0	.0	.4	.4	.4	.4	.5	1.2	1.0	1.1	.9	1.0	.2	.3	.3	.3	.3	1.6
270.	.0	.0	.0	.0	.3	.4	.4	.4	.4	1.0	.9	.8	.8	.9	.3	.3	.3	.3	.3	1.7
272.	.0	.0	.0	.0	.2	.3	.4	.4	.4	1.0	.9	.8	.6	.7	.3	.3	.3	.3	.3	1.8
274.	.0	.0	.0	.0	.2	.2	.2	.2	.4	1.0	.8	.8	.6	.6	.3	.3	.3	.4	.4	1.9
276.	.0	.0	.0	.0	.2	.2	.2	.2	.2	1.0	.8	.8	.6	.5	.3	.4	.4	.5	.5	1.9
278.	.0	.0	.0	.0	.1	.2	.2	.2	.2	1.0	.8	.6	.5	.5	.4	.4	.5	.5	.5	1.9
280.	.0	.0	.0	.0	.1	.1	.1	.2	.2	.9	.7	.6	.5	.4	.4	.5	.5	.5	.5	1.9
282.	.0	.0	.0	.0	.1	.1	.1	.1	.1	.9	.7	.6	.5	.4	.4	.5	.5	.5	.5	1.9
284.	.0	.0	.0	.0	.1	.1	.1	.1	.1	.8	.7	.6	.5	.4	.5	.5	.5	.5	.5	2.0
286.	.1	.0	.0	.0	.1	.1	.1	.1	.1	.8	.6	.6	.5	.4	.5	.5	.5	.5	.5	2.0

JOB: RT 300 AT SITE DRIVE BD PM

RUN: RT 300 AT SITE DRIVE BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	.2	.0	.0	.0	.0	.1	.1	.1	.1	.8	.6	.5	.5	.4	.5	.5	.5	.5	.5	2.0
290.	.2	.0	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.4	.3	.5	.5	.5	.5	.5	2.1
292.	.2	.0	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.5	.3	.5	.5	.5	.5	.5	1.9
294.	.2	.0	.0	.0	.0	.0	.0	.0	.0	.8	.6	.5	.5	.3	.5	.5	.5	.5	.5	1.8
296.	.2	.1	.0	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.5	.5	.5	.5	.5	1.7
298.	.2	.1	.0	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.5	.5	.5	.5	.5	1.7
300.	.2	.1	.0	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.5	.5	.5	.5	.5	1.8
302.	.2	.2	.0	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.5	.5	.5	.5	.5	1.9
304.	.2	.2	.0	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.5	.5	.5	.5	.5	1.7
306.	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.4	.4	.4	.4	.4	1.6
308.	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.4	.4	.4	.4	.4	1.6
310.	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.4	.4	.4	.4	.4	1.6
312.	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.4	.4	.4	.4	.4	1.6
314.	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.4	.4	.4	.4	.4	1.6
316.	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.4	.4	.4	.4	.4	1.6
318.	.2	.2	.1	.1	.0	.0	.0	.0	.0	.9	.6	.5	.5	.3	.4	.4	.4	.4	.4	1.6
320.	.2	.2	.1	.1	.0	.0	.0	.0	.0	.9	.6	.5	.4	.3	.4	.4	.4	.4	.4	1.6
322.	.2	.2	.1	.1	.0	.0	.0	.0	.0	.9	.6	.5	.3	.3	.4	.4	.4	.4	.4	1.6
324.	.2	.2	.1	.1	.0	.0	.0	.0	.0	.9	.6	.5	.3	.3	.4	.4	.4	.4	.4	1.6
326.	.2	.2	.1	.1	.0	.0	.0	.0	.0	.9	.6	.5	.3	.3	.4	.4	.4	.4	.4	1.6
328.	.2	.2	.1	.1	.0	.0	.0	.0	.0	.9	.6	.5	.3	.2	.4	.4	.4	.4	.4	1.6
330.	.2	.2	.1	.1	.0	.0	.0	.0	.0	.9	.6	.5	.3	.2	.4	.4	.4	.4	.4	1.6
332.	.2	.1	.1	.1	.0	.0	.0	.0	.0	.9	.6	.4	.3	.1	.4	.4	.4	.4	.4	1.6
334.	.2	.1	.1	.1	.0	.0	.0	.0	.0	.9	.6	.4	.3	.1	.4	.4	.4	.4	.4	1.6
336.	.2	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.3	.2	.1	.4	.4	.4	.4	.4	1.6
338.	.3	.1	.1	.0	.0	.0	.0	.0	.0	.9	.6	.3	.1	.1	.4	.4	.4	.4	.4	1.6
340.	.4	.2	.2	.0	.0	.0	.0	.0	.0	.9	.5	.3	.1	.0	.4	.4	.4	.4	.4	1.6
342.	.4	.3	.2	.1	.0	.0	.0	.0	.0	.9	.4	.3	.1	.0	.4	.4	.4	.4	.4	1.5
344.	.4	.3	.3	.2	.0	.0	.0	.0	.0	.8	.4	.2	.1	.0	.4	.4	.4	.4	.4	1.5
346.	.6	.4	.4	.2	.0	.0	.0	.0	.0	.7	.3	.1	.0	.0	.4	.4	.4	.4	.4	1.4
348.	.7	.5	.5	.4	.0	.0	.0	.0	.0	.7	.3	.1	.0	.0	.4	.4	.4	.4	.4	1.4
350.	.7	.6	.5	.5	.0	.0	.0	.0	.0	.7	.3	.1	.0	.0	.4	.4	.4	.4	.4	1.3
352.	1.0	.7	.8	.6	.0	.0	.0	.0	.1	.5	.1	.1	.0	.0	.4	.4	.4	.4	.5	1.3
354.	1.1	.9	.9	.8	.0	.0	.0	.0	.1	.5	.1	.0	.0	.0	.4	.4	.4	.4	.5	1.1
356.	1.1	1.1	.9	1.0	.0	.0	.0	.0	.1	.4	.1	.0	.0	.0	.4	.4	.4	.4	.6	1.1
358.	1.4	1.3	1.1	1.1	.0	.0	.0	.0	.2	.4	.1	.0	.0	.0	.4	.4	.4	.4	.6	1.0
360.	1.7	1.4	1.4	1.2	.0	.0	.0	.0	.3	.3	.1	.0	.0	.0	.4	.4	.4	.5	.7	.9
MAX	2.6	2.6	2.6	2.5	1.2	1.4	1.5	1.6	1.9	2.0	1.6	1.5	1.3	1.3	1.2	1.2	1.3	1.5	1.9	2.1
DEGR.	18	18	22	18	96	104	102	108	114	196	204	250	226	256	76	72	70	80	78	290

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	*	.7	.6	.6	.6
2.	*	.7	.6	.6	.6
4.	*	.6	.6	.6	.6
6.	*	.6	.6	.6	.6
8.	*	.6	.6	.6	.6
10.	*	.6	.6	.6	.6
12.	*	.6	.6	.6	.6
14.	*	.6	.6	.6	.6
16.	*	.6	.6	.6	.6
18.	*	.6	.6	.6	.6
20.	*	.6	.6	.6	.6
22.	*	.6	.6	.6	.6
24.	*	.6	.6	.6	.6
26.	*	.6	.6	.6	.6
28.	*	.6	.6	.6	.6
30.	*	.6	.6	.6	.6
32.	*	.7	.7	.7	.7
34.	*	.7	.7	.7	.7
36.	*	.7	.7	.7	.7
38.	*	.7	.7	.7	.7
40.	*	.7	.7	.7	.7
42.	*	.7	.7	.7	.7
44.	*	.7	.7	.7	.7
46.	*	.8	.7	.7	.7
48.	*	.8	.8	.8	.7
50.	*	.8	.8	.8	.8
52.	*	.9	.9	.9	.9
54.	*	.9	.9	.9	.9
56.	*	.9	.9	.9	.9
58.	*	.9	.9	.9	.9
60.	*	.9	.9	.9	.9
62.	*	.9	.9	.9	.8
64.	*	.9	.9	.9	.8
66.	*	1.0	1.0	.9	.8
68.	*	1.0	1.0	.9	.8
70.	*	1.0	1.0	.9	.9
72.	*	1.0	.9	.9	.9
74.	*	1.0	.9	.9	.9
76.	*	.9	.9	.9	.9
78.	*	.9	.9	.9	.8
80.	*	.9	.9	.8	.7
82.	*	.9	.8	.7	.7

JOB: RT 300 AT SITE DRIVE BD PM

RUN: RT 300 AT SITE DRIVE BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	*	.8	.7	.7	.6
86.	*	.7	.7	.6	.6
88.	*	.6	.6	.6	.6
90.	*	.6	.6	.5	.5
92.	*	.5	.5	.5	.4
94.	*	.5	.5	.3	.3
96.	*	.4	.3	.3	.3
98.	*	.3	.3	.3	.2
100.	*	.2	.2	.2	.2
102.	*	.2	.2	.2	.2
104.	*	.2	.1	.1	.1
106.	*	.1	.1	.1	.1
108.	*	.1	.1	.1	.1
110.	*	.1	.1	.1	.1
112.	*	.1	.1	.1	.0
114.	*	.0	.0	.0	.0
116.	*	.0	.0	.0	.0
118.	*	.0	.0	.0	.0
120.	*	.0	.0	.0	.0
122.	*	.0	.0	.0	.0
124.	*	.0	.0	.0	.0
126.	*	.0	.0	.0	.0
128.	*	.0	.0	.0	.0
130.	*	.0	.0	.0	.0
132.	*	.0	.0	.0	.0
134.	*	.0	.0	.0	.0
136.	*	.0	.0	.0	.0
138.	*	.0	.0	.0	.0
140.	*	.0	.0	.0	.0
142.	*	.0	.0	.0	.0
144.	*	.0	.0	.0	.0
146.	*	.0	.0	.0	.0
148.	*	.0	.0	.0	.0
150.	*	.0	.0	.0	.0
152.	*	.0	.0	.0	.0
154.	*	.0	.0	.0	.0
156.	*	.0	.0	.0	.0
158.	*	.0	.0	.0	.0
160.	*	.0	.0	.0	.0
162.	*	.0	.0	.0	.0
164.	*	.0	.0	.0	.0
166.	*	.0	.0	.0	.0
168.	*	.0	.0	.0	.0
170.	*	.0	.0	.0	.0
172.	*	.0	.0	.0	.0
174.	*	.0	.0	.0	.0
176.	*	.0	.0	.0	.0
178.	*	.1	.0	.0	.0
180.	*	.1	.0	.0	.0
182.	*	.2	.0	.0	.0
184.	*	.3	.0	.0	.0

JOB: RT 300 AT SITE DRIVE BD PM

RUN: RT 300 AT SITE DRIVE BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	*	.3	.1	.0	.0
188.	*	.4	.2	.0	.0
190.	*	.5	.2	.0	.0
192.	*	.6	.3	.1	.0
194.	*	.6	.3	.1	.0
196.	*	.8	.3	.2	.0
198.	*	.8	.5	.2	.1
200.	*	.9	.5	.3	.1
202.	*	.9	.6	.3	.2
204.	*	.9	.6	.3	.2
206.	*	1.0	.6	.5	.3
208.	*	1.1	.7	.5	.3
210.	*	1.1	.8	.5	.3
212.	*	1.1	.8	.5	.3
214.	*	1.1	.8	.6	.5
216.	*	1.1	.8	.6	.5
218.	*	1.1	.8	.6	.5
220.	*	1.1	.8	.6	.5
222.	*	1.1	.8	.7	.5
224.	*	1.1	.8	.7	.5
226.	*	1.1	.8	.7	.6
228.	*	1.0	.8	.6	.6
230.	*	1.0	.8	.6	.6
232.	*	1.0	.8	.6	.6
234.	*	1.0	.8	.6	.6
236.	*	1.0	.8	.6	.5
238.	*	1.0	.8	.6	.5
240.	*	.9	.8	.6	.5
242.	*	.9	.8	.6	.5
244.	*	.9	.8	.6	.5
246.	*	.9	.8	.6	.5
248.	*	.9	.8	.7	.6
250.	*	1.0	.8	.7	.6
252.	*	1.0	.8	.7	.6
254.	*	1.0	.8	.7	.6
256.	*	1.0	.8	.7	.6
258.	*	1.0	.8	.8	.7
260.	*	1.2	.9	.8	.7
262.	*	1.3	.9	.8	.8
264.	*	1.3	1.1	.9	.8
266.	*	1.3	1.1	1.0	1.1
268.	*	1.3	1.3	1.3	1.2
270.	*	1.4	1.4	1.3	1.1
272.	*	1.6	1.4	1.5	1.3
274.	*	1.4	1.5	1.3	1.3
276.	*	1.6	1.5	1.4	1.3
278.	*	1.6	1.5	1.4	1.3
280.	*	1.7	1.5	1.4	1.4
282.	*	1.7	1.5	1.5	1.4
284.	*	1.6	1.5	1.5	1.4
286.	*	1.6	1.5	1.5	1.3

JOB: RT 300 AT SITE DRIVE BD PM

RUN: RT 300 AT SITE DRIVE BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	1.5	1.5	1.4	1.3
290.	1.6	1.3	1.3	1.2
292.	1.7	1.4	1.2	1.3
294.	1.6	1.4	1.2	1.3
296.	1.5	1.3	1.3	1.2
298.	1.4	1.3	1.3	1.2
300.	1.4	1.3	1.4	1.2
302.	1.5	1.3	1.4	1.2
304.	1.4	1.3	1.4	1.2
306.	1.4	1.4	1.4	1.2
308.	1.3	1.4	1.4	1.2
310.	1.3	1.2	1.3	1.1
312.	1.3	1.2	1.3	1.1
314.	1.3	1.2	1.2	1.0
316.	1.3	1.2	1.2	1.0
318.	1.3	1.2	1.2	1.0
320.	1.3	1.2	1.2	1.0
322.	1.4	1.2	1.2	1.0
324.	1.4	1.2	1.2	1.0
326.	1.4	1.2	1.1	1.0
328.	1.3	1.2	1.0	1.0
330.	1.2	1.1	.9	.9
332.	1.2	1.1	.9	.8
334.	1.2	1.1	.9	.8
336.	1.2	1.0	.9	.7
338.	1.2	1.0	.9	.7
340.	1.2	.9	.8	.7
342.	1.2	.9	.7	.7
344.	1.0	.9	.7	.6
346.	1.0	.8	.7	.6
348.	1.0	.7	.7	.6
350.	.9	.7	.6	.6
352.	.9	.7	.6	.6
354.	.9	.7	.6	.6
356.	.7	.6	.6	.6
358.	.7	.6	.6	.6
360.	.7	.6	.6	.6
MAX	1.7	1.5	1.5	1.4
DEGR.	280	278	272	280

THE HIGHEST CONCENTRATION OF 3.90 PPM OCCURRED AT RECEPTOR REC12.

JOB: RT 300 AT RT 52 NB PM RUN: RT 300 AT RT 52 NB PM

DATE : 10/13/ 5
TIME : 2: 9:30

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 SB 300 TO 52	500.0	12.0	12.0	12.0	488.	270.	AG	693.	19.6	.0	24.0		
2. F2 SB 300 PAST 52	12.0	12.0	-500.0	12.0	512.	270.	AG	805.	19.6	.0	24.0		
3. F3 NB 300 TO 52	-500.0	-12.0	12.0	-12.0	512.	90.	AG	1040.	19.6	.0	24.0		
4. F4 NB 300 PAST 52	12.0	-12.0	500.0	-12.0	488.	90.	AG	798.	19.6	.0	24.0		
5. F5 WB 52 TO 300	12.0	-500.0	12.0	12.0	512.	360.	AG	529.	19.6	.0	24.0		
6. F6 WB 52 PAST 200	12.0	12.0	500.0	-12.0	489.	93.	AG	803.	19.6	.0	24.0		
7. F7 EB 52 TO 300	500.0	-12.0	-12.0	-12.0	512.	270.	AG	646.	19.6	.0	24.0		
8. F8 EB 52 PAST 300	-12.0	12.0	-12.0	-500.0	512.	180.	AG	502.	19.6	.0	24.0		
9. Q1 SB 300 TO 52 TR	39.0	12.0	187.0	12.0	148.	90.	AG	2.	100.0	.0	12.0	.69	7.5
10. Q2 SB 300 TO 52 L	39.0	.0	69.3	.0	30.	90.	AG	4.	100.0	.0	12.0	.21	1.5
11. Q3 WB 300 TO 52 TR	-39.0	-12.0	-232.7	-12.1	194.	270.	AG	2.	100.0	.0	12.0	.84	9.8
12. Q4 NB 300 TO 52 L	-39.0	.0	-94.1	.0	55.	270.	AG	8.	100.0	.0	24.0	.39	2.8
13. Q5 WB 52 TO 300	12.0	-39.0	12.0	-118.4	79.	180.	AG	6.	100.0	.0	24.0	.56	4.0
14. Q6 EB 52 TO 300	-12.0	39.0	-12.0	-58.3	97.	180.	AG	6.	100.0	.0	24.0	.73	4.9

JOB: RT 300 AT RT 52 NB PM RUN: RT 300 AT RT 52 NB PM

DATE : 10/13/ 5
TIME : 2: 9:30

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 SB 300 TO 52 TR	100	44	5.0	615	1832	1.99	1	3
10. Q2 SB 300 TO 52 L	100	71	5.0	78	1652	1.99	1	3
11. Q3 WB 300 TO 52 TR	100	44	5.0	755	1827	1.99	1	3
12. Q4 NB 300 TO 52 L	100	71	5.0	285	1652	1.99	1	3
13. Q5 WB 52 TO 300	100	55	5.0	529	1252	1.99	1	3
14. Q6 EB 52 TO 300	100	55	5.0	646	1166	1.99	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	32.0	31.0	6.0
2. REC 2	82.0	31.0	6.0
3. REC 3	132.0	31.0	6.0
4. REC 4	182.0	31.0	6.0
5. REC 5	232.0	31.0	6.0
6. REC 6	282.0	31.0	6.0
7. REC 7	32.0	-31.0	6.0
8. REC 8	82.0	-31.0	6.0
9. REC 9	132.0	-31.0	6.0
10. REC 10	182.0	-31.0	6.0
11. REC 11	232.0	-31.0	6.0
12. REC 12	282.0	-31.0	6.0
13. REC 13	-32.0	-31.0	6.0
14. REC 14	-82.0	-31.0	6.0
15. REC 15	-132.0	-31.0	6.0
16. REC 16	-182.0	-31.0	6.0
17. REC 17	-232.0	-31.0	6.0
18. REC 18	-282.0	-31.0	6.0
19. REC 19	-282.0	32.0	6.0
20. REC 20	-232.0	32.0	6.0
21. REC 21	-182.0	32.0	6.0
22. REC 22	-132.0	32.0	6.0
23. REC 23	-82.0	32.0	6.0
24. REC 24	-32.0	32.0	6.0
25. REC 25	-32.0	282.0	6.0
26. REC 26	-32.0	232.0	6.0
27. REC 27	-32.0	182.0	6.0
28. REC 28	-32.0	132.0	6.0
29. REC 29	-32.0	82.0	6.0
30. REC 30	31.0	282.0	6.0
31. REC 31	31.0	232.0	6.0
32. REC 32	31.0	182.0	6.0
33. REC 33	31.0	132.0	6.0
34. REC 34	31.0	82.0	6.0
35. REC 35	32.0	82.0	6.0
36. REC 36	32.0	132.0	6.0
37. REC 37	32.0	182.0	6.0
38. REC 38	32.0	232.0	6.0
39. REC 39	32.0	282.0	6.0

JOB: RT 300 AT RT 52 NB PM

RUN: RT 300 AT RT 52 NB PM

DATE : 10/13/ 5
TIME : 2: 9:30

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
40. REC 40	-31.0	82.0	6.0
41. REC 41	-31.0	132.0	6.0
42. REC 42	-31.0	182.0	6.0
43. REC 43	-31.0	232.0	6.0
44. REC 44	-31.0	282.0	6.0

JOB: RT 300 AT RT 52 NB PM　　　　RUN: RT 300 AT RT 52 NB PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
2.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.6	1.6	1.0	.9	.9	.9	.9	.9	.0	.0
4.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.6	1.6	1.0	.9	.9	.9	.9	.9	.0	.0
6.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.0	.9	.9	.9	.9	.9	.0	.0
6.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.0	.9	.9	.9	.9	.9	.0	.0
10.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.0	.9	.9	.9	.9	.9	.0	.0
12.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.0	.9	.9	.9	.9	.9	.0	.0
14.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.0	.9	.9	.9	.9	.9	.0	.0
16.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.1	.9	.9	.9	.9	.9	.0	.0
18.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.1	.9	.9	.9	.9	.9	.0	.0
20.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.1	.9	.9	.9	.9	.9	.0	.0
22.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.1	.9	.9	.9	.9	.9	.0	.0
24.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.2	.9	.9	.9	.9	.9	.0	.0
26.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.2	.9	.9	.9	.9	.9	.0	.0
28.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.3	.9	.9	.9	.9	.9	.0	.0
30.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.4	1.0	1.0	1.0	1.0	1.0	.0	.0
32.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	.0	.0
34.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	1.7	1.0	1.0	1.0	1.0	1.0	.0	.0
36.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	.0	.0
38.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	.0	.0
40.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.7	1.0	1.0	1.0	1.0	1.0	.0	.0
42.	.0	.0	.0	.0	.0	.0	1.6	1.6	1.7	1.7	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	.0	.0
44.	.0	.0	.0	.0	.0	.0	1.7	1.8	1.8	1.8	1.8	1.8	1.9	1.0	1.0	1.0	1.0	1.0	.0	.0
46.	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.8	1.8	2.0	1.0	1.0	1.1	1.1	1.1	.0	.0
48.	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.8	1.8	2.0	1.0	1.1	1.2	1.2	1.2	.0	.0
50.	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.8	1.8	2.0	1.2	1.1	1.2	1.2	1.2	.0	.0
52.	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.8	1.9	2.0	1.4	1.1	1.2	1.2	1.2	.0	.0
54.	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.8	1.9	2.1	1.4	1.1	1.2	1.2	1.2	.0	.0
56.	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.8	1.9	2.2	1.5	1.1	1.2	1.2	1.2	.0	.0
58.	.0	.0	.0	.0	.0	.0	1.9	1.9	1.9	1.8	1.8	1.9	2.3	1.6	1.1	1.2	1.2	1.2	.0	.0
60.	.0	.0	.0	.0	.0	.0	1.9	1.9	1.9	1.9	2.0	2.0	2.4	1.6	1.3	1.3	1.3	1.3	.0	.0
62.	.0	.0	.0	.0	.0	.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	1.7	1.3	1.3	1.3	1.3	.0	.0
64.	.0	.0	.0	.0	.0	.0	2.0	2.0	2.0	2.0	2.1	2.1	2.4	1.8	1.6	1.4	1.3	1.3	.0	.0
66.	.0	.0	.0	.0	.0	.0	2.1	2.0	2.0	2.1	2.1	2.1	2.3	1.9	1.6	1.4	1.3	1.3	.0	.0
68.	.0	.0	.0	.0	.0	.0	2.1	2.0	2.0	2.1	2.1	2.1	2.6	2.0	1.6	1.6	1.5	1.3	.0	.0
70.	.1	.1	.1	.1	.1	.0	2.1	2.0	2.0	2.1	2.1	2.1	2.6	2.0	1.7	1.6	1.8	1.5	.0	.0
72.	.2	.1	.1	.1	.1	.1	2.2	2.1	2.1	2.2	2.1	2.1	2.5	1.9	1.8	1.6	1.6	1.7	.1	.1
74.	.2	.2	.1	.1	.1	.1	2.1	2.1	2.1	2.1	2.1	2.1	2.6	2.2	1.9	1.6	1.6	1.8	.1	.1
76.	.2	.2	.2	.1	.1	.1	2.1	2.1	2.1	2.0	2.1	2.0	2.7	2.2	2.0	1.7	1.6	1.7	.1	.1
78.	.3	.3	.3	.3	.1	.1	2.1	2.1	2.0	2.0	2.0	1.8	2.6	2.1	2.0	1.6	1.6	1.6	.4	.3
80.	.6	.5	.4	.3	.3	.2	2.0	2.0	2.0	2.0	1.8	1.7	2.6	2.1	1.9	1.9	1.6	1.6	.6	.5
82.	.7	.7	.5	.5	.4	.3	2.0	2.0	2.0	1.8	1.7	1.7	2.5	2.0	1.8	1.8	1.4	1.5	.7	.7

JOB: RT 300 AT RT 52 NB PM RUN: RT 300 AT RT 52 NB PM

WIND ANGLE (DEGR) * CONCENTRATION (PPM)

REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	*	.8	.7	.7	.6	.6	.4	1.8	1.8	1.7	1.7	1.7	1.6	2.3	1.8	1.7	1.9	1.6	1.4	.8	.8
86.	*	.9	.8	.7	.7	.6	.6	1.6	1.6	1.6	1.6	1.4	1.3	2.2	1.7	1.6	1.7	1.5	1.3	.8	.8
88.	*	1.1	1.0	.9	.8	.7	.6	1.6	1.6	1.5	1.4	1.3	1.3	2.1	1.7	1.6	1.6	1.4	1.3	1.0	.9
90.	*	1.3	1.2	1.0	.9	.8	.7	1.4	1.4	1.4	1.3	1.2	1.1	2.0	1.5	1.5	1.5	1.4	1.1	1.0	1.0
92.	*	1.4	1.3	1.2	1.2	.9	.8	1.3	1.2	1.1	1.0	1.0	1.0	1.8	1.5	1.3	1.4	1.2	1.0	1.1	1.2
94.	*	1.6	1.5	1.3	1.2	1.2	.9	1.0	1.0	1.0	1.0	.9	.9	1.6	1.3	1.2	1.2	1.1	1.2	1.2	1.3
96.	*	1.7	1.6	1.5	1.3	1.2	1.0	1.0	.9	.9	.9	.8	.7	1.5	1.0	1.1	.9	1.1	1.1	1.3	1.4
98.	*	1.8	1.7	1.6	1.5	1.3	1.2	.7	.7	.7	.7	.5	.5	1.3	1.0	.9	.9	.9	1.0	1.3	1.4
100.	*	2.0	1.8	1.7	1.5	1.5	1.3	.6	.6	.5	.5	.5	.4	1.1	.9	.8	.8	.9	.8	1.5	1.3
102.	*	2.1	2.0	1.7	1.7	1.5	1.4	.5	.5	.4	.4	.4	.3	1.0	.6	.6	.7	.7	.6	1.5	1.5
104.	*	2.1	2.0	2.0	1.7	1.6	1.5	.4	.4	.3	.3	.3	.3	.8	.6	.6	.5	.5	.4	1.5	1.7
106.	*	2.1	2.1	2.0	1.9	1.7	1.5	.2	.2	.2	.2	.2	.2	.7	.5	.5	.4	.3	.3	1.7	1.7
108.	*	2.1	2.1	2.0	1.9	1.8	1.6	.2	.2	.2	.2	.2	.2	.7	.4	.3	.3	.3	.3	1.7	1.7
110.	*	2.2	2.0	1.9	1.8	1.8	1.6	.2	.2	.2	.2	.1	.1	.7	.2	.3	.3	.3	.3	1.6	1.6
112.	*	2.0	2.0	1.9	1.9	1.8	1.6	.1	.0	.0	.0	.0	.0	.5	.2	.2	.2	.3	.3	1.4	1.6
114.	*	2.0	2.0	1.9	1.8	1.8	1.7	.0	.0	.0	.0	.0	.0	.5	.2	.2	.2	.2	.2	1.4	1.4
116.	*	2.0	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.5	.2	.2	.2	.2	.2	1.4	1.4
118.	*	2.0	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.5	.2	.2	.2	.2	.2	1.4	1.4
120.	*	2.0	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.5	.2	.2	.2	.2	.2	1.3	1.3
122.	*	2.0	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.5	.2	.2	.2	.2	.2	1.3	1.3
124.	*	1.9	1.9	1.9	1.8	1.7	1.7	.0	.0	.0	.0	.0	.0	.5	.3	.2	.2	.2	.2	1.3	1.3
126.	*	1.8	1.8	1.7	1.7	1.7	1.6	.0	.0	.0	.0	.0	.0	.5	.3	.2	.2	.2	.2	1.3	1.3
128.	*	1.8	1.8	1.7	1.7	1.7	1.6	.0	.0	.0	.0	.0	.0	.5	.3	.2	.2	.2	.2	1.3	1.3
130.	*	1.8	1.8	1.7	1.7	1.7	1.6	.0	.0	.0	.0	.0	.0	.5	.3	.2	.2	.2	.2	1.3	1.3
132.	*	1.8	1.8	1.7	1.7	1.7	1.6	.0	.0	.0	.0	.0	.0	.5	.3	.2	.2	.2	.2	1.3	1.3
134.	*	1.7	1.6	1.6	1.6	1.6	1.5	.0	.0	.0	.0	.0	.0	.5	.3	.2	.2	.2	.2	1.2	1.2
136.	*	1.7	1.6	1.6	1.6	1.5	1.5	.0	.0	.0	.0	.0	.0	.6	.3	.2	.2	.2	.2	1.2	1.2
138.	*	1.7	1.6	1.6	1.6	1.5	1.5	.0	.0	.0	.0	.0	.0	.6	.3	.2	.2	.2	.2	1.1	1.1
140.	*	1.6	1.6	1.6	1.6	1.5	1.5	.0	.0	.0	.0	.0	.0	.6	.3	.2	.2	.2	.2	1.1	1.1
142.	*	1.6	1.6	1.6	1.6	1.5	1.5	.0	.0	.0	.0	.0	.0	.6	.3	.2	.2	.2	.1	1.1	1.1
144.	*	1.6	1.6	1.6	1.5	1.5	1.5	.0	.0	.0	.0	.0	.0	.6	.3	.2	.2	.2	.1	1.1	1.1
146.	*	1.6	1.5	1.5	1.4	1.4	1.4	.0	.0	.0	.0	.0	.0	.6	.3	.2	.2	.2	.0	1.0	1.1
148.	*	1.5	1.5	1.5	1.4	1.4	1.4	.0	.0	.0	.0	.0	.0	.7	.3	.2	.2	.2	.0	.9	1.1
150.	*	1.5	1.5	1.4	1.4	1.4	1.4	.0	.0	.0	.0	.0	.0	.7	.3	.2	.2	.1	.0	.9	1.1
152.	*	1.5	1.5	1.4	1.4	1.4	1.4	.0	.0	.0	.0	.0	.0	.7	.3	.2	.2	.1	.0	.9	1.1
154.	*	1.5	1.5	1.4	1.4	1.4	1.4	.0	.0	.0	.0	.0	.0	.7	.3	.2	.2	.0	.0	.9	1.0
156.	*	1.5	1.5	1.4	1.4	1.4	1.4	.0	.0	.0	.0	.0	.0	.7	.3	.2	.2	.0	.0	.9	1.0
158.	*	1.5	1.5	1.4	1.4	1.4	1.4	.0	.0	.0	.0	.0	.0	.7	.3	.2	.2	.0	.0	.9	.9
160.	*	1.4	1.3	1.3	1.3	1.3	1.3	.0	.0	.0	.0	.0	.0	.8	.3	.2	.1	.0	.0	.9	.9
162.	*	1.6	1.4	1.4	1.4	1.4	1.4	.1	.0	.0	.0	.0	.0	.8	.3	.2	.0	.0	.0	.9	.9
164.	*	1.6	1.4	1.4	1.4	1.4	1.4	.1	.0	.0	.0	.0	.0	.8	.3	.2	.0	.0	.0	.9	.9
166.	*	1.6	1.4	1.4	1.4	1.4	1.4	.1	.0	.0	.0	.0	.0	.8	.3	.2	.0	.0	.0	.9	.9
168.	*	1.6	1.4	1.4	1.4	1.4	1.4	.1	.0	.0	.0	.0	.0	.7	.2	.1	.0	.0	.0	.9	.9
170.	*	1.7	1.4	1.4	1.4	1.4	1.4	.2	.0	.0	.0	.0	.0	.6	.2	.1	.0	.0	.0	.9	.9
172.	*	1.8	1.4	1.4	1.4	1.4	1.4	.3	.0	.0	.0	.0	.0	.6	.2	.0	.0	.0	.0	.9	.9
174.	*	1.8	1.3	1.3	1.3	1.3	1.3	.3	.0	.0	.0	.0	.0	.6	.2	.0	.0	.0	.0	.9	.9
176.	*	1.8	1.3	1.3	1.3	1.3	1.3	.4	.0	.0	.0	.0	.0	.6	.2	.0	.0	.0	.0	.9	.9
178.	*	1.8	1.4	1.3	1.3	1.3	1.3	.4	.1	.0	.0	.0	.0	.5	.1	.0	.0	.0	.0	.9	.9
180.	*	1.8	1.4	1.3	1.3	1.3	1.3	.4	.1	.0	.0	.0	.0	.4	.1	.0	.0	.0	.0	.9	.9
182.	*	2.0	1.4	1.3	1.3	1.3	1.3	.5	.1	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.9	.9
184.	*	2.0	1.5	1.3	1.3	1.3	1.3	.6	.2	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.9	.9
186.	*	2.0	1.5	1.3	1.3	1.3	1.3	.6	.2	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.9	.9

JOB: RT 300 AT RT 52 NB PM RUN: RT 300 AT RT 52 NB PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	2.1	1.5	1.5	1.4	1.4	1.4	.6	.2	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.9	.9
190.	2.1	1.6	1.5	1.4	1.4	1.4	.7	.2	.1	.0	.0	.0	.1	.0	.0	.0	.0	.0	.9	.9
192.	2.1	1.7	1.6	1.4	1.4	1.4	.7	.2	.1	.0	.0	.0	.1	.0	.0	.0	.0	.0	.9	.9
194.	2.0	1.7	1.6	1.4	1.4	1.4	.7	.3	.2	.0	.0	.0	.1	.0	.0	.0	.0	.0	.9	.9
196.	2.0	1.7	1.6	1.5	1.4	1.4	.7	.3	.2	.0	.0	.0	.1	.0	.0	.0	.0	.0	.9	.9
198.	2.0	1.7	1.6	1.5	1.4	1.4	.8	.3	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.9	.9
200.	2.1	1.7	1.6	1.6	1.4	1.4	.8	.3	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.9	.9
202.	2.2	1.7	1.6	1.6	1.4	1.4	.8	.3	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.9	.9
204.	2.2	1.6	1.6	1.6	1.5	1.4	.8	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.9	.9
206.	2.1	1.6	1.6	1.6	1.5	1.4	.7	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.9	.9
208.	1.9	1.7	1.6	1.6	1.6	1.4	.6	.3	.2	.2	.1	.0	.0	.0	.0	.0	.0	.0	.9	.9
210.	1.9	1.8	1.6	1.6	1.6	1.4	.6	.3	.2	.2	.1	.0	.0	.0	.0	.0	.0	.0	.9	.9
212.	1.9	1.8	1.6	1.6	1.6	1.5	.6	.3	.2	.2	.2	.0	.0	.0	.0	.0	.0	.0	.9	.9
214.	1.9	1.8	1.6	1.6	1.6	1.5	.6	.3	.2	.2	.2	.0	.0	.0	.0	.0	.0	.0	.9	.9
216.	2.0	1.9	1.7	1.7	1.7	1.6	.6	.3	.2	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.9
218.	1.8	1.9	1.8	1.7	1.7	1.7	.6	.3	.2	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.9
220.	1.9	2.0	1.8	1.7	1.7	1.7	.6	.3	.2	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.9
222.	1.9	2.0	1.8	1.7	1.7	1.7	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	.9	.9
224.	1.8	2.0	1.8	1.8	1.7	1.7	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.0	1.0
226.	1.8	2.0	1.8	1.8	1.7	1.7	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.0	1.0
228.	1.8	2.0	1.8	1.8	1.8	1.8	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
230.	1.6	2.0	1.8	1.9	1.8	1.8	.5	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
232.	1.6	1.9	1.8	1.9	1.9	1.8	.5	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
234.	1.7	1.9	1.9	1.9	1.9	1.8	.5	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
236.	1.6	1.9	1.9	1.9	1.9	1.8	.5	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
238.	1.6	1.9	1.9	2.0	2.0	1.9	.5	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
240.	1.7	2.0	1.9	2.0	2.0	2.0	.5	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
242.	1.6	2.0	2.1	2.0	2.0	2.0	.5	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
244.	1.6	2.0	2.2	2.0	2.1	2.0	.5	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
246.	1.5	2.1	2.1	2.1	2.1	2.1	.5	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
248.	1.4	1.9	1.9	2.1	2.0	2.1	.6	.4	.2	.2	.2	.2	.1	.1	.1	.1	.1	.1	1.1	1.2
250.	1.4	1.9	2.0	2.2	2.1	2.1	.6	.3	.3	.2	.3	.3	.1	.1	.1	.1	.1	.1	1.1	1.2
252.	1.5	1.9	2.1	2.1	2.1	2.1	.6	.3	.3	.4	.4	.4	.1	.1	.1	.1	.1	.1	1.1	1.1
254.	1.5	2.0	2.1	2.1	2.2	2.0	.7	.3	.5	.5	.5	.4	.2	.2	.1	.1	.1	.1	1.1	1.1
256.	1.5	2.0	2.0	2.1	2.1	2.0	.7	.4	.5	.5	.5	.5	.2	.2	.2	.2	.2	.1	1.1	1.1
258.	1.4	1.8	1.9	2.0	1.9	1.9	.9	.7	.7	.6	.5	.6	.4	.3	.2	.2	.2	.2	.9	1.1
260.	1.4	1.8	1.9	1.9	1.7	1.8	.9	.9	.7	.8	.8	.9	.4	.4	.4	.3	.3	.2	.9	.9
262.	1.1	1.4	1.6	1.7	1.7	1.7	1.0	.9	.7	.9	.9	.9	.5	.5	.5	.4	.4	.3	.9	.9
264.	1.1	1.2	1.5	1.4	1.7	1.6	1.1	1.0	1.0	.9	1.1	1.1	.6	.6	.5	.5	.5	.4	.7	.9
266.	1.0	1.2	1.4	1.4	1.4	1.5	1.3	1.1	1.1	1.1	1.3	1.2	.6	.6	.6	.6	.5	.5	.7	.7
268.	.9	1.1	1.2	1.3	1.3	1.3	1.4	1.2	1.2	1.5	1.4	1.4	.8	.8	.7	.6	.6	.6	.6	.7
270.	.8	1.0	1.1	1.1	1.3	1.2	1.5	1.3	1.4	1.6	1.4	1.4	.9	.9	.8	.8	.7	.6	.5	.6
272.	.7	.9	.9	1.1	1.1	1.0	1.7	1.4	1.5	1.7	1.7	1.5	1.0	.9	.9	.9	.9	.7	.4	.5
274.	.6	.7	.8	.8	1.1	.9	1.7	1.5	1.7	1.8	1.7	1.8	1.1	1.1	1.0	1.0	.9	.9	.4	.4
276.	.6	.7	.7	.7	.7	.9	1.7	1.7	1.9	1.9	1.9	1.9	1.2	1.2	1.1	1.0	1.0	.9	.3	.4
278.	.4	.5	.5	.5	.5	.6	1.9	1.6	2.0	1.9	2.0	1.9	1.2	1.2	1.2	1.2	1.0	1.0	.2	.3
280.	.4	.4	.5	.4	.5	.5	2.1	1.8	1.9	2.1	2.0	2.2	1.4	1.3	1.2	1.2	1.2	1.0	.2	.2
282.	.3	.3	.4	.4	.4	.4	2.1	1.9	2.1	2.0	2.2	2.2	1.4	1.4	1.3	1.2	1.2	1.2	.1	.1
284.	.3	.2	.3	.4	.3	.3	2.1	2.0	2.2	2.0	2.1	2.2	1.4	1.4	1.4	1.3	1.2	1.2	.1	.1
286.	.1	.1	.1	.2	.1	.1	2.1	2.1	2.1	2.2	2.2	2.3	1.4	1.4	1.4	1.4	1.3	1.2	.1	.1
288.	.1	.1	.1	.0	.1	.1	2.2	2.1	2.0	2.1	2.2	2.3	1.4	1.4	1.4	1.4	1.4	1.2	.1	.1
290.	.1	.1	.0	.0	.0	.1	2.1	2.0	2.1	2.2	2.2	2.3	1.4	1.4	1.4	1.4	1.3	1.2	.0	.1

JOB: RT 300 AT RT 52 NB PM RUN: RT 300 AT RT 52 NB PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	.1	.0	.0	.0	.0	.0	2.1	2.0	1.9	2.2	2.2	2.2	1.4	1.4	1.3	1.3	1.3	1.3	.0	.0
294.	.0	.0	.0	.0	.0	.0	2.1	2.0	1.9	2.2	2.2	2.1	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
296.	.0	.0	.0	.0	.0	.0	2.1	2.0	1.8	2.1	2.1	2.1	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
298.	.0	.0	.0	.0	.0	.0	2.1	1.9	1.9	2.0	2.0	2.1	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
300.	.0	.0	.0	.0	.0	.0	2.1	1.9	1.9	1.8	2.0	2.0	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
302.	.0	.0	.0	.0	.0	.0	2.1	1.9	1.9	1.8	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
304.	.0	.0	.0	.0	.0	.0	2.0	1.9	1.9	1.8	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
306.	.0	.0	.0	.0	.0	.0	2.0	1.9	1.8	1.8	1.8	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
308.	.0	.0	.0	.0	.0	.0	1.8	1.9	1.8	1.8	1.8	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
310.	.0	.0	.0	.0	.0	.0	1.8	1.7	1.8	1.8	1.8	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
312.	.0	.0	.0	.0	.0	.0	1.8	1.7	1.8	1.8	1.8	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
314.	.0	.0	.0	.0	.0	.0	1.7	1.7	1.8	1.8	1.8	1.9	1.1	1.1	1.1	1.1	1.1	1.1	.0	.0
316.	.0	.0	.0	.0	.0	.0	1.7	1.7	1.8	1.8	1.8	1.8	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
318.	.0	.0	.0	.0	.0	.0	1.8	1.5	1.7	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
320.	.0	.0	.0	.0	.0	.0	1.9	1.5	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
322.	.0	.0	.0	.0	.0	.0	1.8	1.5	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
324.	.0	.0	.0	.0	.0	.0	1.8	1.5	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
326.	.0	.0	.0	.0	.0	.0	1.8	1.5	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
328.	.0	.0	.0	.0	.0	.0	1.7	1.5	1.5	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
330.	.0	.0	.0	.0	.0	.0	1.6	1.5	1.5	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
332.	.0	.0	.0	.0	.0	.0	1.6	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
334.	.0	.0	.0	.0	.0	.0	1.7	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
336.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
336.	.0	.0	.0	.0	.0	.0	1.6	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
340.	.0	.0	.0	.0	.0	.0	1.6	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
342.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
344.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
346.	.0	.0	.0	.0	.0	.0	1.6	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
348.	.0	.0	.0	.0	.0	.0	1.6	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
350.	.0	.0	.0	.0	.0	.0	1.6	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
352.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
354.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
356.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
358.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
360.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.5	1.5	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
MAX	2.2	2.1	2.2	2.2	2.2	2.1	2.2	2.1	2.2	2.2	2.2	2.3	2.7	2.2	2.0	1.9	1.8	1.8	1.7	1.7
DEGR.	110	106	244	250	254	252	72	72	284	72	286	286	76	74	76	80	70	74	106	104

JOB: RT 300 AT RT 52 NB PM RUN: RT 300 AT RT 52 NB PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
26.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
28.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
30.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
34.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
36.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
38.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
40.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
42.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
44.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
46.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
48.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
50.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
52.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
54.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
56.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
58.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
60.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
62.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
66.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
68.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
70.	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
72.	.1	.0	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
74.	.1	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
76.	.3	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78.	.3	.4	.4	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
80.	.6	.5	.5	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
82.	.6	.6	.7	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

JOB: RT 300 AT RT 52 NB PM RUN: RT 300 AT RT 52 NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84.	*	.7	.8	.7	.8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
86.	*	.9	.8	.9	.9	.0	.0	.0	.0	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.2
88.	*	1.0	1.1	1.2	1.1	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2
90.	*	1.2	1.2	1.2	1.3	.0	.0	.0	.0	.4	.0	.0	.0	.0	.3	.3	.0	.0	.0	.0	.4
92.	*	1.3	1.2	1.3	1.4	.0	.0	.0	.0	.4	.0	.0	.0	.0	.4	.4	.0	.0	.0	.0	.4
94.	*	1.5	1.4	1.4	1.5	.0	.0	.0	.0	.4	.0	.0	.0	.0	.4	.4	.0	.0	.0	.0	.4
96.	*	1.5	1.4	1.5	1.7	.0	.0	.0	.2	.6	.0	.0	.0	.1	.4	.4	.1	.0	.0	.0	.6
98.	*	1.5	1.5	1.7	1.8	.0	.0	.0	.3	.6	.0	.0	.0	.2	.6	.6	.2	.0	.0	.0	.6
100.	*	1.6	1.7	1.8	1.9	.0	.0	.0	.4	.7	.0	.0	.0	.3	.6	.6	.3	.0	.0	.0	.7
102.	*	1.8	1.8	1.9	1.9	.0	.0	.0	.4	.7	.0	.0	.0	.4	.7	.7	.4	.0	.0	.0	.7
104.	*	1.7	1.8	1.9	1.9	.0	.0	.2	.4	.7	.0	.0	.0	.4	.7	.7	.4	.0	.0	.0	.7
106.	*	1.7	1.8	1.9	2.0	.0	.0	.3	.4	.9	.0	.0	.2	.4	.7	.7	.4	.2	.0	.0	.9
108.	*	1.7	1.8	2.0	2.0	.0	.0	.4	.4	.9	.0	.0	.3	.4	.9	.9	.4	.3	.0	.0	.9
110.	*	1.7	1.7	2.0	1.9	.0	.2	.4	.5	.9	.0	.0	.4	.4	.9	.9	.4	.4	.0	.0	.9
112.	*	1.6	1.6	1.7	1.9	.0	.3	.4	.6	.9	.0	.0	.4	.5	.9	.9	.5	.4	.0	.0	.9
114.	*	1.6	1.6	1.8	1.9	.0	.4	.4	.7	.9	.0	.2	.4	.6	.9	.9	.6	.4	.2	.0	.9
116.	*	1.5	1.5	1.7	1.9	.0	.4	.4	.7	.9	.0	.3	.4	.6	.9	.9	.6	.4	.3	.0	.9
118.	*	1.3	1.4	1.7	1.8	.3	.4	.4	.7	.9	.0	.4	.4	.7	.9	.9	.7	.4	.4	.0	.9
120.	*	1.3	1.4	1.6	1.8	.3	.4	.4	.7	.9	.2	.4	.4	.7	.9	.9	.7	.4	.4	.2	.9
122.	*	1.3	1.4	1.5	1.8	.4	.4	.4	.7	.9	.3	.4	.4	.7	.9	.9	.7	.4	.4	.3	.9
124.	*	1.3	1.2	1.4	1.8	.4	.4	.4	.7	.9	.3	.4	.4	.7	.9	.9	.7	.4	.4	.3	.9
126.	*	1.3	1.2	1.4	1.8	.4	.4	.4	.7	.9	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	.9
128.	*	1.3	1.2	1.4	1.7	.4	.4	.4	.7	.9	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	.9
130.	*	1.3	1.2	1.4	1.7	.4	.4	.4	.7	.8	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	.8
132.	*	1.2	1.2	1.4	1.7	.4	.4	.4	.7	.8	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	.8
134.	*	1.2	1.2	1.4	1.7	.4	.4	.4	.7	.8	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	.8
136.	*	1.2	1.2	1.3	1.7	.4	.4	.4	.7	1.0	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	.8
138.	*	1.1	1.1	1.2	1.6	.4	.4	.4	.6	1.0	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	1.0
140.	*	1.1	1.1	1.2	1.5	.4	.4	.4	.5	.9	.4	.4	.4	.6	.9	.9	.6	.4	.4	.4	.9
142.	*	1.1	1.1	1.2	1.5	.4	.4	.4	.5	.9	.4	.4	.4	.6	.8	.8	.6	.4	.4	.4	.9
144.	*	1.1	1.1	1.2	1.5	.4	.4	.4	.5	.9	.4	.4	.4	.6	.8	.8	.6	.4	.4	.4	1.0
146.	*	1.1	1.1	1.2	1.6	.4	.4	.4	.4	.8	.4	.4	.4	.5	.8	.8	.5	.4	.4	.4	.8
148.	*	1.1	1.1	1.3	1.6	.4	.4	.4	.5	.8	.4	.4	.4	.5	.8	.8	.5	.4	.4	.4	.8
150.	*	1.1	1.1	1.3	1.7	.4	.4	.4	.5	.8	.4	.4	.4	.5	.8	.8	.5	.4	.4	.4	.8
152.	*	1.1	1.1	1.3	1.6	.4	.4	.4	.5	.9	.4	.4	.4	.5	.8	.8	.5	.4	.4	.4	.9
154.	*	1.1	1.1	1.3	1.6	.4	.4	.5	.6	1.0	.4	.4	.4	.5	.8	.8	.5	.4	.4	.4	1.0
156.	*	1.1	1.1	1.3	1.6	.4	.4	.5	.8	1.0	.4	.4	.4	.5	.8	.8	.5	.4	.4	.4	1.0
158.	*	1.1	1.1	1.2	1.7	.4	.4	.5	.8	1.0	.4	.4	.4	.5	.8	.8	.5	.4	.4	.4	1.0
160.	*	1.1	1.1	1.2	1.7	.4	.5	.6	.8	1.1	.4	.4	.4	.5	.7	.7	.5	.4	.4	.4	1.1
162.	*	1.0	1.1	1.2	1.7	.5	.6	.8	.9	1.0	.4	.4	.4	.5	.7	.7	.5	.4	.4	.4	1.0
164.	*	.9	1.1	1.2	1.7	.5	.6	.8	.9	.9	.4	.4	.4	.5	.8	.8	.5	.4	.4	.4	1.0
166.	*	.9	1.1	1.2	1.7	.6	.6	.8	.8	.9	.4	.4	.5	.6	.8	.8	.6	.4	.4	.4	.9
168.	*	.9	1.1	1.2	1.7	.5	.8	.7	.8	.9	.4	.5	.5	.5	.8	.8	.6	.5	.5	.4	.9
170.	*	.9	1.0	1.1	1.5	.6	.7	.5	.7	1.0	.5	.5	.5	.5	.9	.9	.5	.5	.5	.5	1.0
172.	*	.9	1.0	1.1	1.5	.4	.5	.5	.7	1.0	.5	.6	.6	.6	1.1	1.1	.6	.6	.5	.5	1.0
174.	*	.9	.9	1.1	1.5	.4	.4	.4	.7	1.0	.6	.6	.6	.6	1.1	1.1	.6	.6	.6	.6	1.0
176.	*	.9	.9	1.1	1.5	.4	.4	.4	.7	.9	.6	.6	.6	.7	1.1	1.1	.7	.6	.6	.6	.9
178.	*	.9	.9	1.1	1.5	.4	.4	.4	.6	.8	.6	.6	.6	.7	1.0	1.0	.7	.6	.6	.6	.9
180.	*	.9	.9	1.0	1.3	.4	.4	.4	.7	.7	.6	.6	.7	.8	1.1	1.0	.8	.6	.6	.6	.7
182.	*	.9	.9	1.0	1.3	.4	.4	.4	.7	.7	.5	.7	.7	.8	1.2	1.2	.8	.7	.7	.6	.7
184.	*	.9	.9	.9	1.3	.4	.4	.4	.6	.7	.3	.7	.8	1.0	1.3	1.2	1.0	.8	.8	.3	.7

JOB: RT 300 AT RT 52 NB PM RUN: RT 300 AT RT 52 NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186.	.9	.9	.9	1.2	.4	.4	.4	.6	.7	.4	.6	.8	1.0	1.2	1.2	1.0	.8	.6	.4	.7
188.	.9	.9	.9	1.2	.3	.4	.4	.6	.6	.4	.4	.6	1.0	1.2	1.2	1.0	.8	.4	.4	.6
190.	.9	.9	.9	1.1	.2	.3	.3	.5	.6	.4	.4	.5	1.0	1.1	1.1	1.0	.6	.4	.4	.6
192.	.9	.9	.9	1.0	.2	.2	.4	.5	.5	.4	.4	.4	1.0	1.1	1.1	1.0	.4	.4	.4	.5
194.	.9	.9	.9	1.0	.2	.2	.3	.5	.5	.4	.4	.4	.7	1.0	1.0	.8	.4	.4	.4	.5
196.	.9	.9	.9	1.0	.2	.2	.3	.4	.5	.3	.4	.4	.6	1.0	1.0	.6	.4	.4	.3	.5
198.	.9	.9	.9	1.0	.2	.2	.3	.4	.4	.3	.4	.4	.5	1.1	1.1	.5	.4	.4	.3	.4
200.	.9	.9	.9	.9	.2	.2	.3	.4	.4	.2	.3	.4	.5	1.1	1.1	.5	.4	.3	.2	.4
202.	.9	.9	.9	.9	.2	.2	.3	.4	.4	.2	.2	.3	.5	1.1	1.1	.5	.3	.2	.2	.4
204.	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.2	.3	.5	1.0	1.0	.5	.3	.2	.2	.5
206.	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.2	.3	.4	.9	1.0	.4	.2	.2	.2	.5
208.	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.2	.3	.5	.7	.7	.5	.3	.2	.2	.5
210.	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.2	.3	.5	.7	.7	.5	.3	.2	.2	.5
212.	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.5
214.	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.2	.3	.4	.5	.6	.4	.3	.2	.2	.5
216.	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.2	.3	.4	.5	.5	.4	.3	.2	.2	.5
218.	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.5
220.	.9	.9	.9	.9	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
222.	.9	.9	.9	.9	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
224.	1.0	1.0	1.0	1.0	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
226.	1.0	1.0	1.0	1.0	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
228.	1.1	1.1	1.1	1.1	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
230.	1.1	1.1	1.1	1.1	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
232.	1.1	1.1	1.1	1.1	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
234.	1.1	1.1	1.1	1.1	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
236.	1.1	1.1	1.1	1.1	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
238.	1.1	1.1	1.1	1.1	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
240.	1.2	1.2	1.2	1.2	.2	.2	.2	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
242.	1.2	1.2	1.2	1.2	.2	.2	.2	.4	.6	.2	.2	.2	.4	.6	.6	.4	.2	.2	.2	.6
244.	1.2	1.2	1.2	1.2	.0	.2	.2	.4	.6	.2	.2	.2	.4	.6	.6	.4	.2	.2	.2	.6
246.	1.2	1.2	1.2	1.2	.0	.2	.2	.4	.6	.0	.2	.2	.4	.6	.6	.4	.2	.2	.0	.6
248.	1.2	1.2	1.2	1.2	.0	.2	.2	.4	.6	.0	.2	.2	.4	.6	.6	.4	.2	.2	.0	.6
250.	1.2	1.2	1.2	1.2	.0	.0	.2	.4	.6	.0	.2	.2	.4	.6	.6	.4	.2	.2	.0	.6
252.	1.2	1.2	1.2	1.3	.0	.0	.2	.2	.6	.0	.0	.2	.4	.6	.6	.4	.2	.1	.0	.6
254.	1.2	1.2	1.2	1.3	.0	.0	.2	.2	.5	.0	.0	.2	.2	.6	.6	.2	.2	.0	.0	.5
256.	1.1	1.2	1.2	1.2	.0	.0	.1	.2	.4	.0	.0	.2	.2	.5	.5	.2	.2	.0	.0	.4
258.	1.1	1.1	1.2	1.2	.0	.0	.0	.2	.4	.0	.0	.2	.2	.4	.4	.2	.2	.0	.0	.4
260.	1.1	1.1	1.1	1.2	.0	.0	.0	.2	.4	.0	.0	.0	.2	.4	.4	.2	.0	.0	.0	.4
262.	.9	1.1	1.1	1.1	.0	.0	.0	.2	.4	.0	.0	.0	.2	.4	.4	.2	.0	.0	.0	.4
264.	.9	.9	1.0	1.0	.0	.0	.0	.1	.3	.0	.0	.0	.2	.3	.3	.2	.0	.0	.0	.3
266.	.8	.9	.9	.9	.0	.0	.0	.0	.2	.0	.0	.0	.1	.3	.3	.1	.0	.0	.0	.2
268.	.7	.8	.8	.9	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2
270.	.6	.7	.7	.8	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2
272.	.6	.6	.6	.6	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2
274.	.4	.5	.6	.6	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1
276.	.4	.4	.4	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0
278.	.3	.4	.4	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
280.	.3	.3	.3	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
282.	.2	.2	.3	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
284.	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
286.	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

JOB: RT 300 AT RT 52 NB PM RUN: RT 300 AT RT 52 NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
290.	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
292.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
294.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
296.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
298.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
300.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
302.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
304.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
306.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
308.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
310.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
312.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
314.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
316.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
318.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
320.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
322.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
324.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
326.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
328.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
330.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
332.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
334.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
336.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
338.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
340.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
342.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
344.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
346.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
348.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
350.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
352.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
354.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
356.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
358.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
360.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
MAX	1.8	1.8	2.0	2.0	.6	.8	.8	.9	1.1	.6	.7	.8	1.0	1.3	1.2	1.0	.8	.8	.6	1.1
DEGR.	102	102	108	106	166	168	162	162	160	174	182	184	184	184	182	184	184	184	174	160

JOB: RT 300 AT RT 52 NB PM RUN: RT 300 AT RT 52 NB PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	.0	.0	.0	.0
2.	.0	.0	.0	.0
4.	.0	.0	.0	.0
6.	.0	.0	.0	.0
8.	.0	.0	.0	.0
10.	.0	.0	.0	.0
12.	.0	.0	.0	.0
14.	.0	.0	.0	.0
16.	.0	.0	.0	.0
18.	.0	.0	.0	.0
20.	.0	.0	.0	.0
22.	.0	.0	.0	.0
24.	.0	.0	.0	.0
26.	.0	.0	.0	.0
28.	.0	.0	.0	.0
30.	.0	.0	.0	.0
32.	.0	.0	.0	.0
34.	.0	.0	.0	.0
36.	.0	.0	.0	.0
38.	.0	.0	.0	.0
40.	.0	.0	.0	.0
42.	.0	.0	.0	.0
44.	.0	.0	.0	.0
46.	.0	.0	.0	.0
48.	.0	.0	.0	.0
50.	.0	.0	.0	.0
52.	.0	.0	.0	.0
54.	.0	.0	.0	.0
56.	.0	.0	.0	.0
58.	.0	.0	.0	.0
60.	.0	.0	.0	.0
62.	.0	.0	.0	.0
64.	.0	.0	.0	.0
66.	.0	.0	.0	.0
68.	.0	.0	.0	.0
70.	.0	.0	.0	.0
72.	.0	.0	.0	.0
74.	.0	.0	.0	.0
76.	.0	.0	.0	.0
78.	.0	.0	.0	.0
80.	.0	.0	.0	.0
82.	.0	.0	.0	.0

JOB: RT 300 AT RT 52 NB PM

RUN: RT 300 AT RT 52 NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	.0	.0	.0	.0
86.	.0	.0	.0	.0
88.	.0	.0	.0	.0
90.	.0	.0	.0	.0
92.	.0	.0	.0	.0
94.	.0	.0	.0	.0
96.	.2	.0	.0	.0
98.	.3	.0	.0	.0
100.	.4	.0	.0	.0
102.	.4	.0	.0	.0
104.	.4	.2	.0	.0
106.	.4	.3	.0	.0
108.	.4	.4	.0	.0
110.	.5	.4	.1	.0
112.	.6	.4	.3	.0
114.	.7	.4	.4	.0
116.	.7	.4	.4	.0
118.	.7	.4	.4	.3
120.	.7	.4	.4	.3
122.	.7	.4	.4	.4
124.	.7	.4	.4	.4
126.	.7	.4	.4	.4
128.	.7	.4	.4	.4
130.	.7	.4	.4	.4
132.	.7	.4	.4	.4
134.	.7	.4	.4	.4
136.	.7	.4	.4	.4
138.	.6	.4	.4	.4
140.	.5	.4	.4	.4
142.	.5	.4	.4	.4
144.	.5	.4	.4	.4
146.	.4	.4	.4	.4
148.	.4	.4	.4	.4
150.	.5	.4	.4	.4
152.	.5	.4	.4	.4
154.	.6	.4	.4	.4
156.	.8	.5	.4	.4
158.	.8	.5	.4	.4
160.	.8	.6	.5	.4
162.	.9	.7	.5	.5
164.	.9	.8	.6	.5
166.	.8	.8	.6	.6
168.	.8	.7	.8	.5
170.	.7	.7	.7	.6
172.	.7	.5	.5	.4
174.	.7	.4	.4	.4
176.	.7	.4	.4	.4
178.	.7	.4	.4	.4
180.	.7	.4	.4	.4
182.	.7	.4	.4	.4
184.	.6	.4	.4	.4

JOB: RT 300 AT RT 52 NB PM

RUN: RT 300 AT RT 52 NB PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	*	.6	.4	.4	.4
188.	*	.6	.4	.4	.3
190.	*	.6	.3	.3	.3
192.	*	.5	.4	.2	.2
194.	*	.5	.3	.2	.2
196.	*	.4	.3	.2	.2
198.	*	.4	.3	.2	.2
200.	*	.4	.3	.2	.2
202.	*	.4	.3	.2	.2
204.	*	.4	.3	.2	.2
206.	*	.4	.3	.2	.2
208.	*	.4	.3	.2	.2
210.	*	.4	.3	.2	.2
212.	*	.4	.3	.2	.2
214.	*	.4	.3	.2	.2
216.	*	.4	.3	.2	.2
218.	*	.4	.3	.2	.2
220.	*	.4	.3	.2	.2
222.	*	.4	.3	.2	.2
224.	*	.4	.3	.2	.2
226.	*	.4	.3	.2	.2
228.	*	.4	.3	.2	.2
230.	*	.4	.3	.2	.2
232.	*	.4	.3	.2	.2
234.	*	.4	.3	.2	.2
236.	*	.4	.3	.2	.2
238.	*	.4	.3	.2	.2
240.	*	.4	.2	.2	.2
242.	*	.4	.2	.2	.2
244.	*	.4	.2	.2	.0
246.	*	.4	.2	.2	.0
248.	*	.4	.2	.2	.0
250.	*	.4	.2	.0	.0
252.	*	.2	.2	.0	.0
254.	*	.2	.2	.0	.0
256.	*	.2	.1	.0	.0
258.	*	.2	.0	.0	.0
260.	*	.2	.0	.0	.0
262.	*	.2	.0	.0	.0
264.	*	.1	.0	.0	.0
266.	*	.0	.0	.0	.0
268.	*	.0	.0	.0	.0
270.	*	.0	.0	.0	.0
272.	*	.0	.0	.0	.0
274.	*	.0	.0	.0	.0
276.	*	.0	.0	.0	.0
278.	*	.0	.0	.0	.0
280.	*	.0	.0	.0	.0
282.	*	.0	.0	.0	.0
284.	*	.0	.0	.0	.0
286.	*	.0	.0	.0	.0

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	.0	.0	.0	.0
290.	.0	.0	.0	.0
292.	.0	.0	.0	.0
294.	.0	.0	.0	.0
296.	.0	.0	.0	.0
298.	.0	.0	.0	.0
300.	.0	.0	.0	.0
302.	.0	.0	.0	.0
304.	.0	.0	.0	.0
306.	.0	.0	.0	.0
308.	.0	.0	.0	.0
310.	.0	.0	.0	.0
312.	.0	.0	.0	.0
314.	.0	.0	.0	.0
316.	.0	.0	.0	.0
318.	.0	.0	.0	.0
320.	.0	.0	.0	.0
322.	.0	.0	.0	.0
324.	.0	.0	.0	.0
326.	.0	.0	.0	.0
328.	.0	.0	.0	.0
330.	.0	.0	.0	.0
332.	.0	.0	.0	.0
334.	.0	.0	.0	.0
336.	.0	.0	.0	.0
338.	.0	.0	.0	.0
340.	.0	.0	.0	.0
342.	.0	.0	.0	.0
344.	.0	.0	.0	.0
346.	.0	.0	.0	.0
348.	.0	.0	.0	.0
350.	.0	.0	.0	.0
352.	.0	.0	.0	.0
354.	.0	.0	.0	.0
356.	.0	.0	.0	.0
358.	.0	.0	.0	.0
360.	.0	.0	.0	.0
MAX	.9	.8	.8	.6
DEGR.	162	164	168	166

THE HIGHEST CONCENTRATION OF 2.70 PPM OCCURRED AT RECEPTOR REC13.

JOB: RT 300 AT RT 52 EX PM RUN: RT 300 AT RT 52 EX PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0. *	.0	.0	.0	.0	.0	.0	1.9	1.8	1.8	1.8	1.9	1.9	1.3	1.2	1.2	1.2	1.2	1.2	.0	.0
2. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.9	1.9	1.3	1.2	1.2	1.2	1.2	1.2	.0	.0
4. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.9	1.9	1.3	1.2	1.2	1.2	1.2	1.2	.0	.0
6. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.9	1.9	1.3	1.2	1.2	1.2	1.2	1.2	.0	.0
8. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.9	1.9	1.3	1.2	1.2	1.2	1.2	1.2	.0	.0
10. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.9	1.9	1.3	1.2	1.2	1.2	1.2	1.2	.0	.0
12. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.9	1.9	1.9	1.4	1.2	1.2	1.2	1.2	1.2	.0	.0
14. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.9	1.9	1.9	1.4	1.2	1.2	1.2	1.2	1.2	.0	.0
16. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.9	1.9	1.9	1.4	1.2	1.2	1.2	1.2	1.2	.0	.0
18. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.9	1.9	1.9	1.4	1.2	1.2	1.2	1.2	1.2	.0	.0
20. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.9	1.9	1.9	1.5	1.2	1.2	1.2	1.2	1.2	.0	.0
22. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.9	1.9	1.9	1.6	1.2	1.2	1.2	1.2	1.2	.0	.0
24. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.9	1.9	1.9	1.6	1.2	1.2	1.2	1.2	1.2	.0	.0
26. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.9	1.9	1.9	1.6	1.2	1.2	1.2	1.2	1.2	.0	.0
28. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.9	1.9	1.9	1.7	1.2	1.2	1.2	1.2	1.2	.0	.0
30. *	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.9	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	.0	.0
32. *	.0	.0	.0	.0	.0	.0	2.0	1.8	1.8	1.9	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	.0	.0
34. *	.0	.0	.0	.0	.0	.0	2.0	2.0	2.0	2.1	2.1	2.1	1.9	1.3	1.3	1.3	1.3	1.3	.0	.0
36. *	.0	.0	.0	.0	.0	.0	2.0	2.0	2.0	2.1	2.1	2.1	2.1	1.3	1.3	1.3	1.3	1.3	.0	.0
38. *	.0	.0	.0	.0	.0	.0	2.0	2.0	2.0	2.1	2.1	2.1	2.1	1.3	1.3	1.3	1.3	1.3	.0	.0
40. *	.0	.0	.0	.0	.0	.0	2.1	2.1	2.2	2.2	2.2	2.2	2.2	1.3	1.3	1.3	1.3	1.3	.0	.0
42. *	.0	.0	.0	.0	.0	.0	2.1	2.1	2.2	2.2	2.2	2.2	2.4	1.3	1.3	1.3	1.3	1.3	.0	.0
44. *	.0	.0	.0	.0	.0	.0	2.1	2.2	2.2	2.2	2.2	2.2	2.3	1.3	1.3	1.3	1.3	1.3	.0	.0
46. *	.0	.0	.0	.0	.0	.0	2.1	2.2	2.2	2.2	2.2	2.3	2.4	1.3	1.3	1.3	1.3	1.3	.0	.0
48. *	.0	.0	.0	.0	.0	.0	2.2	2.2	2.2	2.2	2.2	2.3	2.5	1.4	1.4	1.4	1.5	1.5	.0	.0
50. *	.0	.0	.0	.0	.0	.0	2.3	2.3	2.3	2.3	2.3	2.4	2.6	1.7	1.4	1.5	1.5	1.5	.0	.0
52. *	.0	.0	.0	.0	.0	.0	2.3	2.3	2.3	2.3	2.3	2.4	2.7	1.7	1.4	1.5	1.5	1.5	.0	.0
54. *	.0	.0	.0	.0	.0	.0	2.3	2.3	2.3	2.3	2.4	2.4	2.7	1.8	1.4	1.5	1.5	1.5	.0	.0
56. *	.0	.0	.0	.0	.0	.0	2.4	2.4	2.4	2.4	2.5	2.4	2.7	1.9	1.4	1.5	1.5	1.6	.0	.0
58. *	.0	.0	.0	.0	.0	.0	2.4	2.4	2.4	2.4	2.5	2.5	2.9	1.8	1.6	1.6	1.6	1.6	.0	.0
60. *	.0	.0	.0	.0	.0	.0	2.5	2.4	2.4	2.5	2.5	2.5	3.0	2.1	1.7	1.6	1.6	1.6	.0	.0
62. *	.0	.0	.0	.0	.0	.0	2.5	2.5	2.5	2.6	2.6	2.6	3.0	2.1	1.9	1.7	1.6	1.6	.0	.0
64. *	.0	.0	.0	.0	.0	.0	2.5	2.5	2.5	2.6	2.6	2.6	3.1	2.2	1.9	1.7	1.6	1.7	.0	.0
66. *	.0	.0	.0	.0	.0	.0	2.5	2.5	2.6	2.6	2.6	2.6	3.1	2.3	1.9	1.9	1.9	1.7	.0	.0
68. *	.1	.1	.1	.1	.0	.0	2.7	2.6	2.6	2.6	2.6	2.6	3.2	2.4	2.2	1.9	2.0	1.8	.0	.0
70. *	.2	.1	.1	.1	.1	.1	2.8	2.6	2.7	2.7	2.7	2.6	3.2	2.5	2.1	2.0	2.1	1.9	.1	.1
72. *	.2	.2	.1	.1	.1	.1	2.8	2.7	2.8	2.8	2.7	2.6	3.4	2.6	2.4	2.0	2.0	2.1	.1	.1
74. *	.2	.2	.2	.1	.1	.1	2.7	2.8	2.8	2.8	2.7	2.5	3.4	2.7	2.4	2.1	2.0	2.0	.1	.1
76. *	.3	.3	.3	.3	.1	.1	2.7	2.7	2.8	2.7	2.6	2.5	3.4	2.7	2.4	2.3	2.0	2.0	.3	.3
78. *	.6	.4	.4	.3	.3	.2	2.7	2.7	2.6	2.6	2.5	2.4	3.4	2.7	2.6	2.4	2.1	2.0	.4	.5
80. *	.7	.7	.6	.4	.3	.3	2.6	2.6	2.5	2.4	2.4	2.3	3.4	2.6	2.5	2.3	2.2	1.9	.7	.7
82. *	.8	.7	.7	.6	.6	.3	2.5	2.4	2.4	2.3	2.3	2.1	3.3	2.6	2.4	2.2	2.2	1.9	.8	.8

JOB: RT 300 AT RT 52 EX PM RUN: RT 300 AT RT 52 EX PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	.9	.9	.8	.7	.6	.6	2.3	2.3	2.3	2.2	2.1	2.0	3.2	2.5	2.3	2.1	2.3	1.9	.9	.8
86.	1.2	1.0	1.0	.8	.8	.6	2.2	2.1	2.1	1.9	1.9	1.7	2.8	2.3	2.1	2.0	2.1	1.9	1.0	1.0
88.	1.4	1.3	1.2	1.1	.8	.8	2.0	1.9	1.9	1.8	1.7	1.6	2.8	2.3	2.0	1.8	2.0	2.0	1.1	1.4
90.	1.6	1.5	1.4	1.2	1.1	.9	1.7	1.7	1.6	1.6	1.5	1.3	2.5	2.1	1.9	1.7	1.8	1.8	1.3	1.5
92.	1.7	1.6	1.5	1.4	1.3	1.0	1.6	1.6	1.6	1.3	1.3	1.3	2.3	2.0	1.8	1.7	1.6	1.6	1.5	1.6
94.	2.0	1.9	1.7	1.5	1.3	1.3	1.3	1.3	1.3	1.3	1.2	1.0	2.1	1.7	1.5	1.5	1.4	1.3	1.6	1.7
96.	2.2	2.0	1.9	1.8	1.6	1.3	1.2	1.1	1.0	1.0	1.0	.9	1.9	1.5	1.2	1.3	1.3	1.2	1.7	1.8
98.	2.3	2.2	2.1	1.8	1.7	1.5	1.0	1.0	1.0	.9	.9	.7	1.7	1.4	1.1	1.0	1.1	1.1	1.8	2.1
100.	2.5	2.2	2.1	2.1	1.8	1.6	.8	.7	.7	.7	.6	.5	1.5	1.2	1.0	.9	.9	1.0	2.0	2.1
102.	2.6	2.5	2.3	2.1	2.0	1.7	.7	.5	.5	.5	.5	.4	1.3	1.1	.8	.8	.8	.8	2.0	2.1
104.	2.7	2.5	2.4	2.2	2.1	2.0	.5	.5	.4	.4	.4	.3	1.2	.8	.6	.7	.6	.6	2.0	2.1
106.	2.7	2.6	2.4	2.4	2.1	2.0	.4	.3	.3	.3	.3	.3	1.0	.7	.5	.5	.5	.4	2.1	2.0
108.	2.8	2.6	2.5	2.4	2.2	2.0	.2	.2	.2	.2	.2	.2	.9	.7	.5	.3	.3	.3	2.1	2.0
110.	2.7	2.6	2.5	2.4	2.3	2.0	.2	.2	.2	.2	.2	.2	.9	.6	.3	.3	.3	.3	2.0	2.1
112.	2.7	2.6	2.5	2.4	2.3	2.2	.2	.2	.1	.1	.1	.0	.9	.4	.2	.3	.3	.3	1.9	2.0
114.	2.6	2.5	2.5	2.4	2.3	2.3	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.3	1.7	1.9
116.	2.6	2.5	2.5	2.4	2.3	2.3	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.7	1.7
118.	2.6	2.5	2.4	2.4	2.3	2.2	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.6	1.6
120.	2.5	2.4	2.3	2.3	2.2	2.2	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.6	1.6
122.	2.4	2.4	2.3	2.3	2.2	2.2	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.6	1.6
124.	2.4	2.4	2.3	2.3	2.2	2.2	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.6	1.6
126.	2.4	2.3	2.3	2.2	2.2	2.2	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.6	1.6
128.	2.4	2.3	2.3	2.2	2.2	2.2	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.6	1.6
130.	2.4	2.3	2.3	2.2	2.2	2.2	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.5	1.5
132.	2.2	2.1	2.1	2.0	2.0	2.0	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.5	1.5
134.	2.1	2.1	2.0	2.0	2.0	1.9	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.5	1.5
136.	2.1	2.1	2.0	2.0	2.0	1.9	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.5	1.5
138.	2.1	2.1	2.0	2.0	1.9	1.8	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.2	1.5	1.5
140.	2.0	2.0	1.9	1.9	1.9	1.8	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.2	1.4	1.4
142.	2.0	1.9	1.9	1.9	1.8	1.8	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.2	1.4	1.4
144.	2.0	1.9	1.9	1.9	1.8	1.8	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.2	1.4	1.4
146.	2.0	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.2	1.3	1.3
148.	2.0	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.1	1.3	1.3
150.	1.9	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.0	1.3	1.3
152.	1.8	1.8	1.8	1.7	1.7	1.7	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.0	1.2	1.3
154.	1.8	1.8	1.8	1.7	1.7	1.7	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.1	.0	1.1	1.3
156.	1.8	1.8	1.8	1.7	1.7	1.7	.0	.0	.0	.0	.0	.0	.9	.4	.2	.2	.1	.0	1.1	1.3
158.	1.8	1.8	1.7	1.7	1.7	1.7	.0	.0	.0	.0	.0	.0	.9	.4	.2	.2	.0	.0	1.1	1.2
160.	1.9	1.8	1.7	1.7	1.7	1.7	.1	.0	.0	.0	.0	.0	.9	.4	.2	.2	.0	.0	1.1	1.1
162.	1.9	1.8	1.7	1.7	1.7	1.7	.1	.0	.0	.0	.0	.0	.9	.4	.2	.1	.0	.0	1.1	1.1
164.	1.9	1.8	1.7	1.7	1.7	1.7	.1	.0	.0	.0	.0	.0	.9	.4	.2	.1	.0	.0	1.1	1.1
166.	1.9	1.8	1.7	1.7	1.7	1.7	.1	.0	.0	.0	.0	.0	.9	.3	.2	.0	.0	.0	1.1	1.1
168.	2.0	1.8	1.7	1.7	1.7	1.7	.2	.0	.0	.0	.0	.0	.9	.3	.2	.0	.0	.0	1.1	1.1
170.	2.1	1.8	1.7	1.7	1.7	1.7	.3	.0	.0	.0	.0	.0	.9	.3	.1	.0	.0	.0	1.1	1.1
172.	2.1	1.8	1.7	1.7	1.7	1.7	.3	.0	.0	.0	.0	.0	.8	.2	.1	.0	.0	.0	1.1	1.1
174.	2.2	1.8	1.7	1.7	1.7	1.7	.4	.0	.0	.0	.0	.0	.7	.2	.0	.0	.0	.0	1.1	1.1
176.	2.2	1.9	1.7	1.7	1.7	1.7	.4	.1	.0	.0	.0	.0	.7	.2	.0	.0	.0	.0	1.1	1.1
178.	2.3	1.9	1.7	1.7	1.7	1.7	.5	.1	.0	.0	.0	.0	.6	.2	.0	.0	.0	.0	1.1	1.1
180.	2.4	1.9	1.7	1.7	1.7	1.7	.6	.1	.0	.0	.0	.0	.6	.1	.0	.0	.0	.0	1.1	1.1
182.	2.5	2.0	1.7	1.7	1.7	1.7	.7	.2	.0	.0	.0	.0	.5	.1	.0	.0	.0	.0	1.1	1.1
184.	2.5	2.0	1.7	1.7	1.7	1.7	.7	.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	1.1	1.1
186.	2.5	2.1	1.8	1.7	1.7	1.7	.7	.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	1.1	1.1

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	2.7	2.1	1.8	1.7	1.7	1.7	.9	.3	.1	.0	.0	.0	.3	.0	.0	.0	.0	.0	1.1	1.1
190.	2.7	2.1	1.9	1.7	1.7	1.7	.9	.3	.1	.0	.0	.0	.3	.0	.0	.0	.0	.0	1.1	1.1
192.	2.7	2.1	1.9	1.7	1.7	1.7	.9	.3	.2	.0	.0	.0	.1	.0	.0	.0	.0	.0	1.1	1.1
194.	2.7	2.1	1.9	1.8	1.7	1.7	.9	.3	.2	.0	.0	.0	.1	.0	.0	.0	.0	.0	1.1	1.1
196.	2.7	2.2	1.9	1.8	1.7	1.7	.9	.3	.2	.1	.0	.0	.1	.0	.0	.0	.0	.0	1.1	1.1
198.	2.7	2.2	1.9	1.9	1.7	1.7	.9	.4	.2	.1	.0	.0	.1	.0	.0	.0	.0	.0	1.1	1.1
200.	2.7	2.2	1.9	1.9	1.8	1.7	.9	.4	.2	.2	.0	.0	.1	.0	.0	.0	.0	.0	1.1	1.1
202.	2.6	2.2	1.9	1.9	1.8	1.7	.9	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	1.1	1.1
204.	2.6	2.2	2.0	1.9	1.9	1.7	.9	.4	.2	.2	.1	.0	.0	.0	.0	.0	.0	.0	1.1	1.1
206.	2.6	2.2	2.0	1.9	1.9	1.7	.9	.4	.3	.2	.1	.0	.0	.0	.0	.0	.0	.0	1.1	1.1
208.	2.6	2.2	2.0	1.9	1.9	1.8	.9	.4	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0	1.1	1.1
210.	2.6	2.3	2.2	2.0	2.0	1.9	.8	.4	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0	1.1	1.1
212.	2.5	2.3	2.2	2.0	2.0	2.0	.8	.4	.3	.2	.2	.1	.0	.0	.0	.0	.0	.0	1.1	1.1
214.	2.5	2.3	2.2	2.0	2.0	2.0	.8	.4	.3	.2	.2	.1	.0	.0	.0	.0	.0	.0	1.1	1.1
216.	2.5	2.3	2.2	2.0	2.0	2.0	.8	.4	.3	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
218.	2.3	2.4	2.2	2.0	2.0	2.0	.8	.4	.3	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
220.	2.4	2.4	2.2	2.0	2.0	2.0	.8	.4	.3	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
222.	2.5	2.4	2.2	2.1	2.0	2.1	.8	.4	.3	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.3	1.3
224.	2.4	2.4	2.2	2.2	2.1	2.1	.8	.4	.3	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.3	1.3
226.	2.1	2.4	2.3	2.2	2.2	2.1	.8	.4	.3	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.3	1.3
228.	2.2	2.3	2.2	2.2	2.2	2.1	.8	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.3	1.3
230.	2.1	2.4	2.3	2.3	2.4	2.3	.7	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.3	1.3
232.	2.1	2.5	2.4	2.3	2.4	2.3	.7	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.4	1.4
234.	2.1	2.5	2.4	2.3	2.4	2.4	.7	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.4	1.4
236.	2.1	2.6	2.4	2.3	2.4	2.4	.7	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.4	1.4
238.	2.0	2.5	2.3	2.4	2.4	2.4	.6	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.4	1.4
240.	2.0	2.5	2.5	2.4	2.4	2.4	.6	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.4	1.4
242.	2.0	2.5	2.6	2.4	2.5	2.5	.6	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.4	1.4
244.	2.0	2.4	2.5	2.5	2.6	2.6	.6	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.4	1.5
246.	2.0	2.6	2.5	2.6	2.6	2.6	.7	.4	.2	.2	.2	.2	.1	.1	.1	.1	.1	.0	1.5	1.5
248.	2.0	2.5	2.5	2.6	2.6	2.6	.7	.5	.2	.2	.2	.3	.1	.1	.1	.1	.1	.1	1.5	1.5
250.	2.0	2.4	2.6	2.5	2.7	2.7	.7	.4	.3	.3	.4	.4	.1	.1	.1	.1	.1	.1	1.4	1.5
252.	1.8	2.4	2.6	2.7	2.6	2.6	.7	.4	.4	.5	.5	.4	.1	.1	.1	.1	.1	.1	1.4	1.5
254.	1.9	2.4	2.6	2.6	2.6	2.7	.8	.5	.5	.5	.5	.5	.2	.2	.2	.2	.2	.1	1.4	1.4
256.	1.9	2.4	2.5	2.6	2.6	2.6	1.0	.7	.7	.5	.5	.6	.3	.3	.2	.2	.2	.2	1.3	1.4
258.	1.8	2.3	2.4	2.5	2.6	2.6	1.0	.9	.7	.8	.8	.9	.4	.4	.4	.3	.3	.2	1.2	1.3
260.	1.8	2.2	2.4	2.2	2.5	2.4	1.1	.9	.8	.9	1.0	1.0	.5	.5	.5	.5	.3	.3	1.2	1.2
262.	1.7	2.0	2.1	2.4	2.4	2.3	1.2	1.0	1.0	.9	1.1	1.3	.6	.6	.6	.5	.5	.4	1.0	1.2
264.	1.3	1.8	2.1	2.1	2.0	2.1	1.4	1.2	1.1	1.3	1.3	1.4	.7	.7	.7	.6	.6	.5	1.0	1.0
266.	1.3	1.5	1.8	1.7	1.9	1.8	1.6	1.4	1.4	1.4	1.4	1.6	.9	.9	.8	.7	.7	.6	.8	1.0
268.	1.1	1.3	1.7	1.7	1.8	1.8	1.7	1.5	1.4	1.7	1.9	1.7	1.0	1.0	.9	.9	.8	.7	.7	.9
270.	1.1	1.3	1.4	1.5	1.4	1.6	1.9	1.6	1.8	1.9	1.9	2.2	1.2	1.1	1.0	1.0	.9	.8	.7	.7
272.	.9	1.1	1.1	1.5	1.3	1.3	2.0	1.9	2.0	2.1	2.1	2.2	1.3	1.2	1.2	1.1	1.0	1.0	.5	.7
274.	.8	.9	.9	1.1	1.1	1.3	2.1	2.0	2.1	2.3	2.4	2.3	1.4	1.3	1.3	1.3	1.1	1.0	.5	.5
276.	.7	.8	.9	.9	1.1	.9	2.3	2.2	2.2	2.4	2.5	2.4	1.5	1.5	1.4	1.3	1.3	1.1	.4	.4
278.	.6	.7	.7	.7	.6	.9	2.4	2.2	2.3	2.6	2.6	2.6	1.6	1.6	1.5	1.5	1.4	1.3	.4	.4
280.	.4	.6	.5	.6	.5	.5	2.5	2.4	2.4	2.6	2.6	2.8	1.7	1.6	1.6	1.6	1.4	1.4	.2	.3
282.	.4	.4	.5	.4	.5	.5	2.6	2.5	2.5	2.7	2.6	2.8	1.8	1.7	1.6	1.6	1.6	1.4	.2	.2
284.	.3	.3	.4	.4	.4	.4	2.6	2.6	2.6	2.8	2.8	2.9	1.8	1.8	1.7	1.6	1.6	1.5	.1	.1
286.	.2	.1	.2	.3	.3	.2	2.6	2.8	2.8	2.6	2.8	2.9	1.8	1.8	1.8	1.7	1.6	1.6	.1	.1
288.	.1	.1	.1	.2	.1	.1	2.7	2.6	2.8	2.7	2.8	2.9	1.8	1.8	1.8	1.7	1.7	1.6	.1	.1
290.	.1	.1	.1	.0	.1	.1	2.7	2.5	2.6	2.7	2.8	2.8	1.7	1.7	1.7	1.7	1.7	1.6	.1	.1

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	.1	.0	.0	.0	.0	.0	2.7	2.6	2.7	2.6	2.8	2.8	1.7	1.7	1.7	1.7	1.7	1.6	.0	.0
294.	.0	.0	.0	.0	.0	.0	2.6	2.5	2.7	2.7	2.8	2.7	1.7	1.7	1.7	1.7	1.7	1.6	.0	.0
296.	.0	.0	.0	.0	.0	.0	2.6	2.5	2.5	2.7	2.7	2.6	1.7	1.7	1.7	1.7	1.6	1.6	.0	.0
298.	.0	.0	.0	.0	.0	.0	2.6	2.4	2.4	2.5	2.6	2.6	1.6	1.6	1.6	1.6	1.6	1.6	.0	.0
300.	.0	.0	.0	.0	.0	.0	2.7	2.5	2.4	2.5	2.5	2.5	1.6	1.6	1.6	1.6	1.6	1.6	.0	.0
302.	.0	.0	.0	.0	.0	.0	2.6	2.3	2.5	2.4	2.5	2.5	1.6	1.6	1.6	1.6	1.6	1.6	.0	.0
304.	.0	.0	.0	.0	.0	.0	2.6	2.2	2.4	2.3	2.5	2.5	1.6	1.6	1.6	1.6	1.5	1.5	.0	.0
306.	.0	.0	.0	.0	.0	.0	2.5	2.3	2.4	2.3	2.4	2.4	1.5	1.5	1.5	1.5	1.5	1.5	.0	.0
308.	.0	.0	.0	.0	.0	.0	2.4	2.3	2.3	2.3	2.4	2.4	1.5	1.5	1.5	1.5	1.5	1.5	.0	.0
310.	.0	.0	.0	.0	.0	.0	2.4	2.3	2.2	2.3	2.4	2.4	1.5	1.5	1.5	1.5	1.5	1.5	.0	.0
312.	.0	.0	.0	.0	.0	.0	2.4	2.1	2.2	2.2	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5	.0	.0
314.	.0	.0	.0	.0	.0	.0	2.2	2.1	2.2	2.2	2.2	2.3	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
316.	.0	.0	.0	.0	.0	.0	2.3	2.1	2.2	2.2	2.2	2.3	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
318.	.0	.0	.0	.0	.0	.0	2.4	2.1	2.2	2.2	2.2	2.3	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
320.	.0	.0	.0	.0	.0	.0	2.2	2.0	2.2	2.2	2.2	2.3	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
322.	.0	.0	.0	.0	.0	.0	2.3	1.9	2.1	2.1	2.1	2.1	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
324.	.0	.0	.0	.0	.0	.0	2.3	1.9	1.9	2.1	2.1	2.1	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
326.	.0	.0	.0	.0	.0	.0	2.2	1.9	1.9	2.1	2.1	2.1	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
328.	.0	.0	.0	.0	.0	.0	2.2	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
330.	.0	.0	.0	.0	.0	.0	2.1	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
332.	.0	.0	.0	.0	.0	.0	2.0	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
334.	.0	.0	.0	.0	.0	.0	2.0	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
336.	.0	.0	.0	.0	.0	.0	2.0	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
338.	.0	.0	.0	.0	.0	.0	2.1	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
340.	.0	.0	.0	.0	.0	.0	2.1	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
342.	.0	.0	.0	.0	.0	.0	2.0	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
344.	.0	.0	.0	.0	.0	.0	1.9	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
346.	.0	.0	.0	.0	.0	.0	2.0	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
348.	.0	.0	.0	.0	.0	.0	2.0	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
350.	.0	.0	.0	.0	.0	.0	2.0	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
352.	.0	.0	.0	.0	.0	.0	1.9	1.8	1.8	1.9	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
354.	.0	.0	.0	.0	.0	.0	1.9	1.8	1.8	1.8	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
356.	.0	.0	.0	.0	.0	.0	1.9	1.8	1.8	1.8	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
358.	.0	.0	.0	.0	.0	.0	1.9	1.8	1.8	1.8	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
360.	.0	.0	.0	.0	.0	.0	1.9	1.8	1.8	1.8	1.9	1.9	1.3	1.2	1.2	1.2	1.2	1.2	.0	.0
MAX	2.8	2.6	2.6	2.7	2.7	2.7	2.8	2.8	2.8	2.8	2.8	2.9	3.4	2.7	2.6	2.4	2.3	2.1	2.1	2.1
DEGR.	108	106	254	252	250	250	70	74	72	284	284	284	72	76	78	78	84	72	106	100

JOB: RT 300 AT RT 52 EX PM RUN: RT 300 AT RT 52 EX PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR)*	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
26. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
28. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
30. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
34. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
36. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
38. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
40. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
42. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
44. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
46. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
48. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
50. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
52. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
54. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
56. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
58. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
60. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
62. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
66. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
68. *	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
70. *	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
72. *	.1	.2	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
74. *	.3	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
76. *	.3	.3	.3	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78. *	.6	.5	.5	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
80. *	.6	.6	.7	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
82. *	.6	.8	.7	.8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

JOB: RT 300 AT RT 52 EX PM RUN: RT 300 AT RT 52 EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84.	1.0	.8	1.1	.9	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
86.	1.1	1.1	1.2	1.3	.0	.0	.0	.0	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.2
88.	1.3	1.3	1.2	1.4	.0	.0	.0	.0	.3	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.3
90.	1.4	1.5	1.5	1.6	.0	.0	.0	.0	.4	.0	.0	.0	.0	.4	.4	.0	.0	.0	.0	.4
92.	1.5	1.6	1.7	1.8	.0	.0	.0	.0	.4	.0	.0	.0	.0	.4	.4	.0	.0	.0	.0	.4
94.	1.6	1.8	1.9	2.0	.0	.0	.0	.2	.6	.0	.0	.0	.1	.5	.5	.1	.0	.0	.0	.6
96.	1.8	2.2	2.1	2.2	.0	.0	.0	.3	.6	.0	.0	.0	.2	.6	.6	.2	.0	.0	.0	.6
98.	2.0	2.2	2.3	2.2	.0	.0	.0	.4	.7	.0	.0	.0	.3	.6	.6	.3	.0	.0	.0	.7
100.	2.0	2.2	2.4	2.4	.0	.0	.1	.4	.9	.0	.0	.0	.4	.7	.7	.4	.0	.0	.0	.9
102.	2.2	2.3	2.4	2.6	.0	.0	.2	.4	1.0	.0	.0	.0	.4	1.0	.9	.4	.0	.0	.0	1.0
104.	2.1	2.3	2.5	2.6	.0	.0	.3	.4	1.0	.0	.0	.2	.4	1.0	1.0	.4	.2	.0	.0	1.0
106.	2.2	2.3	2.5	2.5	.0	.0	.4	.6	1.1	.0	.0	.3	.4	1.0	1.0	.4	.3	.0	.0	1.1
108.	2.2	2.2	2.5	2.5	.0	.2	.4	.7	1.2	.0	.0	.4	.6	1.1	1.1	.6	.4	.0	.0	1.2
110.	1.9	2.1	2.3	2.4	.0	.3	.4	.7	1.2	.0	.1	.4	.7	1.1	1.1	.7	.4	.1	.0	1.2
112.	1.9	2.1	2.2	2.4	.0	.4	.4	.7	1.2	.0	.3	.4	.7	1.1	1.1	.7	.4	.3	.0	1.2
114.	1.9	2.1	2.2	2.6	.2	.4	.4	.8	1.2	.0	.4	.4	.7	1.2	1.2	.7	.4	.4	.0	1.2
116.	1.8	1.9	2.1	2.3	.3	.4	.5	.8	1.2	.0	.4	.4	.8	1.2	1.2	.8	.4	.4	.0	1.2
118.	1.8	1.8	2.0	2.3	.4	.4	.5	.8	1.2	.3	.4	.4	.8	1.2	1.2	.8	.4	.4	.3	1.2
120.	1.6	1.7	2.1	2.4	.4	.4	.7	.8	1.2	.3	.4	.5	.8	1.2	1.2	.8	.5	.4	.3	1.2
122.	1.6	1.7	2.1	2.3	.4	.4	.7	.8	1.2	.4	.4	.6	.8	1.2	1.2	.8	.6	.4	.4	1.2
124.	1.6	1.8	2.0	2.3	.4	.4	.7	.8	1.1	.4	.4	.7	.8	1.2	1.2	.8	.7	.4	.4	1.1
126.	1.6	1.6	1.9	2.2	.4	.4	.7	.8	1.1	.4	.4	.7	.8	1.1	1.1	.8	.7	.4	.4	1.1
128.	1.6	1.5	1.8	2.1	.4	.4	.7	.8	1.1	.4	.4	.7	.8	1.1	1.1	.8	.7	.4	.4	1.1
130.	1.5	1.5	1.8	2.1	.4	.5	.7	.8	1.1	.4	.4	.7	.8	1.1	1.1	.8	.7	.4	.4	1.1
132.	1.5	1.5	1.8	2.0	.4	.5	.7	.8	1.0	.4	.4	.7	.8	1.1	1.1	.8	.7	.4	.4	1.0
134.	1.5	1.5	1.7	2.0	.4	.5	.7	.8	1.2	.4	.4	.7	.8	1.1	1.1	.8	.7	.4	.4	1.2
136.	1.5	1.5	1.7	2.1	.4	.5	.7	.8	1.1	.4	.4	.7	.8	1.1	1.1	.8	.7	.4	.4	1.1
138.	1.5	1.4	1.7	2.2	.4	.5	.7	.8	1.0	.4	.4	.7	.8	1.1	1.1	.8	.7	.4	.4	1.0
140.	1.4	1.4	1.6	2.2	.4	.5	.6	.8	1.0	.4	.4	.7	.8	1.1	1.1	.8	.7	.4	.4	1.0
142.	1.4	1.4	1.6	2.0	.4	.5	.6	.8	1.1	.4	.4	.7	.8	1.1	1.1	.8	.7	.4	.4	1.1
144.	1.4	1.5	1.6	1.9	.4	.4	.6	.8	1.1	.4	.4	.7	.8	1.1	1.1	.8	.7	.4	.4	1.1
146.	1.3	1.4	1.5	1.9	.4	.4	.6	.9	1.1	.4	.4	.6	.8	1.1	1.1	.8	.6	.4	.4	1.2
148.	1.3	1.4	1.5	1.9	.4	.4	.5	.7	1.3	.4	.4	.6	.8	1.0	1.0	.8	.6	.4	.4	1.2
150.	1.3	1.4	1.5	2.0	.4	.4	.5	.7	1.2	.4	.4	.6	.8	1.0	1.0	.8	.6	.4	.4	1.2
152.	1.3	1.4	1.5	2.1	.4	.4	.5	.7	1.1	.4	.4	.6	.8	1.0	1.0	.8	.6	.4	.4	1.1
154.	1.3	1.3	1.5	2.0	.4	.4	.5	.8	1.2	.4	.4	.6	.8	1.0	1.0	.8	.6	.4	.4	1.1
156.	1.3	1.3	1.5	1.9	.4	.5	.5	.8	1.3	.4	.4	.6	.7	1.0	1.0	.7	.6	.4	.4	1.3
158.	1.3	1.3	1.5	2.0	.4	.5	.6	.8	1.4	.4	.4	.6	.7	1.0	1.0	.7	.6	.4	.4	1.4
160.	1.3	1.3	1.5	2.0	.5	.5	.8	.9	1.3	.4	.4	.6	.7	.9	.9	.7	.6	.4	.4	1.3
162.	1.3	1.3	1.5	2.0	.5	.6	.8	.9	1.2	.4	.4	.5	.7	1.0	1.0	.7	.5	.4	.4	1.2
164.	1.2	1.3	1.5	2.0	.6	.7	.8	1.0	1.3	.4	.4	.5	.8	1.0	1.0	.8	.5	.4	.4	1.3
166.	1.2	1.3	1.5	2.0	.6	.8	.9	1.0	1.3	.4	.5	.6	.8	1.0	1.0	.8	.6	.5	.4	1.3
168.	1.1	1.3	1.4	2.0	.7	.8	.9	1.0	1.3	.5	.5	.6	.8	1.0	1.0	.8	.6	.5	.5	1.3
170.	1.1	1.3	1.4	2.0	.8	.8	1.0	1.0	1.3	.5	.6	.6	.9	1.2	1.2	.9	.6	.5	.5	1.3
172.	1.1	1.2	1.4	1.9	.7	.7	.9	.9	1.3	.6	.6	.6	1.0	1.2	1.2	.9	.6	.6	.6	1.3
174.	1.1	1.2	1.3	1.9	.5	.5	.7	.9	1.3	.6	.6	.6	1.0	1.2	1.2	1.0	.6	.6	.6	1.3
176.	1.1	1.1	1.3	1.8	.4	.5	.7	.9	1.2	.6	.6	.7	.8	1.3	1.3	.8	.7	.6	.6	1.2
178.	1.1	1.1	1.3	1.7	.4	.4	.7	.8	1.1	.6	.7	.8	.9	1.5	1.4	.9	.8	.6	.6	1.1
180.	1.1	1.1	1.3	1.7	.4	.4	.6	.8	1.1	.7	.7	.9	1.1	1.4	1.4	1.1	.8	.7	.7	1.1
182.	1.1	1.1	1.2	1.7	.4	.4	.6	.7	1.1	.8	.8	1.0	1.0	1.5	1.4	1.0	1.0	.8	.8	1.1
184.	1.1	1.1	1.2	1.5	.4	.4	.6	.7	.9	.8	.8	1.0	1.0	1.6	1.5	1.0	1.0	.8	.8	1.0

JOB: RT 300 AT RT 52 EX PM   RUN: RT 300 AT RT 52 EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186.	*	1.1	1.1	1.1	1.5	.4	.5	.6	.7	.9	.6	.8	1.0	1.0	1.6	1.6	1.0	1.0	.8	.6	.9
188.	*	1.1	1.1	1.1	1.4	.4	.5	.6	.6	.9	.4	.6	1.0	1.0	1.6	1.6	1.0	1.0	.7	.4	.9
190.	*	1.1	1.1	1.1	1.4	.3	.5	.6	.6	.9	.4	.5	1.0	1.0	1.5	1.5	1.0	1.0	.5	.4	.9
192.	*	1.1	1.1	1.1	1.3	.3	.4	.5	.5	.7	.4	.4	.7	1.0	1.5	1.6	1.0	.7	.4	.4	.7
194.	*	1.1	1.1	1.1	1.2	.2	.3	.5	.5	.7	.4	.4	.6	1.1	1.5	1.5	1.1	.6	.4	.4	.7
196.	*	1.1	1.1	1.1	1.2	.2	.3	.4	.5	.7	.4	.4	.5	1.0	1.3	1.3	1.0	.5	.4	.4	.7
198.	*	1.1	1.1	1.1	1.2	.2	.3	.4	.4	.7	.3	.4	.5	.9	1.4	1.4	.8	.5	.4	.4	.7
200.	*	1.1	1.1	1.1	1.2	.2	.3	.4	.4	.6	.3	.5	.5	.8	1.3	1.3	.8	.5	.5	.3	.6
202.	*	1.1	1.1	1.1	1.1	.3	.3	.4	.4	.6	.2	.4	.5	.7	1.2	1.2	.7	.5	.4	.2	.6
204.	*	1.1	1.1	1.1	1.1	.3	.3	.4	.4	.6	.2	.3	.5	.6	1.2	1.2	.6	.5	.3	.2	.6
206.	*	1.1	1.1	1.1	1.1	.3	.3	.4	.4	.6	.2	.3	.5	.6	1.1	1.1	.6	.5	.3	.2	.6
208.	*	1.1	1.1	1.1	1.1	.3	.3	.4	.4	.6	.2	.3	.4	.5	1.0	1.1	.5	.4	.3	.2	.6
210.	*	1.1	1.1	1.1	1.1	.3	.3	.4	.4	.6	.3	.3	.4	.5	1.0	1.0	.5	.4	.3	.3	.6
212.	*	1.1	1.1	1.1	1.1	.3	.3	.4	.4	.6	.3	.3	.4	.5	1.0	1.0	.5	.4	.3	.3	.6
214.	*	1.1	1.1	1.1	1.1	.3	.3	.4	.4	.6	.3	.3	.4	.4	.9	.9	.4	.4	.3	.3	.6
216.	*	1.2	1.2	1.2	1.2	.3	.3	.4	.5	.6	.3	.3	.4	.4	.7	.8	.4	.4	.3	.3	.6
218.	*	1.2	1.2	1.2	1.2	.3	.3	.4	.5	.6	.3	.3	.4	.5	.7	.7	.5	.4	.3	.3	.6
220.	*	1.2	1.2	1.2	1.2	.3	.3	.4	.5	.6	.3	.4	.4	.5	.7	.7	.5	.4	.4	.3	.6
222.	*	1.3	1.3	1.3	1.3	.3	.4	.4	.5	.6	.3	.4	.4	.5	.7	.7	.5	.4	.4	.3	.6
224.	*	1.3	1.3	1.3	1.3	.2	.4	.4	.5	.6	.3	.4	.4	.5	.7	.7	.5	.4	.4	.3	.6
226.	*	1.3	1.3	1.3	1.3	.2	.3	.4	.5	.7	.3	.4	.4	.5	.7	.8	.5	.4	.4	.3	.7
228.	*	1.3	1.3	1.3	1.3	.2	.3	.4	.5	.7	.2	.4	.4	.5	.7	.7	.5	.4	.4	.2	.7
230.	*	1.3	1.3	1.3	1.3	.2	.3	.4	.5	.7	.2	.4	.4	.5	.7	.7	.5	.4	.4	.2	.7
232.	*	1.4	1.4	1.4	1.4	.2	.3	.4	.5	.7	.2	.4	.4	.5	.7	.7	.5	.4	.4	.2	.7
234.	*	1.4	1.4	1.4	1.4	.2	.3	.4	.5	.7	.2	.3	.4	.5	.7	.7	.5	.4	.3	.2	.7
236.	*	1.4	1.4	1.4	1.4	.2	.2	.4	.5	.8	.2	.3	.4	.5	.8	.8	.5	.4	.3	.2	.8
238.	*	1.4	1.4	1.4	1.4	.2	.2	.4	.5	.8	.2	.3	.4	.5	.8	.8	.5	.4	.3	.2	.8
240.	*	1.4	1.4	1.4	1.4	.2	.2	.4	.5	.8	.2	.2	.4	.5	.8	.8	.5	.4	.2	.2	.8
242.	*	1.4	1.5	1.5	1.5	.2	.2	.4	.5	.8	.2	.2	.4	.5	.8	.8	.5	.4	.2	.2	.8
244.	*	1.5	1.5	1.5	1.6	.2	.2	.4	.4	.8	.2	.2	.4	.5	.8	.8	.5	.4	.2	.2	.8
246.	*	1.5	1.5	1.6	1.6	.0	.2	.2	.4	.8	.2	.2	.4	.4	.8	.8	.4	.4	.2	.2	.8
248.	*	1.5	1.5	1.6	1.6	.0	.2	.2	.4	.8	.2	.2	.3	.4	.8	.8	.4	.3	.2	.2	.8
250.	*	1.5	1.5	1.6	1.6	.0	.2	.2	.4	.7	.0	.2	.2	.4	.8	.8	.4	.2	.2	.0	.7
252.	*	1.5	1.5	1.6	1.7	.0	.0	.2	.4	.6	.0	.2	.2	.4	.7	.7	.4	.2	.2	.0	.6
254.	*	1.5	1.5	1.5	1.7	.0	.0	.2	.4	.6	.0	.1	.2	.4	.6	.6	.4	.2	.1	.0	.6
256.	*	1.5	1.5	1.5	1.5	.0	.0	.2	.2	.6	.0	.0	.2	.4	.6	.6	.4	.2	.0	.0	.6
258.	*	1.4	1.5	1.5	1.5	.0	.0	.1	.2	.6	.0	.0	.2	.2	.6	.6	.2	.2	.0	.0	.6
260.	*	1.3	1.4	1.4	1.5	.0	.0	.0	.2	.5	.0	.0	.1	.2	.5	.6	.2	.1	.0	.0	.5
262.	*	1.2	1.3	1.4	1.4	.0	.0	.0	.2	.4	.0	.0	.0	.2	.5	.5	.2	.0	.0	.0	.4
264.	*	1.2	1.2	1.3	1.3	.0	.0	.0	.2	.4	.0	.0	.0	.2	.4	.4	.2	.0	.0	.0	.4
266.	*	1.0	1.1	1.1	1.2	.0	.0	.0	.1	.3	.0	.0	.0	.2	.4	.4	.2	.0	.0	.0	.3
268.	*	.9	1.0	1.1	1.1	.0	.0	.0	.0	.3	.0	.0	.0	.1	.3	.3	.1	.0	.0	.0	.3
270.	*	.9	.9	.9	.9	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2
272.	*	.7	.7	.9	.9	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2
274.	*	.6	.7	.7	.7	.0	.0	.0	.0	.1	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.1
276.	*	.5	.6	.6	.6	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1
278.	*	.4	.4	.4	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
280.	*	.4	.4	.4	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
282.	*	.3	.3	.3	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
284.	*	.2	.2	.2	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
286.	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

JOB: RT 300 AT RT 52 EX PM

RUN: RT 300 AT RT 52 EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
290.	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
292.	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
294.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
296.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
298.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
300.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
302.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
304.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
306.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
308.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
310.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
312.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
314.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
316.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
318.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
320.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
322.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
324.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
326.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
328.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
330.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
332.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
334.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
336.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
338.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
340.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
342.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
344.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
346.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
348.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
350.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
352.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
354.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
356.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
358.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
360.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
MAX	2.2	2.3	2.5	2.6	.8	.8	1.0	1.0	1.4	.8	.8	1.0	1.1	1.6	1.6	1.1	1.0	.8	.8	1.4
DEGR.	102	102	104	102	170	166	170	164	158	182	182	182	180	184	186	180	182	182	182	158

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	.0	.0	.0	.0
2.	.0	.0	.0	.0
4.	.0	.0	.0	.0
6.	.0	.0	.0	.0
8.	.0	.0	.0	.0
10.	.0	.0	.0	.0
12.	.0	.0	.0	.0
14.	.0	.0	.0	.0
16.	.0	.0	.0	.0
18.	.0	.0	.0	.0
20.	.0	.0	.0	.0
22.	.0	.0	.0	.0
24.	.0	.0	.0	.0
26.	.0	.0	.0	.0
28.	.0	.0	.0	.0
30.	.0	.0	.0	.0
32.	.0	.0	.0	.0
34.	.0	.0	.0	.0
36.	.0	.0	.0	.0
38.	.0	.0	.0	.0
40.	.0	.0	.0	.0
42.	.0	.0	.0	.0
44.	.0	.0	.0	.0
46.	.0	.0	.0	.0
48.	.0	.0	.0	.0
50.	.0	.0	.0	.0
52.	.0	.0	.0	.0
54.	.0	.0	.0	.0
56.	.0	.0	.0	.0
58.	.0	.0	.0	.0
60.	.0	.0	.0	.0
62.	.0	.0	.0	.0
64.	.0	.0	.0	.0
66.	.0	.0	.0	.0
68.	.0	.0	.0	.0
70.	.0	.0	.0	.0
72.	.0	.0	.0	.0
74.	.0	.0	.0	.0
76.	.0	.0	.0	.0
78.	.0	.0	.0	.0
80.	.0	.0	.0	.0
82.	.0	.0	.0	.0

JOB: RT 300 AT RT 52 EX PM

RUN: RT 300 AT RT 52 EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	.0	.0	.0	.0
86.	.0	.0	.0	.0
88.	.0	.0	.0	.0
90.	.0	.0	.0	.0
92.	.0	.0	.0	.0
94.	.2	.0	.0	.0
96.	.3	.0	.0	.0
98.	.4	.0	.0	.0
100.	.4	.1	.0	.0
102.	.4	.2	.0	.0
104.	.4	.3	.0	.0
106.	.6	.4	.0	.0
108.	.7	.4	.2	.0
110.	.7	.4	.3	.0
112.	.7	.4	.4	.0
114.	.8	.4	.4	.2
116.	.8	.5	.4	.3
118.	.8	.5	.4	.4
120.	.8	.7	.4	.4
122.	.8	.7	.4	.4
124.	.8	.7	.4	.4
126.	.8	.7	.4	.4
128.	.8	.7	.4	.4
130.	.8	.7	.5	.4
132.	.8	.7	.5	.4
134.	.8	.7	.5	.4
136.	.8	.7	.5	.4
138.	.8	.7	.5	.4
140.	.8	.6	.5	.4
142.	.8	.6	.5	.4
144.	.8	.6	.4	.4
146.	.9	.6	.4	.4
148.	.7	.5	.4	.4
150.	.7	.5	.4	.4
152.	.7	.4	.4	.4
154.	.8	.5	.4	.4
156.	.8	.5	.4	.4
158.	.8	.6	.5	.4
160.	.9	.8	.5	.5
162.	.9	.8	.6	.5
164.	1.0	.8	.7	.6
166.	1.0	.9	.8	.6
168.	1.1	.9	.8	.7
170.	1.1	1.0	.8	.8
172.	.9	.9	.7	.7
174.	.9	.7	.5	.6
176.	.9	.7	.5	.4
178.	.8	.7	.4	.4
180.	.8	.6	.4	.4
182.	.7	.6	.4	.4
184.	.7	.6	.4	.4

JOB: RT 300 AT RT 52 EX PM

RUN: RT 300 AT RT 52 EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	*	.7	.6	.5	.4
188.	*	.6	.6	.5	.4
190.	*	.6	.6	.5	.3
192.	*	.5	.5	.4	.3
194.	*	.5	.5	.3	.2
196.	*	.5	.4	.3	.2
198.	*	.4	.4	.3	.2
200.	*	.4	.4	.3	.2
202.	*	.4	.4	.3	.3
204.	*	.4	.4	.3	.3
206.	*	.4	.4	.3	.3
208.	*	.4	.4	.3	.3
210.	*	.4	.4	.3	.3
212.	*	.4	.4	.3	.3
214.	*	.4	.4	.3	.3
216.	*	.5	.4	.3	.3
218.	*	.5	.4	.3	.3
220.	*	.5	.4	.3	.3
222.	*	.5	.4	.4	.3
224.	*	.5	.4	.4	.2
226.	*	.5	.4	.3	.2
228.	*	.5	.4	.3	.2
230.	*	.5	.4	.3	.2
232.	*	.5	.4	.3	.2
234.	*	.5	.4	.3	.2
236.	*	.5	.4	.2	.2
238.	*	.5	.4	.2	.2
240.	*	.5	.4	.2	.2
242.	*	.5	.4	.2	.2
244.	*	.4	.4	.2	.2
246.	*	.4	.2	.2	.0
248.	*	.4	.2	.2	.0
250.	*	.4	.2	.2	.0
252.	*	.4	.2	.0	.0
254.	*	.4	.2	.0	.0
256.	*	.2	.2	.0	.0
258.	*	.2	.1	.0	.0
260.	*	.2	.0	.0	.0
262.	*	.2	.0	.0	.0
264.	*	.2	.0	.0	.0
266.	*	.1	.0	.0	.0
268.	*	.0	.0	.0	.0
270.	*	.0	.0	.0	.0
272.	*	.0	.0	.0	.0
274.	*	.0	.0	.0	.0
276.	*	.0	.0	.0	.0
278.	*	.0	.0	.0	.0
280.	*	.0	.0	.0	.0
282.	*	.0	.0	.0	.0
284.	*	.0	.0	.0	.0
286.	*	.0	.0	.0	.0

JOB: RT 300 AT RT 52 EX PM RUN: RT 300 AT RT 52 EX PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	*	.0	.0	.0	.0
290.	*	.0	.0	.0	.0
292.	*	.0	.0	.0	.0
294.	*	.0	.0	.0	.0
296.	*	.0	.0	.0	.0
298.	*	.0	.0	.0	.0
300.	*	.0	.0	.0	.0
302.	*	.0	.0	.0	.0
304.	*	.0	.0	.0	.0
306.	*	.0	.0	.0	.0
308.	*	.0	.0	.0	.0
310.	*	.0	.0	.0	.0
312.	*	.0	.0	.0	.0
314.	*	.0	.0	.0	.0
316.	*	.0	.0	.0	.0
318.	*	.0	.0	.0	.0
320.	*	.0	.0	.0	.0
322.	*	.0	.0	.0	.0
324.	*	.0	.0	.0	.0
326.	*	.0	.0	.0	.0
328.	*	.0	.0	.0	.0
330.	*	.0	.0	.0	.0
332.	*	.0	.0	.0	.0
334.	*	.0	.0	.0	.0
336.	*	.0	.0	.0	.0
338.	*	.0	.0	.0	.0
340.	*	.0	.0	.0	.0
342.	*	.0	.0	.0	.0
344.	*	.0	.0	.0	.0
346.	*	.0	.0	.0	.0
348.	*	.0	.0	.0	.0
350.	*	.0	.0	.0	.0
352.	*	.0	.0	.0	.0
354.	*	.0	.0	.0	.0
356.	*	.0	.0	.0	.0
358.	*	.0	.0	.0	.0
360.	*	.0	.0	.0	.0
MAX	*	1.1	1.0	.8	.8
DEGR.	*	168	170	166	170

THE HIGHEST CONCENTRATION OF 3.40 PPM OCCURRED AT RECEPTOR REC13.

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0 Dated 95221

JOB: RT 300 AT RT 52 BD PM RUN: RT 300 AT RT 52 BD PM

DATE : 10/13/ 5
TIME : 1:59:20

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

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 108. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 SB 300 TO 52	500.0	12.0	12.0	12.0	488.	270.	AG	790.	19.6	.0	24.0		
2. F2 SB 300 PAST 52	12.0	12.0	-500.0	12.0	512.	270.	AG	863.	19.6	.0	24.0		
3. F3 NB 300 TO 52	-500.0	-12.0	12.0	-12.0	512.	90.	AG	1098.	19.6	.0	24.0		
4. F4 NB 300 PAST 52	12.0	-12.0	500.0	-12.0	488.	90.	AG	894.	19.6	.0	24.0		
5. F5 WB 52 TO 300	12.0	-500.0	12.0	12.0	512.	360.	AG	606.	19.6	.0	24.0		
6. F6 WB 52 PAST 200	12.0	12.0	500.0	-12.0	489.	93.	AG	842.	19.6	.0	24.0		
7. F7 EB 52 TO 300	500.0	-12.0	-12.0	-12.0	512.	270.	AG	685.	19.6	.0	24.0		
8. F8 EB 52 PAST 300	-12.0	12.0	-12.0	-500.0	512.	180.	AG	580.	19.6	.0	24.0		
9. Q1 SB 300 TO 52 TR	39.0	12.0	198.5	12.0	160.	90.	AG	2.	100.0	.0	12.0	.74	8.1
10. Q2 SB 300 TO 52 L	39.0	.0	88.3	.0	49.	90.	AG	4.	100.0	.0	12.0	.35	2.5
11. Q3 WB 300 TO 52 TR	-39.0	-12.0	-267.9	-12.1	229.	270.	AG	2.	100.0	.0	12.0	.90	11.6
12. Q4 NB 300 TO 52 L	-39.0	.0	-96.1	.0	57.	270.	AG	8.	100.0	.0	24.0	.40	2.9
13. Q5 WB 52 TO 300	12.0	-39.0	12.0	-130.1	91.	180.	AG	6.	100.0	.0	24.0	.64	4.6
14. Q6 EB 52 TO 300	-12.0	39.0	-12.0	-68.9	108.	180.	AG	6.	100.0	.0	24.0	.77	5.5

JOB: RT 300 AT RT 52 BD PM

RUN: RT 300 AT RT 52 BD PM

DATE : 10/13/ 5
TIME : 1:59:20

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 SB 300 TO 52 TR	100	44	5.0	663	1832	1.99	1	3
10. Q2 SB 300 TO 52 L	100	71	5.0	127	1652	1.99	1	3
11. Q3 WB 300 TO 52 TR	100	44	5.0	803	1827	1.99	1	3
12. Q4 NB 300 TO 52 L	100	71	5.0	295	1652	1.99	1	3
13. Q5 WB 52 TO 300	100	55	5.0	606	1252	1.99	1	3
14. Q6 EB 52 TO 300	100	55	5.0	685	1166	1.99	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	32.0	31.0	6.0
2. REC 2	82.0	31.0	6.0
3. REC 3	132.0	31.0	6.0
4. REC 4	182.0	31.0	6.0
5. REC 5	232.0	31.0	6.0
6. REC 6	282.0	31.0	6.0
7. REC 7	32.0	-31.0	6.0
8. REC 8	82.0	-31.0	6.0
9. REC 9	132.0	-31.0	6.0
10. REC 10	182.0	-31.0	6.0
11. REC 11	232.0	-31.0	6.0
12. REC 12	282.0	-31.0	6.0
13. REC 13	-32.0	-31.0	6.0
14. REC 14	-82.0	-31.0	6.0
15. REC 15	-132.0	-31.0	6.0
16. REC 16	-182.0	-31.0	6.0
17. REC 17	-232.0	-31.0	6.0
18. REC 18	-282.0	-31.0	6.0
19. REC 19	-282.0	32.0	6.0
20. REC 20	-232.0	32.0	6.0
21. REC 21	-182.0	32.0	6.0
22. REC 22	-132.0	32.0	6.0
23. REC 23	-82.0	32.0	6.0
24. REC 24	-32.0	32.0	6.0
25. REC 25	-32.0	282.0	6.0
26. REC 26	-32.0	232.0	6.0
27. REC 27	-32.0	182.0	6.0
28. REC 28	-32.0	132.0	6.0
29. REC 29	-32.0	82.0	6.0
30. REC 30	31.0	282.0	6.0
31. REC 31	31.0	232.0	6.0
32. REC 32	31.0	182.0	6.0
33. REC 33	31.0	132.0	6.0
34. REC 34	31.0	82.0	6.0
35. REC 35	32.0	82.0	6.0
36. REC 36	32.0	132.0	6.0
37. REC 37	32.0	182.0	6.0
38. REC 38	32.0	232.0	6.0
39. REC 39	32.0	282.0	6.0

DATE : 10/13/ 5
TIME : 1:59:20

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
	COORDINATES (FT)		
40. REC 40	-31.0	82.0	6.0
41. REC 41	-31.0	132.0	6.0
42. REC 42	-31.0	182.0	6.0
43. REC 43	-31.0	232.0	6.0
44. REC 44	-31.0	282.0	6.0

JOB: RT 300 AT RT 52 BD PM RUN: RT 300 AT RT 52 BD PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	.0	.0	.0	.0	.0	.0	1.6	1.5	1.6	1.6	1.6	1.6	1.1	1.0	1.0	1.0	1.0	1.0	.0	.0
2.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.1	1.0	1.0	1.0	1.0	1.0	.0	.0
4.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.1	1.0	1.0	1.0	1.0	1.0	.0	.0
6.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.0	.9	.9	.9	.9	.9	.0	.0
8.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.0	.9	.9	.9	.9	.9	.0	.0
10.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.0	.9	.9	.9	.9	.9	.0	.0
12.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.1	.9	.9	.9	.9	.9	.0	.0
14.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.1	.9	.9	.9	.9	.9	.0	.0
16.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.1	.9	.9	.9	.9	.9	.0	.0
18.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.1	.9	.9	.9	.9	.9	.0	.0
20.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.1	.9	.9	.9	.9	.9	.0	.0
22.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.1	.9	.9	.9	.9	.9	.0	.0
24.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.3	1.0	1.0	1.0	1.0	1.0	.0	.0
26.	.0	.0	.0	.0	.0	.0	1.5	1.5	1.6	1.6	1.6	1.6	1.4	1.0	1.0	1.0	1.0	1.0	.0	.0
28.	.0	.0	.0	.0	.0	.0	1.6	1.6	1.7	1.7	1.7	1.7	1.4	1.0	1.0	1.0	1.0	1.0	.0	.0
30.	.0	.0	.0	.0	.0	.0	1.6	1.6	1.7	1.7	1.7	1.7	1.6	1.0	1.0	1.0	1.0	1.0	.0	.0
32.	.0	.0	.0	.0	.0	.0	1.6	1.6	1.7	1.7	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	.0	.0
34.	.0	.0	.0	.0	.0	.0	1.6	1.7	1.7	1.7	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	.0	.0
36.	.0	.0	.0	.0	.0	.0	1.7	1.8	1.8	1.8	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	.0	.0
38.	.0	.0	.0	.0	.0	.0	1.7	1.8	1.8	1.8	1.8	1.8	1.7	1.0	1.0	1.0	1.0	1.1	.0	.0
40.	.0	.0	.0	.0	.0	.0	1.7	1.8	1.8	1.8	1.8	1.8	1.8	1.1	1.1	1.1	1.1	1.1	.0	.0
42.	.0	.0	.0	.0	.0	.0	1.7	1.8	1.8	1.8	1.8	1.8	1.8	1.2	1.2	1.2	1.2	1.2	.0	.0
44.	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.8	1.8	2.1	1.2	1.2	1.2	1.2	1.2	.0	.0
46.	.0	.0	.0	.0	.0	.0	1.8	1.8	1.8	1.8	1.8	1.9	2.1	1.1	1.2	1.2	1.2	1.2	.0	.0
48.	.0	.0	.0	.0	.0	.0	2.0	2.0	2.0	2.0	1.9	2.0	2.1	1.1	1.2	1.2	1.2	1.2	.0	.0
50.	.0	.0	.0	.0	.0	.0	2.0	2.0	2.0	2.0	2.0	2.1	2.3	1.4	1.2	1.2	1.2	1.2	.0	.0
52.	.0	.0	.0	.0	.0	.0	2.0	2.0	2.0	2.0	2.1	2.1	2.2	1.4	1.2	1.2	1.2	1.2	.0	.0
54.	.0	.0	.0	.0	.0	.0	2.0	2.0	2.0	2.0	2.1	2.1	2.5	1.4	1.2	1.2	1.3	1.3	.0	.0
56.	.0	.0	.0	.0	.0	.0	2.0	2.0	2.0	2.0	2.1	2.1	2.5	1.5	1.3	1.3	1.3	1.3	.0	.0
58.	.0	.0	.0	.0	.0	.0	2.1	2.1	2.1	2.1	2.2	2.2	2.6	1.6	1.4	1.3	1.3	1.3	.0	.0
60.	.0	.0	.0	.0	.0	.0	2.1	2.1	2.1	2.2	2.2	2.2	2.5	1.7	1.5	1.3	1.3	1.3	.0	.0
62.	.0	.0	.0	.0	.0	.0	2.2	2.2	2.2	2.3	2.3	2.3	2.5	1.9	1.4	1.3	1.3	1.3	.0	.0
64.	.0	.0	.0	.0	.0	.0	2.2	2.2	2.3	2.3	2.3	2.3	2.5	1.8	1.6	1.5	1.3	1.4	.0	.0
66.	.0	.0	.0	.0	.0	.0	2.2	2.2	2.3	2.3	2.3	2.3	2.8	1.9	1.6	1.5	1.4	1.4	.0	.0
68.	.1	.0	.0	.0	.0	.0	2.2	2.2	2.3	2.3	2.3	2.2	2.7	2.0	1.7	1.7	1.6	1.4	.0	.0
70.	.1	.1	.1	.1	.1	.1	2.3	2.3	2.4	2.3	2.3	2.2	2.7	2.1	1.9	1.7	1.8	1.6	.1	.0
72.	.2	.1	.1	.1	.1	.1	2.4	2.5	2.5	2.3	2.2	2.2	2.9	2.4	2.0	1.7	1.8	1.8	.1	.1
74.	.2	.2	.1	.1	.1	.1	2.4	2.5	2.5	2.3	2.2	2.2	2.8	2.2	2.1	1.6	1.7	1.8	.1	.1
76.	.3	.2	.2	.1	.1	.1	2.4	2.4	2.3	2.2	2.2	2.2	2.9	2.2	2.0	1.8	1.7	1.8	.1	.2
78.	.4	.4	.3	.3	.2	.1	2.4	2.2	2.1	2.2	2.2	2.1	2.8	2.3	2.0	2.0	1.6	1.7	.4	.4
80.	.6	.5	.4	.4	.3	.2	2.2	2.1	2.1	2.1	2.1	1.8	2.8	2.4	2.0	2.0	1.6	1.6	.6	.6
82.	.7	.7	.6	.6	.4	.3	2.1	2.1	2.1	2.0	1.8	1.8	2.7	2.4	1.9	2.0	1.8	1.6	.8	.7

JOB: RT 300 AT RT 52 BD PM RUN: RT 300 AT RT 52 BD PM

WIND * CONCENTRATION
ANGLE * (PPM)

REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	*	.9	.7	.7	.6	.6	.5	2.1	2.0	2.0	1.8	1.8	1.7	2.6	2.2	1.8	1.9	1.8	1.5	.8	.8
86.	*	1.0	.9	.8	.8	.6	.6	1.8	1.8	1.8	1.7	1.7	1.5	2.4	2.1	1.9	1.8	1.9	1.4	.9	.8
88.	*	1.2	1.1	1.0	.8	.8	.7	1.7	1.6	1.6	1.6	1.5	1.3	2.3	1.9	1.7	1.7	1.8	1.3	1.0	.9
90.	*	1.3	1.3	1.2	1.1	.9	.8	1.6	1.5	1.5	1.4	1.3	1.3	2.1	1.7	1.7	1.6	1.4	1.4	1.1	1.2
92.	*	1.6	1.5	1.3	1.2	1.0	.9	1.3	1.3	1.2	1.2	1.0	1.0	1.9	1.6	1.4	1.5	1.3	1.3	1.1	1.4
94.	*	1.7	1.6	1.5	1.3	1.2	1.0	1.2	1.1	1.0	1.0	1.0	1.0	1.8	1.5	1.2	1.3	1.2	1.2	1.3	1.4
96.	*	1.9	1.7	1.6	1.5	1.3	1.3	1.0	1.0	1.0	1.0	.9	.8	1.6	1.3	1.1	1.0	1.1	1.1	1.3	1.6
98.	*	2.1	2.0	1.8	1.6	1.5	1.3	.8	.7	.7	.7	.7	.5	1.4	1.1	1.0	.9	.9	1.1	1.4	1.5
100.	*	2.1	2.0	1.9	1.8	1.6	1.4	.7	.7	.7	.5	.5	.5	1.2	1.0	.8	.8	.9	.9	1.5	1.7
102.	*	2.2	2.0	2.0	1.9	1.7	1.6	.5	.5	.5	.4	.4	.4	1.1	.9	.8	.7	.7	.6	1.7	1.8
104.	*	2.3	2.2	2.0	1.9	1.9	1.6	.4	.4	.4	.4	.3	.3	.9	.7	.6	.5	.6	.5	1.7	1.7
106.	*	2.3	2.2	2.1	1.9	1.9	1.7	.2	.2	.2	.2	.2	.2	.7	.6	.5	.4	.3	.3	1.9	1.7
108.	*	2.5	2.2	2.1	2.0	1.9	1.8	.2	.2	.2	.2	.2	.2	.7	.5	.4	.3	.3	.3	1.9	1.9
110.	*	2.3	2.1	2.0	2.0	1.9	1.9	.2	.2	.2	.2	.1	.1	.7	.4	.3	.3	.3	.3	1.7	1.8
112.	*	2.3	2.1	2.0	2.0	1.9	1.9	.1	.1	.1	.1	.0	.0	.6	.3	.2	.3	.3	.3	1.5	1.6
114.	*	2.3	2.1	2.0	2.0	1.9	1.9	.0	.0	.0	.0	.0	.0	.5	.3	.2	.2	.2	.2	1.4	1.6
116.	*	2.1	2.1	2.0	2.0	1.9	1.9	.0	.0	.0	.0	.0	.0	.5	.3	.2	.2	.2	.2	1.4	1.4
118.	*	2.1	2.1	2.0	2.0	1.9	1.9	.0	.0	.0	.0	.0	.0	.6	.3	.2	.2	.2	.2	1.4	1.4
120.	*	2.1	2.1	2.0	2.0	1.9	1.9	.0	.0	.0	.0	.0	.0	.6	.3	.2	.2	.2	.2	1.4	1.4
122.	*	2.0	1.9	1.9	1.9	1.8	1.8	.0	.0	.0	.0	.0	.0	.6	.3	.2	.2	.2	.2	1.4	1.4
124.	*	2.0	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.6	.3	.2	.2	.2	.2	1.4	1.4
126.	*	2.0	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.6	.4	.2	.2	.2	.2	1.4	1.4
128.	*	1.9	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.6	.4	.2	.2	.2	.2	1.3	1.3
130.	*	1.9	1.9	1.9	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.6	.4	.2	.2	.2	.2	1.3	1.3
132.	*	1.9	1.9	1.8	1.8	1.8	1.8	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.3	1.3
134.	*	1.9	1.9	1.8	1.8	1.8	1.7	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.3	1.3
136.	*	1.9	1.9	1.8	1.8	1.8	1.7	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.3	1.3
138.	*	1.8	1.7	1.7	1.7	1.7	1.6	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.3	1.3
140.	*	1.8	1.7	1.7	1.7	1.7	1.6	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.2	1.2
142.	*	1.8	1.7	1.7	1.7	1.6	1.6	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.2	1.2
144.	*	1.8	1.7	1.7	1.7	1.6	1.6	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.2	1.2	1.2
146.	*	1.7	1.7	1.7	1.7	1.6	1.6	.0	.0	.0	.0	.0	.0	.7	.4	.2	.2	.2	.1	1.1	1.1
148.	*	1.7	1.7	1.7	1.6	1.6	1.6	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.0	1.1	1.1
150.	*	1.7	1.7	1.7	1.6	1.6	1.6	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.0	1.0	1.1
152.	*	1.7	1.6	1.6	1.5	1.5	1.5	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.2	.0	.9	1.1
154.	*	1.6	1.6	1.6	1.5	1.5	1.5	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.1	.0	.9	1.1
156.	*	1.6	1.6	1.6	1.5	1.5	1.5	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.0	.0	.9	1.0
158.	*	1.6	1.6	1.6	1.5	1.5	1.5	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.0	.0	.9	1.0
160.	*	1.6	1.6	1.5	1.5	1.5	1.5	.0	.0	.0	.0	.0	.0	.8	.4	.2	.2	.0	.0	.9	.9
162.	*	1.7	1.6	1.5	1.5	1.5	1.5	.1	.0	.0	.0	.0	.0	.8	.3	.2	.1	.0	.0	.9	.9
164.	*	1.7	1.6	1.5	1.5	1.5	1.5	.1	.0	.0	.0	.0	.0	.8	.3	.2	.0	.0	.0	.9	.9
166.	*	1.7	1.6	1.5	1.5	1.5	1.5	.1	.0	.0	.0	.0	.0	.8	.3	.2	.0	.0	.0	.9	.9
168.	*	1.7	1.6	1.5	1.5	1.5	1.5	.1	.0	.0	.0	.0	.0	.8	.3	.2	.0	.0	.0	.9	.9
170.	*	1.9	1.6	1.5	1.5	1.5	1.5	.2	.0	.0	.0	.0	.0	.8	.3	.1	.0	.0	.0	.9	.9
172.	*	1.9	1.6	1.5	1.5	1.5	1.5	.3	.0	.0	.0	.0	.0	.7	.2	.1	.0	.0	.0	.9	.9
174.	*	2.0	1.6	1.5	1.5	1.5	1.5	.4	.0	.0	.0	.0	.0	.7	.2	.0	.0	.0	.0	.9	.9
176.	*	2.0	1.7	1.5	1.5	1.5	1.5	.4	.0	.0	.0	.0	.0	.6	.2	.0	.0	.0	.0	.9	.9
178.	*	2.0	1.7	1.5	1.5	1.5	1.5	.4	.1	.0	.0	.0	.0	.6	.2	.0	.0	.0	.0	.9	.9
180.	*	2.2	1.7	1.5	1.5	1.5	1.5	.5	.1	.0	.0	.0	.0	.6	.1	.0	.0	.0	.0	.9	.9
182.	*	2.2	1.8	1.5	1.5	1.5	1.5	.6	.1	.0	.0	.0	.0	.4	.1	.0	.0	.0	.0	.9	.9
184.	*	2.3	1.8	1.5	1.5	1.5	1.5	.7	.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.9	.9
186.	*	2.4	1.8	1.6	1.5	1.5	1.5	.7	.2	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.9	.9

JOB: RT 300 AT RT 52 BD PM   RUN: RT 300 AT RT 52 BD PM

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	*	2.4	1.9	1.6	1.5	1.5	1.5	.7	.2	.1	.0	.0	.0	.3	.0	.0	.0	.0	.0	.9	.9
190.	*	2.5	1.9	1.7	1.5	1.5	1.5	.8	.3	.1	.0	.0	.0	.2	.0	.0	.0	.0	.0	.9	.9
192.	*	2.5	1.9	1.7	1.5	1.5	1.5	.9	.3	.1	.0	.0	.0	.1	.0	.0	.0	.0	.0	.9	.9
194.	*	2.4	1.9	1.7	1.6	1.5	1.5	.9	.3	.2	.0	.0	.0	.1	.0	.0	.0	.0	.0	.9	.9
196.	*	2.3	1.9	1.7	1.6	1.5	1.5	.9	.3	.2	.0	.0	.0	.1	.0	.0	.0	.0	.0	.9	.9
198.	*	2.3	2.0	1.7	1.6	1.5	1.5	.9	.3	.2	.1	.0	.0	.1	.0	.0	.0	.0	.0	.9	.9
200.	*	2.4	2.0	1.7	1.7	1.5	1.5	.8	.4	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.9	.9
202.	*	2.3	2.0	1.7	1.7	1.6	1.5	.8	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.9	.9
204.	*	2.3	2.0	1.7	1.7	1.6	1.5	.8	.4	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.9	.9
206.	*	2.2	2.0	1.7	1.7	1.7	1.5	.8	.4	.2	.2	.1	.0	.0	.0	.0	.0	.0	.0	.9	.9
208.	*	2.2	2.0	1.8	1.7	1.7	1.5	.8	.4	.2	.2	.1	.0	.0	.0	.0	.0	.0	.0	.9	.9
210.	*	2.2	2.0	1.8	1.8	1.8	1.7	.8	.4	.2	.2	.2	.0	.0	.0	.0	.0	.0	.0	.9	.9
212.	*	2.1	2.0	1.8	1.8	1.8	1.7	.8	.4	.2	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.9
214.	*	2.1	2.0	1.9	1.8	1.8	1.8	.8	.4	.2	.2	.2	.1	.0	.0	.0	.0	.0	.0	.9	.9
216.	*	2.2	2.0	1.9	1.8	1.8	1.8	.8	.4	.2	.2	.2	.1	.0	.0	.0	.0	.0	.0	1.0	1.0
218.	*	2.2	2.0	1.9	1.8	1.8	1.8	.7	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.0	1.0
220.	*	2.1	2.1	1.9	1.9	1.8	1.8	.7	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
222.	*	1.9	2.1	1.9	1.9	1.8	1.8	.7	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
224.	*	1.9	2.1	2.0	2.0	1.9	1.9	.7	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
226.	*	1.8	2.1	2.0	2.0	2.0	1.9	.6	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
228.	*	1.8	2.1	2.0	2.0	2.0	1.9	.6	.4	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
230.	*	1.9	2.1	2.0	2.0	2.0	1.9	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
232.	*	1.9	2.2	2.0	2.0	2.0	2.0	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.1
234.	*	1.7	2.3	2.1	2.0	2.0	2.0	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.1	1.2
236.	*	1.7	2.1	2.1	2.0	2.0	2.0	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
238.	*	1.8	2.2	2.0	2.0	2.0	2.0	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
240.	*	1.7	2.2	2.0	2.1	2.1	2.1	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
242.	*	1.6	2.1	2.2	2.2	2.1	2.1	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
244.	*	1.8	2.2	2.2	2.2	2.2	2.1	.6	.3	.2	.2	.2	.2	.0	.0	.0	.0	.0	.0	1.2	1.2
246.	*	1.8	2.1	2.2	2.3	2.2	2.2	.6	.3	.2	.2	.2	.2	.1	.0	.0	.0	.0	.0	1.2	1.2
248.	*	1.5	2.1	2.1	2.4	2.3	2.2	.7	.4	.2	.2	.2	.2	.1	.1	.1	.1	.1	.1	1.2	1.2
250.	*	1.6	2.1	2.3	2.3	2.3	2.2	.7	.4	.3	.3	.3	.3	.1	.1	.1	.1	.1	.1	1.2	1.3
252.	*	1.6	2.1	2.2	2.3	2.4	2.3	.7	.4	.3	.5	.4	.4	.1	.1	.1	.1	.1	.1	1.1	1.3
254.	*	1.6	2.2	2.2	2.2	2.3	2.3	.7	.4	.5	.5	.5	.5	.2	.2	.2	.1	.1	.1	1.1	1.3
256.	*	1.6	2.1	2.3	2.3	2.3	2.4	.7	.5	.5	.5	.5	.5	.2	.2	.2	.2	.2	.2	1.1	1.1
258.	*	1.5	1.9	2.1	2.2	2.2	2.2	.9	.8	.7	.6	.7	.6	.4	.3	.3	.2	.2	.2	1.0	1.1
260.	*	1.4	1.9	2.0	2.1	2.1	2.0	1.0	.9	.7	.8	.8	.9	.4	.4	.4	.4	.3	.3	.9	1.1
262.	*	1.2	1.8	2.0	1.9	1.8	1.8	1.0	.9	.8	.9	1.0	1.1	.5	.5	.5	.5	.4	.3	.9	.9
264.	*	1.1	1.4	1.6	1.7	1.8	1.8	1.2	1.0	1.0	1.0	1.2	1.3	.6	.6	.6	.5	.5	.5	.8	.9
266.	*	1.1	1.3	1.5	1.5	1.5	1.7	1.5	1.1	1.1	1.3	1.4	1.4	.8	.7	.6	.6	.6	.5	.7	.8
268.	*	1.0	1.2	1.4	1.4	1.4	1.5	1.6	1.4	1.3	1.6	1.4	1.6	.9	.8	.8	.7	.6	.6	.7	.7
270.	*	.9	1.0	1.1	1.3	1.3	1.4	1.6	1.4	1.4	1.6	1.8	1.6	.9	.9	.9	.9	.7	.7	.5	.6
272.	*	.8	.9	.9	1.1	1.2	1.1	1.8	1.6	1.6	1.8	1.8	1.8	1.1	1.0	1.0	.9	.9	.7	.5	.5
274.	*	.7	.7	.9	1.0	1.1	.9	1.9	1.8	1.9	1.9	2.1	2.0	1.2	1.2	1.1	1.0	1.0	.9	.4	.4
276.	*	.6	.7	.7	.8	.9	.9	1.8	1.8	2.0	2.1	2.1	2.1	1.2	1.2	1.2	1.2	1.0	1.0	.4	.4
278.	*	.4	.6	.5	.6	.5	.6	2.1	2.0	2.0	2.2	2.1	2.3	1.4	1.3	1.2	1.2	1.2	1.0	.2	.3
280.	*	.4	.5	.5	.5	.5	.5	2.1	2.1	2.2	2.2	2.2	2.4	1.4	1.4	1.3	1.3	1.2	1.2	.2	.2
282.	*	.3	.4	.4	.4	.4	.5	2.1	2.0	2.2	2.3	2.4	2.3	1.4	1.4	1.4	1.3	1.3	1.2	.1	.2
284.	*	.3	.2	.4	.4	.3	.3	2.1	2.3	2.3	2.2	2.5	2.4	1.5	1.5	1.4	1.4	1.3	1.2	.1	.1
286.	*	.1	.1	.2	.2	.1	.1	2.2	2.3	2.4	2.3	2.3	2.4	1.5	1.5	1.4	1.4	1.4	1.3	.1	.1
288.	*	.1	.1	.1	.1	.1	.1	2.3	2.2	2.2	2.5	2.3	2.5	1.5	1.5	1.4	1.4	1.4	1.3	.1	.1
290.	*	.1	.1	.0	.0	.1	.1	2.1	2.2	2.3	2.3	2.4	2.5	1.4	1.4	1.4	1.4	1.4	1.4	.0	.1

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	*	.1	.0	.0	.0	.0	.0	2.2	2.1	2.3	2.3	2.4	2.4	1.4	1.4	1.4	1.4	1.4	1.4	.0	.0
294.	*	.0	.0	.0	.0	.0	.0	2.3	2.2	2.2	2.3	2.4	2.3	1.4	1.4	1.4	1.4	1.4	1.4	.0	.0
296.	*	.0	.0	.0	.0	.0	.0	2.3	2.1	2.1	2.2	2.3	2.3	1.4	1.4	1.4	1.4	1.4	1.3	.0	.0
298.	*	.0	.0	.0	.0	.0	.0	2.3	2.2	2.1	2.1	2.3	2.3	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
300.	*	.0	.0	.0	.0	.0	.0	2.2	2.0	2.2	2.0	2.2	2.2	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
302.	*	.0	.0	.0	.0	.0	.0	2.2	1.9	2.0	2.0	2.2	2.2	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
304.	*	.0	.0	.0	.0	.0	.0	2.2	1.9	2.0	1.9	2.1	2.1	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
306.	*	.0	.0	.0	.0	.0	.0	2.2	2.0	2.0	1.9	2.1	2.1	1.3	1.3	1.3	1.3	1.3	1.3	.0	.0
308.	*	.0	.0	.0	.0	.0	.0	2.2	1.9	1.9	1.9	2.1	2.1	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
310.	*	.0	.0	.0	.0	.0	.0	2.0	1.9	1.9	1.9	2.1	2.1	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
312.	*	.0	.0	.0	.0	.0	.0	1.9	1.8	1.8	1.9	2.0	2.0	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
314.	*	.0	.0	.0	.0	.0	.0	2.0	1.8	1.8	1.8	1.8	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
316.	*	.0	.0	.0	.0	.0	.0	1.9	1.8	1.8	1.8	1.8	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
318.	*	.0	.0	.0	.0	.0	.0	2.1	1.8	1.8	1.8	1.8	1.9	1.2	1.2	1.2	1.2	1.2	1.2	.0	.0
320.	*	.0	.0	.0	.0	.0	.0	2.1	1.7	1.8	1.8	1.8	1.9	1.1	1.1	1.1	1.1	1.1	1.1	.0	.0
322.	*	.0	.0	.0	.0	.0	.0	2.0	1.7	1.8	1.8	1.8	1.8	1.1	1.1	1.1	1.1	1.0	1.0	.0	.0
324.	*	.0	.0	.0	.0	.0	.0	2.0	1.6	1.7	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
326.	*	.0	.0	.0	.0	.0	.0	1.8	1.6	1.7	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
328.	*	.0	.0	.0	.0	.0	.0	1.8	1.6	1.7	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
330.	*	.0	.0	.0	.0	.0	.0	1.7	1.6	1.7	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
332.	*	.0	.0	.0	.0	.0	.0	1.8	1.6	1.7	1.7	1.7	1.7	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
334.	*	.0	.0	.0	.0	.0	.0	1.8	1.5	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
336.	*	.0	.0	.0	.0	.0	.0	1.9	1.5	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
338.	*	.0	.0	.0	.0	.0	.0	1.8	1.5	1.6	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
340.	*	.0	.0	.0	.0	.0	.0	1.7	1.5	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
342.	*	.0	.0	.0	.0	.0	.0	1.7	1.5	1.6	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
344.	*	.0	.0	.0	.0	.0	.0	1.6	1.5	1.6	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
346.	*	.0	.0	.0	.0	.0	.0	1.7	1.5	1.6	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
348.	*	.0	.0	.0	.0	.0	.0	1.7	1.5	1.6	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
350.	*	.0	.0	.0	.0	.0	.0	1.7	1.5	1.6	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
352.	*	.0	.0	.0	.0	.0	.0	1.6	1.5	1.6	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
354.	*	.0	.0	.0	.0	.0	.0	1.6	1.5	1.6	1.6	1.6	1.6	.9	.9	.9	.9	.9	.9	.0	.0
356.	*	.0	.0	.0	.0	.0	.0	1.6	1.5	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
358.	*	.0	.0	.0	.0	.0	.0	1.6	1.5	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	.0	.0
360.	*	.0	.0	.0	.0	.0	.0	1.6	1.5	1.6	1.6	1.6	1.6	1.1	1.0	1.0	1.0	1.0	1.0	.0	.0
MAX	*	2.5	2.3	2.3	2.4	2.4	2.4	2.4	2.5	2.5	2.5	2.5	2.5	2.9	2.4	2.1	2.0	1.9	1.8	1.9	1.9
DEGR.	*	108	234	250	248	252	256	72	72	72	288	284	288	76	80	74	80	86	72	106	108

JOB: RT 300 AT RT 52 BD PM RUN: RT 300 AT RT 52 BD PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
14.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
16.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
18.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
20.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
22.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
24.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
26.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
28.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
30.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
32.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
34.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
36.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
38.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
40.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
42.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
44.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
46.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
48.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
50.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
52.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
54.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
56.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
58.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
60.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
62.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
64.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
66.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
68.	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
70.	*	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
72.	*	.1	.0	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
74.	*	.1	.3	.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
76.	*	.3	.3	.3	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
78.	*	.4	.4	.4	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
80.	*	.6	.5	.6	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
82.	*	.6	.7	.7	.7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

JOB: RT 300 AT RT 52 BD PM RUN: RT 300 AT RT 52 BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84.	.7	.8	.7	.8	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
86.	1.0	.9	1.1	1.1	.0	.0	.0	.0	.2	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.2
88.	1.1	1.1	1.2	1.3	.0	.0	.0	.0	.3	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.3
90.	1.2	1.2	1.2	1.3	.0	.0	.0	.0	.4	.0	.0	.0	.0	.3	.3	.0	.0	.0	.0	.4
92.	1.3	1.4	1.4	1.6	.0	.0	.0	.0	.4	.0	.0	.0	.0	.4	.4	.0	.0	.0	.0	.4
94.	1.5	1.4	1.5	1.6	.0	.0	.0	.1	.5	.0	.0	.0	.0	.4	.4	.0	.0	.0	.0	.5
96.	1.5	1.6	1.8	1.7	.0	.0	.0	.3	.6	.0	.0	.0	.1	.5	.5	.1	.0	.0	.0	.6
98.	1.8	1.9	1.9	2.0	.0	.0	.0	.3	.6	.0	.0	.0	.3	.6	.6	.2	.0	.0	.0	.6
100.	1.9	1.9	2.0	2.0	.0	.0	.0	.4	.7	.0	.0	.0	.3	.7	.7	.3	.0	.0	.0	.7
102.	1.9	1.9	2.0	2.1	.0	.0	.1	.4	.7	.0	.0	.0	.4	.7	.7	.4	.0	.0	.0	.7
104.	1.9	1.9	2.0	2.2	.0	.0	.3	.4	1.0	.0	.0	.1	.4	.7	.7	.4	.1	.0	.0	1.0
106.	1.8	2.0	2.1	2.1	.0	.0	.4	.4	1.0	.0	.0	.3	.4	.9	.9	.4	.3	.0	.0	1.0
108.	1.7	1.9	2.1	2.1	.0	.0	.4	.6	1.0	.0	.0	.3	.4	1.0	1.0	.4	.3	.0	.0	1.0
110.	1.7	1.9	2.0	2.1	.0	.3	.4	.6	1.0	.0	.0	.4	.5	1.0	1.0	.5	.4	.0	.0	1.0
112.	1.7	1.9	2.0	2.0	.0	.3	.4	.7	1.1	.0	.1	.4	.6	1.0	1.0	.6	.4	.1	.0	1.1
114.	1.7	1.7	1.8	1.9	.0	.4	.4	.7	1.1	.0	.3	.4	.7	1.0	1.0	.7	.4	.3	.0	1.1
116.	1.6	1.7	1.7	2.0	.3	.4	.4	.7	1.1	.0	.3	.4	.7	1.1	1.1	.7	.4	.3	.0	1.1
118.	1.6	1.6	1.7	2.0	.3	.4	.4	.7	1.1	.1	.4	.4	.7	1.1	1.1	.7	.4	.4	.1	1.1
120.	1.4	1.5	1.7	2.0	.4	.4	.4	.7	1.1	.3	.4	.4	.7	1.1	1.1	.7	.4	.4	.3	1.1
122.	1.4	1.6	1.7	1.9	.4	.4	.4	.7	1.1	.3	.4	.4	.7	1.1	1.1	.7	.4	.4	.3	1.1
124.	1.4	1.5	1.6	1.9	.4	.4	.5	.7	1.1	.4	.4	.4	.7	1.1	1.1	.7	.4	.4	.4	1.1
126.	1.3	1.3	1.5	1.9	.4	.4	.5	.7	.9	.4	.4	.4	.7	1.0	1.0	.7	.4	.4	.4	1.0
128.	1.3	1.3	1.5	1.9	.4	.4	.5	.7	.9	.4	.4	.4	.7	1.0	1.0	.7	.4	.4	.4	.9
130.	1.3	1.3	1.6	1.7	.4	.4	.5	.7	.9	.4	.4	.5	.7	1.0	1.0	.7	.4	.4	.4	.9
132.	1.3	1.3	1.6	1.8	.4	.4	.5	.7	.8	.4	.4	.5	.7	1.0	1.0	.7	.5	.4	.4	.8
134.	1.3	1.3	1.5	1.8	.4	.4	.5	.7	.8	.4	.4	.5	.7	1.0	1.0	.7	.5	.4	.4	.8
136.	1.3	1.3	1.5	1.9	.4	.4	.5	.7	1.0	.4	.4	.5	.7	1.0	1.0	.7	.5	.4	.4	1.0
138.	1.3	1.3	1.4	1.7	.4	.4	.5	.7	1.0	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	1.0
140.	1.2	1.2	1.4	1.6	.4	.4	.4	.7	1.0	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	1.0
142.	1.2	1.2	1.4	1.6	.4	.4	.4	.7	1.0	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	1.0
144.	1.2	1.2	1.3	1.7	.4	.4	.4	.6	1.0	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	1.0
146.	1.1	1.1	1.3	1.7	.4	.4	.4	.6	1.0	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	1.0
148.	1.1	1.1	1.3	1.8	.4	.4	.4	.5	.9	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	1.0
150.	1.1	1.1	1.3	1.8	.4	.4	.4	.5	1.0	.4	.4	.4	.7	.8	.8	.7	.4	.4	.4	1.0
152.	1.1	1.1	1.3	1.8	.4	.4	.4	.6	1.0	.4	.4	.4	.7	.8	.8	.7	.4	.4	.4	1.0
154.	1.1	1.1	1.3	1.7	.4	.4	.5	.7	1.0	.4	.4	.4	.7	.8	.8	.7	.4	.4	.4	1.0
156.	1.1	1.1	1.3	1.7	.4	.4	.5	.8	1.0	.4	.4	.4	.7	.8	.8	.7	.4	.4	.4	1.0
158.	1.1	1.1	1.3	1.7	.4	.5	.6	.8	1.2	.4	.4	.4	.7	.8	.8	.7	.4	.4	.4	1.2
160.	1.1	1.1	1.3	1.7	.5	.5	.6	.9	1.1	.4	.4	.4	.7	.8	.8	.7	.4	.4	.4	1.1
162.	1.1	1.1	1.3	1.8	.5	.6	.8	.9	1.1	.4	.4	.4	.7	.9	.9	.7	.4	.4	.4	1.1
164.	1.0	1.1	1.3	1.8	.6	.6	.8	.9	1.1	.4	.4	.4	.8	.9	.9	.8	.4	.4	.4	1.1
166.	.9	1.1	1.2	1.8	.6	.7	.8	1.0	1.1	.4	.4	.5	.8	.9	.9	.8	.5	.4	.4	1.1
168.	.9	1.1	1.2	1.8	.6	.8	.9	.8	1.1	.4	.5	.5	.6	.9	.9	.6	.5	.5	.4	1.1
170.	.9	1.1	1.2	1.7	.7	.8	.8	.7	1.1	.5	.5	.6	.7	1.1	1.0	.7	.5	.5	.5	1.1
172.	.9	1.0	1.1	1.7	.4	.5	.7	.7	1.0	.6	.6	.6	.6	1.1	1.1	.7	.6	.6	.6	1.1
174.	.9	1.0	1.1	1.6	.4	.4	.7	.8	1.0	.6	.6	.6	.7	1.1	1.1	.7	.6	.6	.6	1.0
176.	.9	.9	1.1	1.5	.4	.4	.6	.8	.9	.6	.6	.6	.7	1.1	1.1	.7	.6	.6	.6	.9
178.	.9	.9	1.1	1.5	.4	.4	.5	.8	.9	.6	.6	.7	.7	1.2	1.2	.7	.7	.6	.6	.9
180.	.9	.9	1.0	1.5	.4	.4	.5	.8	1.0	.6	.7	.8	.8	1.4	1.4	.8	.8	.6	.6	1.0
182.	.9	.9	1.0	1.3	.4	.4	.4	.7	.8	.7	.7	.9	1.0	1.4	1.4	1.0	.8	.7	.7	.9
184.	.9	.9	1.0	1.3	.4	.4	.4	.7	.8	.5	.8	.9	1.0	1.4	1.5	1.0	.9	.8	.5	.8

JOB: RT 300 AT RT 52 BD PM RUN: RT 300 AT RT 52 BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186.	*	.9	.9	.9	1.3	.4	.4	.5	.6	.8	.4	.8	1.0	1.0	1.3	1.3	1.0	1.0	.8	.4	.8
188.	*	.9	.9	.9	1.2	.4	.4	.5	.6	.8	.4	.4	1.0	1.0	1.3	1.3	1.0	1.0	.4	.4	.8
190.	*	.9	.9	.9	1.2	.3	.3	.5	.6	.7	.4	.4	.7	1.0	1.3	1.2	1.0	.8	.4	.4	.7
192.	*	.9	.9	.9	1.0	.2	.3	.4	.5	.6	.4	.4	.5	1.0	1.2	1.2	1.0	.5	.4	.4	.6
194.	*	.9	.9	.9	1.0	.2	.2	.4	.5	.6	.4	.4	.4	.9	1.2	1.2	1.0	.4	.4	.4	.6
196.	*	.9	.9	.9	1.0	.2	.2	.3	.5	.6	.4	.4	.4	.7	1.3	1.3	.8	.4	.4	.4	.6
198.	*	.9	.9	.9	1.0	.2	.2	.3	.4	.5	.3	.4	.4	.7	1.1	1.1	.7	.4	.4	.3	.6
200.	*	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.3	.4	.5	1.2	1.1	.6	.4	.3	.2	.5
202.	*	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.3	.4	.5	1.1	1.2	.5	.4	.3	.2	.5
204.	*	.9	.9	.9	.9	.2	.2	.3	.4	.5	.2	.2	.4	.6	1.0	1.1	.6	.4	.2	.2	.5
206.	*	.9	.9	.9	.9	.2	.2	.3	.4	.6	.2	.2	.4	.6	1.0	1.0	.6	.4	.2	.2	.6
208.	*	.9	.9	.9	.9	.2	.2	.3	.4	.6	.2	.2	.3	.5	.8	.8	.5	.3	.2	.2	.6
210.	*	.9	.9	.9	.9	.2	.2	.3	.4	.6	.2	.2	.3	.5	.8	.8	.5	.3	.2	.2	.6
212.	*	.9	.9	.9	.9	.2	.2	.3	.4	.6	.2	.2	.3	.5	.8	.8	.5	.3	.2	.2	.6
214.	*	.9	.9	.9	.9	.2	.2	.3	.4	.6	.2	.2	.3	.4	.7	.7	.4	.3	.2	.2	.6
216.	*	1.0	1.0	1.0	1.0	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
218.	*	1.0	1.0	1.0	1.0	.2	.2	.3	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
220.	*	1.1	1.1	1.1	1.1	.2	.2	.4	.4	.6	.2	.3	.4	.4	.7	.7	.4	.4	.3	.2	.6
222.	*	1.1	1.1	1.1	1.1	.2	.2	.4	.4	.6	.2	.3	.4	.4	.7	.7	.4	.4	.3	.2	.6
224.	*	1.1	1.1	1.1	1.1	.2	.2	.4	.4	.6	.2	.3	.4	.4	.7	.7	.4	.4	.3	.2	.6
226.	*	1.1	1.1	1.1	1.1	.2	.2	.4	.4	.6	.2	.3	.4	.4	.6	.6	.4	.4	.3	.2	.6
228.	*	1.1	1.1	1.1	1.1	.2	.2	.4	.4	.6	.2	.2	.4	.4	.6	.6	.4	.4	.2	.2	.6
230.	*	1.1	1.1	1.1	1.1	.2	.2	.4	.4	.6	.2	.2	.4	.4	.6	.6	.4	.4	.2	.2	.6
232.	*	1.1	1.1	1.1	1.1	.2	.2	.4	.4	.6	.2	.2	.4	.4	.6	.6	.4	.4	.2	.2	.6
234.	*	1.2	1.2	1.2	1.2	.2	.2	.4	.4	.6	.2	.2	.4	.4	.6	.6	.4	.4	.2	.2	.6
236.	*	1.2	1.2	1.2	1.2	.2	.2	.4	.4	.6	.2	.2	.4	.4	.6	.6	.4	.4	.2	.2	.6
238.	*	1.2	1.2	1.2	1.2	.2	.2	.3	.4	.6	.2	.2	.4	.4	.6	.6	.4	.4	.2	.2	.6
240.	*	1.2	1.2	1.2	1.2	.2	.2	.3	.4	.6	.2	.2	.4	.4	.6	.6	.4	.4	.2	.2	.6
242.	*	1.2	1.2	1.2	1.2	.2	.2	.2	.4	.6	.2	.2	.3	.4	.6	.6	.4	.3	.2	.2	.6
244.	*	1.2	1.2	1.2	1.2	.0	.2	.2	.4	.6	.2	.2	.2	.4	.6	.6	.4	.2	.2	.2	.6
246.	*	1.2	1.2	1.2	1.3	.0	.2	.2	.4	.6	.2	.2	.2	.4	.6	.6	.4	.2	.2	.2	.6
248.	*	1.3	1.3	1.3	1.4	.0	.2	.2	.4	.6	.0	.2	.2	.4	.6	.6	.4	.2	.2	.0	.6
250.	*	1.3	1.3	1.3	1.4	.0	.0	.2	.4	.6	.0	.2	.2	.4	.6	.6	.4	.2	.2	.0	.6
252.	*	1.3	1.3	1.3	1.4	.0	.0	.2	.3	.6	.0	.1	.2	.4	.6	.6	.4	.2	.1	.0	.6
254.	*	1.3	1.3	1.3	1.3	.0	.0	.2	.2	.6	.0	.0	.2	.3	.6	.6	.4	.2	.0	.0	.6
256.	*	1.3	1.3	1.3	1.3	.0	.0	.1	.2	.5	.0	.0	.2	.2	.6	.6	.2	.2	.0	.0	.5
258.	*	1.1	1.3	1.3	1.3	.0	.0	.0	.2	.4	.0	.0	.2	.2	.5	.5	.2	.2	.0	.0	.4
260.	*	1.1	1.1	1.2	1.3	.0	.0	.0	.2	.4	.0	.0	.0	.2	.4	.4	.2	.0	.0	.0	.4
262.	*	1.1	1.1	1.1	1.1	.0	.0	.0	.2	.4	.0	.0	.0	.2	.4	.4	.2	.0	.0	.0	.4
264.	*	.9	1.1	1.1	1.1	.0	.0	.0	.1	.3	.0	.0	.0	.2	.4	.4	.2	.0	.0	.0	.3
266.	*	.9	.9	.9	1.0	.0	.0	.0	.0	.3	.0	.0	.0	.1	.3	.3	.1	.0	.0	.0	.3
268.	*	.7	.9	.9	.9	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2
270.	*	.7	.7	.8	.8	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2
272.	*	.6	.6	.7	.7	.0	.0	.0	.0	.2	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.2
274.	*	.5	.6	.6	.6	.0	.0	.0	.0	.1	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.1
276.	*	.4	.4	.4	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0
278.	*	.4	.4	.4	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
280.	*	.3	.3	.3	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
282.	*	.2	.3	.3	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
284.	*	.1	.1	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
286.	*	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

JOB: RT 300 AT RT 52 BD PM RUN: RT 300 AT RT 52 BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
290.	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
292.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
294.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
296.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
298.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
300.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
302.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
304.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
306.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
308.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
310.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
312.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
314.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
316.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
318.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
320.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
322.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
324.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
326.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
328.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
330.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
332.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
334.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
336.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
338.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
340.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
342.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
344.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
346.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
348.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
350.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
352.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
354.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
356.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
358.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
360.	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
MAX	1.9	2.0	2.1	2.2	.7	.8	.9	1.0	1.2	.7	.8	1.0	1.0	1.4	1.5	1.0	1.0	.8	.7	1.2
DEGR.	100	106	106	104	170	168	168	166	158	182	184	186	182	180	184	182	186	184	182	158

JOB: RT 300 AT RT 52 BD PM RUN: RT 300 AT RT 52 BD PM

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	*	.0	.0	.0	.0
2.	*	.0	.0	.0	.0
4.	*	.0	.0	.0	.0
6.	*	.0	.0	.0	.0
8.	*	.0	.0	.0	.0
10.	*	.0	.0	.0	.0
12.	*	.0	.0	.0	.0
14.	*	.0	.0	.0	.0
16.	*	.0	.0	.0	.0
18.	*	.0	.0	.0	.0
20.	*	.0	.0	.0	.0
22.	*	.0	.0	.0	.0
24.	*	.0	.0	.0	.0
26.	*	.0	.0	.0	.0
28.	*	.0	.0	.0	.0
30.	*	.0	.0	.0	.0
32.	*	.0	.0	.0	.0
34.	*	.0	.0	.0	.0
36.	*	.0	.0	.0	.0
38.	*	.0	.0	.0	.0
40.	*	.0	.0	.0	.0
42.	*	.0	.0	.0	.0
44.	*	.0	.0	.0	.0
46.	*	.0	.0	.0	.0
48.	*	.0	.0	.0	.0
50.	*	.0	.0	.0	.0
52.	*	.0	.0	.0	.0
54.	*	.0	.0	.0	.0
56.	*	.0	.0	.0	.0
58.	*	.0	.0	.0	.0
60.	*	.0	.0	.0	.0
62.	*	.0	.0	.0	.0
64.	*	.0	.0	.0	.0
66.	*	.0	.0	.0	.0
68.	*	.0	.0	.0	.0
70.	*	.0	.0	.0	.0
72.	*	.0	.0	.0	.0
74.	*	.0	.0	.0	.0
76.	*	.0	.0	.0	.0
78.	*	.0	.0	.0	.0
80.	*	.0	.0	.0	.0
82.	*	.0	.0	.0	.0

JOB: RT 300 AT RT 52 BD PM

RUN: RT 300 AT RT 52 BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	.0	.0	.0	.0
86.	.0	.0	.0	.0
88.	.0	.0	.0	.0
90.	.0	.0	.0	.0
92.	.0	.0	.0	.0
94.	.1	.0	.0	.0
96.	.3	.0	.0	.0
98.	.3	.0	.0	.0
100.	.4	.0	.0	.0
102.	.4	.1	.0	.0
104.	.4	.3	.0	.0
106.	.4	.3	.0	.0
108.	.6	.4	.0	.0
110.	.6	.4	.3	.0
112.	.7	.4	.3	.0
114.	.7	.4	.4	.0
116.	.7	.4	.4	.3
118.	.7	.4	.4	.3
120.	.7	.4	.4	.4
122.	.7	.4	.4	.4
124.	.7	.5	.4	.4
126.	.7	.5	.4	.4
128.	.7	.5	.4	.4
130.	.7	.5	.4	.4
132.	.7	.5	.4	.4
134.	.7	.5	.4	.4
136.	.7	.5	.4	.4
138.	.7	.5	.4	.4
140.	.7	.4	.4	.4
142.	.7	.4	.4	.4
144.	.6	.4	.4	.4
146.	.6	.4	.4	.4
148.	.5	.4	.4	.4
150.	.5	.4	.4	.4
152.	.5	.4	.4	.4
154.	.7	.5	.4	.4
156.	.8	.5	.4	.4
158.	.8	.6	.5	.4
160.	.9	.6	.5	.4
162.	.9	.8	.6	.5
164.	.9	.8	.6	.6
166.	1.0	.8	.7	.6
168.	.9	.9	.8	.6
170.	.7	.8	.8	.7
172.	.7	.7	.6	.4
174.	.8	.7	.4	.4
176.	.8	.6	.4	.4
178.	.8	.5	.4	.4
180.	.8	.5	.4	.4
182.	.7	.4	.4	.4
184.	.7	.4	.4	.4

JOB: RT 300 AT RT 52 BD PM

RUN: RT 300 AT RT 52 BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	*	.7	.5	.4	.4
188.	*	.6	.5	.4	.4
190.	*	.6	.5	.3	.3
192.	*	.5	.4	.3	.2
194.	*	.5	.4	.2	.2
196.	*	.5	.3	.2	.2
198.	*	.4	.3	.2	.2
200.	*	.4	.3	.2	.2
202.	*	.4	.3	.2	.2
204.	*	.4	.3	.2	.2
206.	*	.4	.3	.2	.2
208.	*	.4	.3	.2	.2
210.	*	.4	.3	.2	.2
212.	*	.4	.3	.2	.2
214.	*	.4	.3	.2	.2
216.	*	.4	.3	.2	.2
218.	*	.4	.3	.2	.2
220.	*	.4	.4	.2	.2
222.	*	.4	.4	.2	.2
224.	*	.4	.4	.2	.2
226.	*	.4	.4	.2	.2
228.	*	.4	.4	.2	.2
230.	*	.4	.4	.2	.2
232.	*	.4	.4	.2	.2
234.	*	.4	.4	.2	.2
236.	*	.4	.4	.2	.2
238.	*	.4	.3	.2	.2
240.	*	.4	.3	.2	.2
242.	*	.4	.2	.2	.2
244.	*	.4	.2	.2	.0
246.	*	.4	.2	.2	.0
248.	*	.4	.2	.2	.0
250.	*	.4	.2	.0	.0
252.	*	.3	.2	.0	.0
254.	*	.2	.2	.0	.0
256.	*	.2	.1	.0	.0
258.	*	.2	.0	.0	.0
260.	*	.2	.0	.0	.0
262.	*	.2	.0	.0	.0
264.	*	.1	.0	.0	.0
266.	*	.0	.0	.0	.0
268.	*	.0	.0	.0	.0
270.	*	.0	.0	.0	.0
272.	*	.0	.0	.0	.0
274.	*	.0	.0	.0	.0
276.	*	.0	.0	.0	.0
278.	*	.0	.0	.0	.0
280.	*	.0	.0	.0	.0
282.	*	.0	.0	.0	.0
284.	*	.0	.0	.0	.0
286.	*	.0	.0	.0	.0

JOB: RT 300 AT RT 52 BD PM RUN: RT 300 AT RT 52 BD PM

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	.0	.0	.0	.0
290.	.0	.0	.0	.0
292.	.0	.0	.0	.0
294.	.0	.0	.0	.0
296.	.0	.0	.0	.0
298.	.0	.0	.0	.0
300.	.0	.0	.0	.0
302.	.0	.0	.0	.0
304.	.0	.0	.0	.0
306.	.0	.0	.0	.0
308.	.0	.0	.0	.0
310.	.0	.0	.0	.0
312.	.0	.0	.0	.0
314.	.0	.0	.0	.0
316.	.0	.0	.0	.0
318.	.0	.0	.0	.0
320.	.0	.0	.0	.0
322.	.0	.0	.0	.0
324.	.0	.0	.0	.0
326.	.0	.0	.0	.0
328.	.0	.0	.0	.0
330.	.0	.0	.0	.0
332.	.0	.0	.0	.0
334.	.0	.0	.0	.0
336.	.0	.0	.0	.0
338.	.0	.0	.0	.0
340.	.0	.0	.0	.0
342.	.0	.0	.0	.0
344.	.0	.0	.0	.0
346.	.0	.0	.0	.0
348.	.0	.0	.0	.0
350.	.0	.0	.0	.0
352.	.0	.0	.0	.0
354.	.0	.0	.0	.0
356.	.0	.0	.0	.0
358.	.0	.0	.0	.0
360.	.0	.0	.0	.0
MAX	1.0	.9	.8	.7
DEGR.	166	168	168	170

THE HIGHEST CONCENTRATION OF 2.90 PPM OCCURRED AT RECEPTOR REC13.

JOB: RT 300 AT RT 52 NB SAT RUN: RT 300 AT RT 52 NB SAT

DATE : 10/13/ 5
TIME : 15: 9:50

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 SB 300 TO 52	500.0	12.0	12.0	12.0	488.	270.	AG	742.	26.4	0.0	24.0		
2. F2 SB 300 PAST 52	12.0	12.0	-500.0	12.0	512.	270.	AG	761.	26.4	0.0	24.0		
3. F3 NB 300 TO 52	-500.0	-12.0	12.0	-12.0	512.	90.	AG	881.	26.4	0.0	24.0		
4. F4 NB 300 PAST 52	12.0	-12.0	500.0	-12.0	488.	90.	AG	647.	26.4	0.0	24.0		
5. F5 WB 52 TO 300	12.0	-500.0	12.0	12.0	512.	360.	AG	318.	26.4	0.0	24.0		
6. F6 WB 52 PAST 200	12.0	12.0	500.0	-12.0	489.	93.	AG	555.	26.4	0.0	24.0		
7. F7 EB 52 TO 300	500.0	-12.0	-12.0	-12.0	512.	270.	AG	388.	26.4	0.0	24.0		
8. F8 EB 52 PAST 300	-12.0	12.0	-12.0	-500.0	512.	180.	AG	366.	26.4	0.0	24.0		
9. Q1 SB 300 TO 52 TR	39.0	12.0	200.4	12.0	161.	90.	AG	3.	100.0	0.0	12.0	0.75	8.2
10. Q2 SB 300 TO 52 L	39.0	0.0	65.0	0.0	26.	90.	AG	5.	100.0	0.0	12.0	0.18	1.3
11. Q3 WB 300 TO 52 TR	-39.0	-12.0	-188.4	-12.0	149.	270.	AG	3.	100.0	0.0	12.0	0.69	7.6
12. Q4 NB 300 TO 52 L	-39.0	0.0	-89.5	0.0	50.	270.	AG	11.	100.0	0.0	24.0	0.36	2.6
13. Q5 WB 52 TO 300	12.0	-39.0	12.0	-86.8	48.	180.	AG	8.	100.0	0.0	24.0	0.33	2.4
14. Q6 EB 52 TO 300	-12.0	39.0	-12.0	-19.3	58.	180.	AG	8.	100.0	0.0	24.0	0.44	3.0

JOB: RT 300 AT RT 52 NB SAT   RUN: RT 300 AT RT 52 NB SAT

DATE : 10/13/ 5
TIME : 15: 9:50

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 SB 300 TO 52 TR	100	44	5.0	671	1832	2.80	1	3
10. Q2 SB 300 TO 52 L	100	71	5.0	67	1652	2.80	1	3
11. Q3 WB 300 TO 52 TR	100	44	5.0	621	1827	2.80	1	3
12. Q4 NB 300 TO 52 L	100	71	5.0	260	1652	2.80	1	3
13. Q5 WB 52 TO 300	100	55	5.0	318	1252	2.80	1	3
14. Q6 EB 52 TO 300	100	55	5.0	388	1166	2.80	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	32.0	31.0	6.0
2. REC 2	82.0	31.0	6.0
3. REC 3	132.0	31.0	6.0
4. REC 4	182.0	31.0	6.0
5. REC 5	232.0	31.0	6.0
6. REC 6	282.0	31.0	6.0
7. REC 7	32.0	-31.0	6.0
8. REC 8	82.0	-31.0	6.0
9. REC 9	132.0	-31.0	6.0
10. REC 10	182.0	-31.0	6.0
11. REC 11	232.0	-31.0	6.0
12. REC 12	282.0	-31.0	6.0
13. REC 13	-32.0	-31.0	6.0
14. REC 14	-82.0	-31.0	6.0
15. REC 15	-132.0	-31.0	6.0
16. REC 16	-182.0	-31.0	6.0
17. REC 17	-232.0	-31.0	6.0
18. REC 18	-282.0	-31.0	6.0
19. REC 19	-282.0	32.0	6.0
20. REC 20	-232.0	32.0	6.0
21. REC 21	-182.0	32.0	6.0
22. REC 22	-132.0	32.0	6.0
23. REC 23	-82.0	32.0	6.0
24. REC 24	-32.0	32.0	6.0
25. REC 25	-32.0	282.0	6.0
26. REC 26	-32.0	232.0	6.0
27. REC 27	-32.0	182.0	6.0
28. REC 28	-32.0	132.0	6.0
29. REC 29	-32.0	82.0	6.0
30. REC 30	31.0	282.0	6.0
31. REC 31	31.0	232.0	6.0
32. REC 32	31.0	182.0	6.0
33. REC 33	31.0	132.0	6.0
34. REC 34	31.0	82.0	6.0
35. REC 35	32.0	82.0	6.0
36. REC 36	32.0	132.0	6.0
37. REC 37	32.0	182.0	6.0
38. REC 38	32.0	232.0	6.0
39. REC 39	32.0	282.0	6.0

JOB: RT 300 AT RT 52 NB SAT

RUN: RT 300 AT RT 52 NB SAT

DATE : 10/13/ 5
TIME : 15: 9:50

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
40. REC 40	-31.0	82.0	6.0
41. REC 41	-31.0	132.0	6.0
42. REC 42	-31.0	182.0	6.0
43. REC 43	-31.0	232.0	6.0
44. REC 44	-31.0	282.0	6.0

JOB: RT 300 AT RT 52 NB SAT RUN: RT 300 AT RT 52 NB SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
2.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
4.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
6.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
8.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
10.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
12.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
14.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
16.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.3	1.1	1.1	1.1	1.1	1.1	0.0	0.0
18.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.3	1.1	1.1	1.1	1.1	1.1	0.0	0.0
20.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.3	1.1	1.1	1.1	1.1	1.1	0.0	0.0
22.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.3	1.1	1.1	1.1	1.1	1.1	0.0	0.0
24.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.3	1.1	1.1	1.1	1.1	1.1	0.0	0.0
26.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.4	1.1	1.1	1.1	1.1	1.1	0.0	0.0
28.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	0.0	0.0
30.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	0.0	0.0
32.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.7	1.7	1.6	1.2	1.2	1.2	1.2	1.2	0.0	0.0
34.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.7	1.7	1.7	1.2	1.2	1.2	1.2	1.2	0.0	0.0
36.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.7	1.7	1.8	1.2	1.2	1.2	1.2	1.2	0.0	0.0
38.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.7	1.7	1.8	1.2	1.2	1.2	1.2	1.2	0.0	0.0
40.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.8	1.8	1.9	1.2	1.2	1.2	1.2	1.2	0.0	0.0
42.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.8	1.8	1.9	1.2	1.2	1.2	1.2	1.2	0.0	0.0
44.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.8	1.8	1.8	2.0	1.2	1.2	1.2	1.2	1.2	0.0	0.0
46.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.8	1.8	1.8	1.8	2.1	1.2	1.2	1.3	1.3	1.3	0.0	0.0
48.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.8	1.8	1.8	1.8	2.1	1.4	1.3	1.3	1.4	1.4	0.0	0.0
50.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.8	1.9	1.9	1.8	1.8	2.2	1.4	1.3	1.4	1.4	1.4	0.0	0.0
52.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.9	2.0	2.0	2.0	2.0	1.9	2.2	1.5	1.3	1.4	1.4	1.4	0.0	0.0
54.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.9	2.0	2.0	2.0	2.0	2.0	2.1	1.6	1.3	1.4	1.4	1.4	0.0	0.0
56.	*	0.0	0.0	0.0	0.0	0.0	0.0	1.9	2.0	2.0	2.0	2.0	2.0	2.2	1.6	1.3	1.4	1.4	1.4	0.0	0.0
58.	*	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.4	1.8	1.4	1.5	1.5	1.5	0.0	0.0
60.	*	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	1.8	1.6	1.5	1.5	1.5	0.0	0.0
62.	*	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	1.8	1.6	1.6	1.5	1.5	0.0	0.0
64.	*	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2	2.2	2.2	2.2	2.1	2.5	1.9	1.7	1.5	1.5	1.5	0.0	0.0
66.	*	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2	2.2	2.2	2.2	2.2	2.7	2.1	1.8	1.6	1.6	1.6	0.0	0.0
68.	*	0.1	0.1	0.1	0.1	0.1	0.0	2.2	2.2	2.2	2.2	2.2	2.2	2.7	2.1	1.9	1.7	1.8	1.7	0.0	0.0
70.	*	0.1	0.1	0.1	0.1	0.1	0.1	2.2	2.2	2.2	2.2	2.2	2.2	2.6	2.2	1.8	1.9	1.9	1.7	0.1	0.1
72.	*	0.2	0.1	0.1	0.1	0.1	0.1	2.2	2.2	2.2	2.2	2.1	2.1	2.8	2.2	2.0	1.9	1.9	1.9	0.1	0.1
74.	*	0.2	0.1	0.1	0.1	0.1	0.1	2.3	2.2	2.2	2.2	2.1	2.1	2.8	2.4	2.1	1.9	1.9	1.8	0.1	0.2
76.	*	0.3	0.3	0.3	0.2	0.2	0.1	2.2	2.2	2.2	2.1	2.1	2.1	2.7	2.3	2.1	1.8	1.9	1.9	0.3	0.2
78.	*	0.5	0.3	0.3	0.3	0.2	0.2	2.2	2.2	2.1	2.1	2.1	1.8	2.9	2.3	2.1	2.0	1.9	1.9	0.3	0.4
80.	*	0.6	0.5	0.5	0.5	0.4	0.2	2.1	2.1	2.1	2.1	1.8	1.8	2.6	2.4	2.1	1.9	1.8	1.8	0.6	0.5
82.	*	0.8	0.8	0.5	0.5	0.5	0.4	2.0	2.1	1.9	1.8	1.8	1.8	2.5	2.3	2.2	1.9	1.8	1.8	0.7	0.8

JOB: RT 300 AT RT 52 NB SAT RUN: RT 300 AT RT 52 NB SAT

WIND ANGLE (DEGR) * CONCENTRATION (PPM)

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	0.8	0.8	0.8	0.7	0.6	0.5	1.8	1.8	1.7	1.7	1.6	1.5	2.4	2.2	2.0	1.8	1.8	1.7	0.9	0.8
86.	1.1	0.9	0.9	0.9	0.7	0.6	1.7	1.7	1.7	1.6	1.5	1.4	2.4	2.0	1.9	1.7	1.6	1.6	0.9	1.0
88.	1.2	1.2	1.1	0.9	0.9	0.8	1.6	1.6	1.6	1.4	1.3	1.3	2.2	1.8	1.9	1.7	1.6	1.5	1.2	1.1
90.	1.4	1.2	1.2	1.1	1.0	0.8	1.4	1.3	1.3	1.3	1.3	1.0	1.9	1.6	1.7	1.6	1.5	1.3	1.3	1.2
92.	1.6	1.4	1.3	1.3	1.1	1.0	1.2	1.2	1.2	1.2	1.0	0.9	1.8	1.4	1.5	1.4	1.4	1.2	1.4	1.4
94.	1.8	1.7	1.7	1.3	1.3	1.1	1.2	1.1	1.1	0.9	0.9	0.8	1.7	1.4	1.3	1.3	1.1	1.1	1.5	1.4
96.	1.8	1.8	1.7	1.6	1.3	1.2	0.9	0.9	0.9	0.8	0.8	0.8	1.5	1.2	1.0	1.2	1.0	1.1	1.5	1.6
98.	2.1	1.9	1.8	1.7	1.6	1.3	0.7	0.7	0.7	0.7	0.7	0.4	1.3	1.0	1.0	0.9	1.0	1.0	1.6	1.6
100.	2.1	2.0	2.0	1.8	1.7	1.6	0.7	0.7	0.7	0.5	0.4	0.4	1.1	0.8	0.8	0.9	0.9	0.9	1.6	1.8
102.	2.3	2.1	2.0	1.9	1.8	1.6	0.5	0.5	0.4	0.4	0.4	0.4	1.0	0.8	0.8	0.8	0.7	0.5	1.8	1.7
104.	2.4	2.2	2.0	2.0	1.8	1.7	0.4	0.4	0.4	0.3	0.3	0.3	0.9	0.7	0.5	0.5	0.5	0.3	1.8	1.8
106.	2.4	2.3	2.1	2.0	1.9	1.8	0.2	0.2	0.2	0.2	0.2	0.2	0.7	0.5	0.4	0.4	0.3	0.2	1.8	1.9
108.	2.4	2.3	2.3	2.0	1.9	1.9	0.2	0.2	0.2	0.2	0.1	0.1	0.7	0.3	0.4	0.3	0.3	0.2	1.9	1.9
110.	2.3	2.2	2.2	2.0	2.0	1.9	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.3	0.3	0.3	0.3	0.2	1.6	1.9
112.	2.3	2.2	2.2	2.1	2.0	1.9	0.1	0.1	0.1	0.1	0.0	0.0	0.5	0.2	0.2	0.3	0.3	0.2	1.6	1.8
114.	2.3	2.2	2.2	2.1	2.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.6	1.7
116.	2.3	2.2	2.1	2.1	2.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.6	1.6
118.	2.2	2.2	2.1	2.1	1.9	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.5	1.5
120.	2.1	2.1	2.0	2.0	1.9	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.5	1.5
122.	2.1	2.1	1.9	1.9	1.9	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.5	1.5
124.	2.0	2.0	1.9	1.9	1.9	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.5
126.	2.0	1.9	1.9	1.9	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.5	1.5
128.	2.0	1.9	1.9	1.9	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.5	1.5
130.	1.9	1.8	1.8	1.8	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.4	1.4
132.	1.8	1.8	1.8	1.8	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.4	1.4
134.	1.8	1.8	1.8	1.7	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.4	1.4
136.	1.8	1.8	1.8	1.7	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.3	1.4
138.	1.8	1.8	1.8	1.7	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.2	0.1	1.3	1.4
140.	1.8	1.8	1.8	1.7	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.2	0.1	1.3	1.4
142.	1.8	1.8	1.7	1.7	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.2	0.1	1.3	1.4
144.	1.8	1.8	1.7	1.7	1.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.2	0.0	1.3	1.4
146.	1.7	1.6	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.2	1.3
148.	1.6	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.1	1.3
150.	1.6	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.1	1.2
152.	1.6	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.1	1.2
154.	1.6	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.0	0.0	1.1	1.2
156.	1.6	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.1	0.0	0.0	1.1	1.1
158.	1.5	1.5	1.5	1.5	1.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.1	0.0	0.0	1.1	1.1
160.	1.5	1.5	1.5	1.5	1.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.1	0.0	0.0	1.0	1.0
162.	1.5	1.5	1.5	1.5	1.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.3	0.2	0.0	0.0	0.0	1.1	1.1
164.	1.6	1.5	1.5	1.5	1.5	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.7	0.3	0.2	0.0	0.0	0.0	1.1	1.1
166.	1.6	1.5	1.5	1.5	1.5	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.7	0.3	0.1	0.0	0.0	0.0	1.1	1.1
168.	1.6	1.5	1.5	1.5	1.5	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.1	0.0	0.0	0.0	1.1	1.1
170.	1.6	1.5	1.5	1.5	1.5	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.1	0.0	0.0	0.0	1.1	1.1
172.	1.8	1.5	1.5	1.5	1.5	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.0	0.0	0.0	0.0	1.1	1.1
174.	1.8	1.5	1.5	1.5	1.5	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.0	0.0	0.0	0.0	1.1	1.1
176.	1.8	1.5	1.5	1.5	1.5	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0	1.0	1.0
178.	1.8	1.5	1.5	1.5	1.5	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	1.0	1.0
180.	1.9	1.6	1.5	1.5	1.5	1.4	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	1.0	1.0
182.	2.0	1.6	1.5	1.5	1.5	1.4	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.0	1.0
184.	2.0	1.7	1.5	1.5	1.5	1.4	0.5	0.2	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	1.0	1.0
186.	2.1	1.7	1.5	1.5	1.5	1.4	0.5	0.2	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	1.1	1.1

REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

JOB: RT 300 AT RT 52 NB SAT RUN: RT 300 AT RT 52 NB SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	*	2.2	1.7	1.5	1.5	1.5	1.4	0.6	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.1	1.1
190.	*	2.2	1.7	1.6	1.5	1.5	1.4	0.6	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.1	1.1
192.	*	2.2	1.7	1.7	1.5	1.5	1.4	0.6	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.1	1.1
194.	*	2.2	1.7	1.7	1.5	1.5	1.4	0.6	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.1	1.1
196.	*	2.1	1.7	1.7	1.5	1.5	1.4	0.6	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.1	1.1
198.	*	2.3	1.8	1.7	1.5	1.5	1.4	0.6	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
200.	*	2.2	1.8	1.7	1.6	1.5	1.4	0.6	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
202.	*	2.2	1.8	1.7	1.7	1.5	1.4	0.6	0.3	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
204.	*	2.1	1.8	1.7	1.7	1.5	1.4	0.6	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
206.	*	2.1	1.8	1.7	1.7	1.5	1.4	0.6	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
208.	*	2.1	1.8	1.7	1.7	1.6	1.4	0.6	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
210.	*	2.1	1.8	1.7	1.7	1.7	1.5	0.5	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
212.	*	2.1	1.7	1.7	1.7	1.7	1.5	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
214.	*	2.0	1.7	1.7	1.7	1.7	1.5	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
216.	*	2.0	1.8	1.8	1.8	1.8	1.6	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
218.	*	2.1	1.8	1.8	1.9	1.9	1.9	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
220.	*	2.0	1.9	1.9	1.9	1.9	1.9	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
222.	*	2.0	2.0	1.9	1.9	1.9	1.9	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
224.	*	1.9	2.0	1.9	1.9	1.9	1.9	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
226.	*	1.9	2.0	1.9	1.9	1.9	1.9	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
228.	*	2.0	2.0	2.0	1.9	1.9	1.9	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
230.	*	1.9	2.1	2.0	1.9	1.9	1.9	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
232.	*	1.8	2.2	2.1	2.0	2.0	2.0	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
234.	*	1.8	2.2	2.2	2.0	2.0	2.0	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
236.	*	1.8	2.1	2.1	2.1	2.0	2.0	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
238.	*	1.9	2.2	2.1	2.2	2.0	2.0	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
240.	*	1.9	2.2	2.2	2.2	2.0	2.0	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.4
242.	*	1.8	2.3	2.3	2.2	2.1	2.1	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.4
244.	*	1.7	2.2	2.3	2.3	2.3	2.2	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.5
246.	*	1.7	2.2	2.3	2.3	2.3	2.2	0.6	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	1.4	1.4
248.	*	1.7	2.2	2.4	2.3	2.4	2.1	0.5	0.3	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	1.4	1.4
250.	*	1.8	2.2	2.4	2.3	2.3	2.1	0.6	0.3	0.3	0.2	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.1	1.4	1.4
252.	*	1.7	2.3	2.3	2.4	2.4	2.1	0.5	0.3	0.3	0.4	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.1	1.4	1.4
254.	*	1.8	2.3	2.4	2.4	2.2	2.1	0.6	0.3	0.4	0.5	0.5	0.5	0.2	0.2	0.2	0.2	0.1	0.1	1.3	1.4
256.	*	1.8	2.2	2.3	2.4	2.1	2.1	0.7	0.5	0.6	0.5	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2	1.2	1.4
258.	*	1.7	2.0	2.1	2.2	2.1	2.1	0.8	0.6	0.7	0.6	0.7	0.6	0.4	0.4	0.4	0.3	0.2	0.2	1.2	1.2
260.	*	1.5	1.8	2.0	1.9	2.1	2.1	0.9	0.8	0.7	0.8	0.7	0.7	0.5	0.5	0.4	0.4	0.3	0.3	1.1	1.2
262.	*	1.5	1.6	1.9	2.0	2.0	2.1	1.0	0.9	0.9	0.8	1.0	1.0	0.5	0.5	0.5	0.5	0.5	0.3	1.0	1.2
264.	*	1.3	1.6	1.8	1.7	1.8	1.8	1.1	1.0	1.0	1.0	1.2	1.0	0.6	0.6	0.6	0.6	0.5	0.5	1.0	1.0
266.	*	1.2	1.4	1.8	1.7	1.7	1.7	1.2	1.1	1.1	1.4	1.2	1.1	0.8	0.8	0.8	0.6	0.6	0.6	0.8	1.0
268.	*	1.1	1.4	1.4	1.6	1.5	1.6	1.3	1.2	1.3	1.4	1.3	1.3	0.9	0.9	0.9	0.8	0.7	0.6	0.7	0.8
270.	*	1.0	1.1	1.3	1.5	1.3	1.5	1.6	1.5	1.4	1.6	1.5	1.6	1.1	1.0	0.9	0.9	0.9	0.7	0.7	0.7
272.	*	0.9	1.0	1.1	1.2	1.3	1.3	1.7	1.5	1.7	1.6	1.7	1.6	1.2	1.1	1.1	1.0	0.9	0.9	0.5	0.7
274.	*	0.7	0.9	0.9	0.9	1.2	1.2	1.8	1.7	1.8	1.8	1.8	1.9	1.2	1.2	1.2	1.2	1.0	1.0	0.5	0.5
276.	*	0.7	0.8	0.8	0.8	0.9	0.9	1.9	1.7	1.9	2.1	1.9	2.1	1.4	1.4	1.3	1.2	1.2	1.0	0.4	0.4
278.	*	0.5	0.7	0.6	0.6	0.6	0.7	2.0	1.8	1.9	2.0	2.1	2.1	1.5	1.4	1.4	1.4	1.2	1.2	0.4	0.4
280.	*	0.4	0.5	0.5	0.6	0.5	0.6	2.1	1.9	2.1	2.0	2.1	2.2	1.6	1.5	1.5	1.4	1.3	1.2	0.2	0.3
282.	*	0.4	0.4	0.5	0.5	0.5	0.5	2.2	2.1	2.2	2.2	2.1	2.5	1.6	1.6	1.5	1.5	1.4	1.3	0.2	0.2
284.	*	0.3	0.3	0.3	0.4	0.4	0.4	2.2	2.2	2.2	2.1	2.4	2.3	1.7	1.6	1.6	1.5	1.5	1.4	0.1	0.1
286.	*	0.2	0.1	0.2	0.2	0.2	0.1	2.2	2.3	2.2	2.2	2.4	2.3	1.7	1.6	1.6	1.6	1.5	1.4	0.1	0.1
288.	*	0.1	0.1	0.2	0.2	0.1	0.1	2.2	2.2	2.1	2.2	2.3	2.3	1.7	1.6	1.6	1.6	1.6	1.5	0.1	0.1
290.	*	0.1	0.1	0.1	0.1	0.1	0.1	2.1	2.2	2.1	2.2	2.3	2.5	1.6	1.6	1.6	1.6	1.6	1.4	0.1	0.1

JOB: RT 300 AT RT 52 NB SAT RUN: RT 300 AT RT 52 NB SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	0.1	0.0	0.0	0.0	0.0	0.1	2.3	2.1	2.1	2.2	2.3	2.5	1.6	1.6	1.6	1.6	1.6	1.4	0.0	0.0
294.	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2	2.0	2.1	2.3	2.4	1.6	1.6	1.6	1.6	1.5	1.5	0.0	0.0
296.	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2.1	2.0	2.1	2.2	2.3	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0
298.	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.0	2.0	2.0	2.0	2.1	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0
300.	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.0	2.0	2.0	2.0	2.1	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0
302.	0.0	0.0	0.0	0.0	0.0	0.0	2.1	1.9	1.9	1.9	2.0	2.1	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0
304.	0.0	0.0	0.0	0.0	0.0	0.0	2.2	1.9	1.9	1.9	2.0	2.1	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0
306.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.8	1.9	1.9	2.0	2.0	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0
308.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.8	1.8	1.9	1.9	2.0	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0
310.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.8	1.7	1.8	1.8	1.9	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0
312.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.7	1.8	1.8	1.8	1.8	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0
314.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.8	1.8	1.8	1.8	1.8	1.3	1.3	1.3	1.3	1.3	1.3	0.0	0.0
316.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.8	1.7	1.8	1.8	1.8	1.2	1.2	1.2	1.2	1.2	1.2	0.0	0.0
318.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.8	1.7	1.8	1.8	1.8	1.2	1.2	1.2	1.2	1.2	1.2	0.0	0.0
320.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.7	1.7	1.8	1.8	1.8	1.2	1.2	1.2	1.2	1.2	1.2	0.0	0.0
322.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.6	1.6	1.7	1.7	1.7	1.2	1.2	1.2	1.2	1.2	1.2	0.0	0.0
324.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.6	1.6	1.6	1.7	1.7	1.2	1.2	1.2	1.2	1.2	1.2	0.0	0.0
326.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.6	1.6	1.6	1.7	1.7	1.2	1.2	1.2	1.2	1.2	1.2	0.0	0.0
328.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.7	1.7	1.2	1.2	1.2	1.2	1.2	1.2	0.0	0.0
330.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.5	1.5	1.5	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
332.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.5	1.5	1.5	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
334.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.5	1.5	1.5	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
336.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.5	1.5	1.5	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
338.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.5	1.5	1.5	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
340.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
342.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
344.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
346.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
348.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
350.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
352.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
354.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
356.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
358.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
360.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
MAX	2.4	2.3	2.4	2.4	2.4	2.2	2.3	2.3	2.2	2.2	2.4	2.5	2.9	2.4	2.2	2.0	1.9	1.9	1.9	1.9
DEGR.	104	106	248	252	252	244	292	286	282	282	284	282	78	74	82	78	70	72	108	106

JOB: RT 300 AT RT 52 NB SAT RUN: RT 300 AT RT 52 NB SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
42.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
44.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
48.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
52.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
54.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
56.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
58.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
60.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
64.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
66.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
68.	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70.	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
72.	0.1	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
74.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
76.	0.3	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
78.	0.5	0.4	0.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
80.	0.5	0.6	0.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
82.	0.7	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

JOB: RT 300 AT RT 52 NB SAT RUN: RT 300 AT RT 52 NB SAT

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR)*	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84. *	0.9	0.8	0.9	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1
86. *	0.9	1.0	1.0	1.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1
88. *	1.2	1.2	1.2	1.2	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.3
90. *	1.3	1.3	1.3	1.4	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.3
92. *	1.4	1.3	1.5	1.6	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.5
94. *	1.5	1.5	1.6	1.7	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.1	0.5	0.5	0.1	0.0	0.0	0.0	0.5
96. *	1.5	1.8	1.7	1.9	0.0	0.0	0.0	0.2	0.5	0.0	0.0	0.0	0.1	0.5	0.5	0.1	0.0	0.0	0.0	0.5
98. *	1.7	1.8	1.8	2.0	0.0	0.0	0.0	0.3	0.7	0.0	0.0	0.0	0.1	0.5	0.5	0.1	0.0	0.0	0.0	0.7
100. *	1.7	2.0	1.8	2.0	0.0	0.0	0.1	0.3	0.8	0.0	0.0	0.0	0.3	0.7	0.7	0.3	0.0	0.0	0.0	0.8
102. *	1.9	2.0	2.0	2.1	0.0	0.0	0.1	0.4	0.8	0.0	0.0	0.1	0.3	0.8	0.8	0.3	0.1	0.0	0.0	0.8
104. *	1.9	2.0	2.1	2.1	0.0	0.0	0.3	0.5	0.8	0.0	0.0	0.1	0.4	0.8	0.8	0.4	0.1	0.0	0.0	0.8
106. *	1.9	2.1	2.1	2.2	0.0	0.1	0.3	0.5	0.8	0.0	0.0	0.1	0.5	0.8	0.8	0.5	0.1	0.0	0.0	0.8
108. *	1.9	2.0	2.1	2.3	0.0	0.1	0.3	0.5	1.0	0.0	0.0	0.3	0.5	0.8	0.8	0.5	0.3	0.0	0.0	1.0
110. *	1.9	1.9	2.0	2.1	0.0	0.2	0.4	0.5	1.0	0.0	0.1	0.3	0.5	0.8	0.8	0.5	0.3	0.1	0.0	1.0
112. *	1.9	1.9	2.1	2.2	0.1	0.3	0.4	0.7	1.0	0.0	0.1	0.3	0.5	1.0	1.0	0.5	0.3	0.1	0.0	1.0
114. *	1.8	1.8	1.9	2.1	0.1	0.3	0.5	0.7	1.0	0.0	0.3	0.4	0.7	1.0	1.0	0.7	0.4	0.3	0.0	1.0
116. *	1.6	1.9	1.8	2.2	0.1	0.3	0.5	0.7	1.2	0.1	0.3	0.4	0.7	1.0	1.0	0.7	0.4	0.3	0.1	1.2
118. *	1.5	1.8	1.9	2.1	0.3	0.4	0.5	0.7	1.2	0.1	0.3	0.5	0.7	1.0	1.0	0.7	0.5	0.3	0.1	1.2
120. *	1.5	1.7	1.9	2.0	0.3	0.4	0.5	0.7	1.1	0.2	0.3	0.5	0.7	1.0	1.0	0.7	0.5	0.3	0.2	1.1
122. *	1.5	1.7	1.7	1.9	0.3	0.4	0.5	0.7	0.9	0.3	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.3	0.9
124. *	1.5	1.5	1.6	1.8	0.3	0.4	0.5	0.7	0.9	0.3	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.3	0.9
126. *	1.5	1.5	1.5	1.9	0.4	0.4	0.5	0.7	0.8	0.3	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.3	0.8
128. *	1.5	1.4	1.5	1.8	0.4	0.4	0.5	0.7	0.8	0.3	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.3	0.8
130. *	1.4	1.4	1.6	1.6	0.4	0.4	0.5	0.7	0.8	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.8
132. *	1.4	1.4	1.5	1.7	0.4	0.4	0.5	0.7	0.8	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.8
134. *	1.4	1.4	1.6	1.8	0.4	0.4	0.5	0.7	0.9	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.9
136. *	1.4	1.4	1.5	1.9	0.4	0.4	0.5	0.7	0.8	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.9
138. *	1.4	1.4	1.5	1.9	0.4	0.4	0.5	0.7	0.8	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.8
140. *	1.4	1.4	1.5	1.7	0.4	0.4	0.5	0.7	0.9	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.9
142. *	1.4	1.4	1.5	1.6	0.4	0.4	0.5	0.7	1.0	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.9
144. *	1.4	1.4	1.5	1.7	0.4	0.4	0.5	0.6	0.9	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.9
146. *	1.3	1.3	1.4	1.6	0.4	0.4	0.5	0.5	0.9	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.9
148. *	1.3	1.3	1.4	1.7	0.4	0.4	0.5	0.5	0.9	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.9
150. *	1.3	1.3	1.4	1.7	0.4	0.4	0.4	0.6	0.9	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.9
152. *	1.3	1.3	1.4	1.7	0.4	0.4	0.4	0.6	0.9	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.9
154. *	1.3	1.3	1.4	1.6	0.4	0.4	0.4	0.7	0.9	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	0.9
156. *	1.3	1.3	1.4	1.6	0.4	0.4	0.5	0.8	1.1	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	1.0
158. *	1.2	1.3	1.4	1.7	0.4	0.4	0.5	0.8	1.1	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	1.1
160. *	1.1	1.2	1.4	1.7	0.4	0.4	0.7	0.8	1.1	0.4	0.4	0.5	0.7	0.8	0.8	0.7	0.5	0.4	0.4	1.2
162. *	1.2	1.3	1.4	1.7	0.4	0.5	0.8	0.8	1.0	0.4	0.4	0.5	0.6	0.8	0.8	0.6	0.5	0.4	0.4	1.1
164. *	1.1	1.3	1.4	1.7	0.4	0.6	0.8	0.8	1.1	0.4	0.4	0.5	0.6	0.9	0.8	0.6	0.5	0.4	0.4	1.1
166. *	1.1	1.3	1.4	1.7	0.5	0.8	0.8	0.8	1.0	0.4	0.4	0.5	0.6	0.9	0.9	0.6	0.5	0.4	0.4	1.0
168. *	1.1	1.2	1.3	1.6	0.6	0.7	0.8	0.8	1.0	0.4	0.4	0.5	0.6	0.9	0.9	0.6	0.6	0.4	0.4	1.0
170. *	1.1	1.2	1.3	1.6	0.6	0.6	0.6	0.7	1.1	0.4	0.5	0.5	0.6	0.9	0.9	0.6	0.5	0.5	0.4	1.1
172. *	1.1	1.2	1.3	1.6	0.5	0.5	0.5	0.7	1.0	0.5	0.5	0.6	0.7	1.0	1.0	0.7	0.6	0.5	0.5	1.0
174. *	1.1	1.1	1.3	1.6	0.4	0.4	0.4	0.7	1.1	0.6	0.6	0.6	0.7	1.0	1.0	0.7	0.6	0.6	0.6	1.1
176. *	1.0	1.0	1.2	1.6	0.4	0.4	0.4	0.7	1.1	0.6	0.6	0.6	0.7	1.1	1.1	0.7	0.6	0.6	0.6	1.1
178. *	1.0	1.0	1.1	1.4	0.4	0.4	0.4	0.7	0.9	0.5	0.6	0.6	0.8	1.1	1.1	0.7	0.6	0.6	0.5	0.9
180. *	1.0	1.0	1.1	1.4	0.4	0.4	0.4	0.7	0.9	0.6	0.7	0.8	0.9	1.1	1.1	0.9	0.7	0.7	0.5	0.9
182. *	1.0	1.0	1.1	1.4	0.4	0.4	0.5	0.7	0.9	0.7	0.7	0.8	0.9	1.3	1.2	0.9	0.8	0.7	0.7	0.9
184. *	1.0	1.0	1.1	1.4	0.4	0.4	0.6	0.6	0.9	0.5	0.7	0.8	1.0	1.2	1.2	1.0	0.8	0.7	0.5	0.9

JOB: RT 300 AT RT 52 NB SAT

RUN: RT 300 AT RT 52 NB SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186.	*	1.1	1.1	1.1	1.4	0.3	0.4	0.6	0.6	0.9	0.5	0.5	0.8	1.0	1.2	1.2	1.0	0.8	0.6	0.5	0.9
188.	*	1.1	1.1	1.1	1.4	0.3	0.3	0.5	0.6	0.8	0.4	0.5	0.7	1.0	1.1	1.1	1.0	0.7	0.5	0.4	0.8
190.	*	1.1	1.1	1.1	1.2	0.2	0.3	0.5	0.5	0.7	0.4	0.4	0.5	0.9	1.1	1.1	0.9	0.5	0.4	0.4	0.7
192.	*	1.1	1.1	1.1	1.2	0.2	0.2	0.5	0.5	0.7	0.4	0.4	0.5	0.9	1.1	1.1	0.9	0.5	0.4	0.4	0.7
194.	*	1.1	1.1	1.1	1.2	0.2	0.2	0.4	0.5	0.7	0.3	0.4	0.4	0.8	1.2	1.1	0.8	0.4	0.4	0.3	0.7
196.	*	1.1	1.1	1.1	1.2	0.2	0.3	0.4	0.4	0.7	0.3	0.4	0.4	0.7	1.1	1.1	0.7	0.4	0.4	0.3	0.7
198.	*	1.1	1.1	1.1	1.2	0.2	0.3	0.4	0.4	0.6	0.3	0.3	0.5	0.7	1.2	1.2	0.6	0.4	0.3	0.3	0.6
200.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.6	1.1	1.1	0.6	0.4	0.3	0.2	0.6
202.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.2	0.4	0.6	1.0	1.0	0.6	0.4	0.2	0.2	0.6
204.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.2	0.5	0.5	1.0	1.0	0.6	0.5	0.2	0.2	0.6
206.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.2	0.4	0.5	0.9	1.0	0.5	0.4	0.2	0.2	0.6
208.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.5	0.9	0.9	0.5	0.4	0.3	0.2	0.6
210.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.5	0.8	0.9	0.5	0.4	0.3	0.2	0.6
212.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.4	0.7	0.8	0.4	0.4	0.3	0.2	0.6
214.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.4	0.7	0.7	0.4	0.4	0.3	0.2	0.6
216.	*	1.2	1.2	1.2	1.2	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.4	0.7	0.7	0.4	0.4	0.3	0.2	0.6
218.	*	1.2	1.2	1.2	1.2	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.4	0.7	0.7	0.4	0.4	0.3	0.2	0.6
220.	*	1.2	1.2	1.2	1.2	0.2	0.3	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.7	0.7	0.4	0.4	0.4	0.2	0.6
222.	*	1.2	1.2	1.2	1.2	0.2	0.4	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.7	0.7	0.4	0.4	0.4	0.2	0.6
224.	*	1.2	1.2	1.2	1.2	0.2	0.4	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.6	0.6	0.4	0.4	0.4	0.2	0.6
226.	*	1.2	1.2	1.2	1.2	0.2	0.3	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.6	0.6	0.4	0.4	0.4	0.2	0.6
228.	*	1.2	1.2	1.2	1.2	0.2	0.3	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.6	0.6	0.4	0.4	0.4	0.2	0.6
230.	*	1.2	1.2	1.2	1.2	0.2	0.3	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.6	0.6	0.4	0.4	0.4	0.2	0.6
232.	*	1.3	1.3	1.3	1.3	0.2	0.2	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.6	0.6	0.4	0.4	0.4	0.2	0.6
234.	*	1.3	1.3	1.3	1.3	0.2	0.2	0.4	0.4	0.6	0.2	0.3	0.4	0.4	0.6	0.6	0.4	0.4	0.3	0.2	0.6
236.	*	1.3	1.3	1.4	1.4	0.2	0.2	0.4	0.4	0.7	0.2	0.2	0.4	0.4	0.7	0.7	0.4	0.4	0.2	0.2	0.7
238.	*	1.4	1.4	1.4	1.4	0.2	0.2	0.4	0.4	0.7	0.2	0.2	0.4	0.4	0.7	0.7	0.4	0.4	0.2	0.2	0.7
240.	*	1.4	1.4	1.4	1.4	0.2	0.2	0.4	0.4	0.7	0.2	0.2	0.4	0.4	0.7	0.7	0.4	0.4	0.2	0.2	0.7
242.	*	1.4	1.5	1.5	1.5	0.2	0.2	0.4	0.4	0.7	0.2	0.2	0.4	0.4	0.7	0.7	0.4	0.4	0.2	0.2	0.7
244.	*	1.5	1.5	1.5	1.5	0.1	0.2	0.3	0.4	0.7	0.2	0.2	0.4	0.4	0.7	0.7	0.4	0.4	0.2	0.2	0.7
246.	*	1.5	1.5	1.5	1.5	0.0	0.2	0.2	0.4	0.7	0.2	0.2	0.3	0.4	0.7	0.7	0.4	0.3	0.2	0.2	0.7
248.	*	1.5	1.5	1.5	1.5	0.0	0.2	0.2	0.4	0.7	0.1	0.2	0.2	0.4	0.7	0.7	0.4	0.2	0.2	0.1	0.7
250.	*	1.5	1.5	1.5	1.5	0.0	0.1	0.2	0.4	0.7	0.0	0.2	0.2	0.4	0.7	0.7	0.4	0.2	0.2	0.0	0.7
252.	*	1.4	1.5	1.5	1.6	0.0	0.0	0.2	0.4	0.6	0.0	0.2	0.2	0.4	0.7	0.7	0.4	0.2	0.2	0.0	0.6
254.	*	1.4	1.5	1.5	1.6	0.0	0.0	0.2	0.3	0.6	0.0	0.1	0.2	0.4	0.6	0.6	0.4	0.2	0.1	0.0	0.6
256.	*	1.4	1.4	1.5	1.5	0.0	0.0	0.2	0.2	0.6	0.0	0.0	0.2	0.3	0.6	0.6	0.3	0.2	0.0	0.0	0.6
258.	*	1.4	1.4	1.4	1.4	0.0	0.0	0.1	0.2	0.5	0.0	0.0	0.2	0.2	0.6	0.6	0.2	0.2	0.0	0.0	0.5
260.	*	1.2	1.4	1.4	1.4	0.0	0.0	0.0	0.2	0.5	0.0	0.0	0.1	0.2	0.5	0.5	0.2	0.1	0.0	0.0	0.5
262.	*	1.2	1.2	1.4	1.4	0.0	0.0	0.0	0.2	0.4	0.0	0.0	0.0	0.2	0.5	0.5	0.2	0.0	0.0	0.0	0.4
264.	*	1.2	1.2	1.2	1.2	0.0	0.0	0.0	0.2	0.3	0.0	0.0	0.0	0.2	0.4	0.4	0.2	0.0	0.0	0.0	0.3
266.	*	1.0	1.0	1.1	1.2	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.2	0.3	0.3	0.2	0.0	0.0	0.0	0.3
268.	*	0.9	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.3
270.	*	0.8	0.9	0.9	0.9	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.2
272.	*	0.7	0.7	0.8	0.9	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.2
274.	*	0.5	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.1
276.	*	0.5	0.5	0.6	0.6	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1
278.	*	0.4	0.4	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
280.	*	0.4	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
282.	*	0.2	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
284.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
286.	*	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

JOB: RT 300 AT RT 52 NB SAT RUN: RT 300 AT RT 52 NB SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
290.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
292.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
294.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
296.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
298.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
300.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
302.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
304.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
306.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
308.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
312.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
314.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
316.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
318.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
320.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
322.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
324.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
326.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
328.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
330.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
332.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
334.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
336.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
338.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
340.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
342.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
344.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
346.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
348.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
350.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
352.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
354.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
356.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
358.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
360.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX	1.9	2.1	2.1	2.3	0.6	0.8	0.8	0.8	1.2	0.7	0.7	0.8	1.0	1.3	1.2	1.0	0.8	0.7	0.7	1.2
DEGR.	106	106	104	108	168	166	162	156	116	182	180	180	184	182	182	184	182	180	182	116

JOB: RT 300 AT RT 52 NB SAT

RUN: RT 300 AT RT 52 NB SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	*	0.0	0.0	0.0	0.0
2.	*	0.0	0.0	0.0	0.0
4.	*	0.0	0.0	0.0	0.0
6.	*	0.0	0.0	0.0	0.0
8.	*	0.0	0.0	0.0	0.0
10.	*	0.0	0.0	0.0	0.0
12.	*	0.0	0.0	0.0	0.0
14.	*	0.0	0.0	0.0	0.0
16.	*	0.0	0.0	0.0	0.0
18.	*	0.0	0.0	0.0	0.0
20.	*	0.0	0.0	0.0	0.0
22.	*	0.0	0.0	0.0	0.0
24.	*	0.0	0.0	0.0	0.0
26.	*	0.0	0.0	0.0	0.0
28.	*	0.0	0.0	0.0	0.0
30.	*	0.0	0.0	0.0	0.0
32.	*	0.0	0.0	0.0	0.0
34.	*	0.0	0.0	0.0	0.0
36.	*	0.0	0.0	0.0	0.0
38.	*	0.0	0.0	0.0	0.0
40.	*	0.0	0.0	0.0	0.0
42.	*	0.0	0.0	0.0	0.0
44.	*	0.0	0.0	0.0	0.0
46.	*	0.0	0.0	0.0	0.0
48.	*	0.0	0.0	0.0	0.0
50.	*	0.0	0.0	0.0	0.0
52.	*	0.0	0.0	0.0	0.0
54.	*	0.0	0.0	0.0	0.0
56.	*	0.0	0.0	0.0	0.0
58.	*	0.0	0.0	0.0	0.0
60.	*	0.0	0.0	0.0	0.0
62.	*	0.0	0.0	0.0	0.0
64.	*	0.0	0.0	0.0	0.0
66.	*	0.0	0.0	0.0	0.0
68.	*	0.0	0.0	0.0	0.0
70.	*	0.0	0.0	0.0	0.0
72.	*	0.0	0.0	0.0	0.0
74.	*	0.0	0.0	0.0	0.0
76.	*	0.0	0.0	0.0	0.0
78.	*	0.0	0.0	0.0	0.0
80.	*	0.0	0.0	0.0	0.0
82.	*	0.0	0.0	0.0	0.0

JOB: RT 300 AT RT 52 NB SAT

RUN: RT 300 AT RT 52 NB SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	0.0	0.0	0.0	0.0
86.	0.0	0.0	0.0	0.0
88.	0.0	0.0	0.0	0.0
90.	0.0	0.0	0.0	0.0
92.	0.1	0.0	0.0	0.0
94.	0.1	0.0	0.0	0.0
96.	0.2	0.0	0.0	0.0
98.	0.3	0.0	0.0	0.0
100.	0.3	0.1	0.0	0.0
102.	0.4	0.1	0.0	0.0
104.	0.5	0.3	0.0	0.0
106.	0.5	0.3	0.1	0.0
108.	0.5	0.3	0.1	0.0
110.	0.5	0.4	0.1	0.0
112.	0.7	0.4	0.3	0.1
114.	0.7	0.5	0.3	0.1
116.	0.7	0.5	0.3	0.1
118.	0.7	0.5	0.4	0.3
120.	0.7	0.5	0.4	0.3
122.	0.7	0.5	0.4	0.3
124.	0.7	0.5	0.4	0.3
126.	0.7	0.5	0.4	0.4
128.	0.7	0.5	0.4	0.4
130.	0.7	0.5	0.4	0.4
132.	0.7	0.5	0.4	0.4
134.	0.7	0.5	0.4	0.4
136.	0.7	0.5	0.4	0.4
138.	0.7	0.5	0.4	0.4
140.	0.7	0.5	0.4	0.4
142.	0.7	0.5	0.4	0.4
144.	0.6	0.5	0.4	0.4
146.	0.5	0.5	0.4	0.4
148.	0.5	0.5	0.4	0.4
150.	0.5	0.4	0.4	0.4
152.	0.6	0.4	0.4	0.4
154.	0.7	0.4	0.4	0.4
156.	0.8	0.4	0.4	0.4
158.	0.8	0.5	0.4	0.4
160.	0.8	0.7	0.4	0.4
162.	0.8	0.8	0.5	0.4
164.	0.8	0.8	0.6	0.4
166.	0.8	0.8	0.8	0.5
168.	0.8	0.8	0.7	0.6
170.	0.7	0.6	0.6	0.6
172.	0.7	0.5	0.5	0.5
174.	0.7	0.4	0.4	0.4
176.	0.7	0.4	0.4	0.4
178.	0.7	0.4	0.4	0.4
180.	0.7	0.4	0.4	0.4
182.	0.7	0.5	0.4	0.4
184.	0.6	0.6	0.4	0.4

JOB: RT 300 AT RT 52 NB SAT

RUN: RT 300 AT RT 52 NB SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	0.6	0.6	0.4	0.3
188.	0.6	0.5	0.3	0.3
190.	0.5	0.5	0.3	0.2
192.	0.5	0.5	0.2	0.2
194.	0.5	0.4	0.2	0.2
196.	0.4	0.4	0.3	0.2
198.	0.4	0.4	0.3	0.2
200.	0.4	0.4	0.3	0.2
202.	0.4	0.4	0.3	0.2
204.	0.4	0.4	0.3	0.2
206.	0.4	0.4	0.3	0.2
208.	0.4	0.4	0.3	0.2
210.	0.4	0.4	0.3	0.2
212.	0.4	0.4	0.3	0.2
214.	0.4	0.4	0.3	0.2
216.	0.4	0.4	0.3	0.2
218.	0.4	0.4	0.3	0.2
220.	0.4	0.4	0.3	0.2
222.	0.4	0.4	0.4	0.2
224.	0.4	0.4	0.4	0.2
226.	0.4	0.4	0.3	0.2
228.	0.4	0.4	0.3	0.2
230.	0.4	0.4	0.3	0.2
232.	0.4	0.4	0.2	0.2
234.	0.4	0.4	0.2	0.2
236.	0.4	0.4	0.2	0.2
238.	0.4	0.4	0.2	0.2
240.	0.4	0.4	0.2	0.2
242.	0.4	0.4	0.2	0.2
244.	0.4	0.3	0.2	0.1
246.	0.4	0.2	0.2	0.0
248.	0.4	0.2	0.2	0.0
250.	0.4	0.2	0.1	0.0
252.	0.4	0.2	0.0	0.0
254.	0.3	0.2	0.0	0.0
256.	0.2	0.2	0.0	0.0
258.	0.2	0.1	0.0	0.0
260.	0.2	0.0	0.0	0.0
262.	0.2	0.0	0.0	0.0
264.	0.2	0.0	0.0	0.0
266.	0.1	0.0	0.0	0.0
268.	0.0	0.0	0.0	0.0
270.	0.0	0.0	0.0	0.0
272.	0.0	0.0	0.0	0.0
274.	0.0	0.0	0.0	0.0
276.	0.0	0.0	0.0	0.0
278.	0.0	0.0	0.0	0.0
280.	0.0	0.0	0.0	0.0
282.	0.0	0.0	0.0	0.0
284.	0.0	0.0	0.0	0.0
286.	0.0	0.0	0.0	0.0

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	*	0.0	0.0	0.0	0.0
290.	*	0.0	0.0	0.0	0.0
292.	*	0.0	0.0	0.0	0.0
294.	*	0.0	0.0	0.0	0.0
296.	*	0.0	0.0	0.0	0.0
298.	*	0.0	0.0	0.0	0.0
300.	*	0.0	0.0	0.0	0.0
302.	*	0.0	0.0	0.0	0.0
304.	*	0.0	0.0	0.0	0.0
306.	*	0.0	0.0	0.0	0.0
308.	*	0.0	0.0	0.0	0.0
310.	*	0.0	0.0	0.0	0.0
312.	*	0.0	0.0	0.0	0.0
314.	*	0.0	0.0	0.0	0.0
316.	*	0.0	0.0	0.0	0.0
318.	*	0.0	0.0	0.0	0.0
320.	*	0.0	0.0	0.0	0.0
322.	*	0.0	0.0	0.0	0.0
324.	*	0.0	0.0	0.0	0.0
326.	*	0.0	0.0	0.0	0.0
328.	*	0.0	0.0	0.0	0.0
330.	*	0.0	0.0	0.0	0.0
332.	*	0.0	0.0	0.0	0.0
334.	*	0.0	0.0	0.0	0.0
336.	*	0.0	0.0	0.0	0.0
338.	*	0.0	0.0	0.0	0.0
340.	*	0.0	0.0	0.0	0.0
342.	*	0.0	0.0	0.0	0.0
344.	*	0.0	0.0	0.0	0.0
346.	*	0.0	0.0	0.0	0.0
348.	*	0.0	0.0	0.0	0.0
350.	*	0.0	0.0	0.0	0.0
352.	*	0.0	0.0	0.0	0.0
354.	*	0.0	0.0	0.0	0.0
356.	*	0.0	0.0	0.0	0.0
358.	*	0.0	0.0	0.0	0.0
360.	*	0.0	0.0	0.0	0.0
MAX	*	0.8	0.8	0.8	0.6
DEGR.	*	156	162	166	168

THE HIGHEST CONCENTRATION OF 2.90 PPM OCCURRED AT RECEPTOR REC13.

JOB: RT 300 AT RT 52 BD SAT RUN: RT 300 AT RT 52 BD SAT

DATE : 10/13/ 5
TIME : 15:10: 6

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 SB 300 TO 52	500.0	12.0	12.0	12.0	488.	270.	AG	872.	19.6	0.0	24.0		
2. F2 SB 300 PAST 52	12.0	12.0	-500.0	12.0	512.	270.	AG	930.	19.6	0.0	24.0		
3. F3 NB 300 TO 52	-500.0	-12.0	12.0	-12.0	512.	90.	AG	959.	19.6	0.0	24.0		
4. F4 NB 300 PAST 52	12.0	-12.0	500.0	-12.0	488.	90.	AG	777.	19.6	0.0	24.0		
5. F5 WB 52 TO 300	12.0	-500.0	12.0	12.0	512.	360.	AG	422.	19.6	0.0	24.0		
6. F6 WB 52 PAST 200	12.0	12.0	500.0	-12.0	489.	93.	AG	607.	19.6	0.0	24.0		
7. F7 EB 52 TO 300	500.0	-12.0	-12.0	-12.0	512.	270.	AG	540.	19.6	0.0	24.0		
8. F8 EB 52 PAST 300	-12.0	12.0	-12.0	-500.0	512.	180.	AG	470.	19.6	0.0	24.0		
9. Q1 SB 300 TO 52 TR	39.0	12.0	221.3	12.1	182.	90.	AG	2.	100.0	0.0	12.0	0.82	9.3
10. Q2 SB 300 TO 52 L	39.0	0.0	91.8	0.0	53.	90.	AG	4.	100.0	0.0	12.0	0.37	2.7
11. Q3 WB 300 TO 52 TR	-39.0	-12.0	-204.0	-12.1	165.	270.	AG	2.	100.0	0.0	12.0	0.77	8.4
12. Q4 NB 300 TO 52 L	-39.0	0.0	-91.8	0.0	53.	270.	AG	8.	100.0	0.0	24.0	0.37	2.7
13. Q5 WB 52 TO 300	12.0	-39.0	12.0	-102.5	63.	180.	AG	6.	100.0	0.0	24.0	0.44	3.2
14. Q6 EB 52 TO 300	-12.0	39.0	-12.0	-42.2	81.	180.	AG	6.	100.0	0.0	24.0	0.61	4.1

JOB: RT 300 AT RT 52 BD SAT RUN: RT 300 AT RT 52 BD SAT

DATE : 10/13/ 5
TIME : 15:10: 6

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 SB 300 TO 52 TR	100	44	5.0	736	1832	1.99	1	3
10. Q2 SB 300 TO 52 L	100	71	5.0	136	1652	1.99	1	3
11. Q3 WB 300 TO 52 TR	100	44	5.0	686	1827	1.99	1	3
12. Q4 NB 300 TO 52 L	100	71	5.0	273	1652	1.99	1	3
13. Q5 WB 52 TO 300	100	55	5.0	422	1252	1.99	1	3
14. Q6 EB 52 TO 300	100	55	5.0	540	1166	1.99	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	32.0	31.0	6.0
2. REC 2	82.0	31.0	6.0
3. REC 3	132.0	31.0	6.0
4. REC 4	182.0	31.0	6.0
5. REC 5	232.0	31.0	6.0
6. REC 6	282.0	31.0	6.0
7. REC 7	32.0	-31.0	6.0
8. REC 8	82.0	-31.0	6.0
9. REC 9	132.0	-31.0	6.0
10. REC 10	182.0	-31.0	6.0
11. REC 11	232.0	-31.0	6.0
12. REC 12	282.0	-31.0	6.0
13. REC 13	-32.0	-31.0	6.0
14. REC 14	-82.0	-31.0	6.0
15. REC 15	-132.0	-31.0	6.0
16. REC 16	-182.0	-31.0	6.0
17. REC 17	-232.0	-31.0	6.0
18. REC 18	-282.0	-31.0	6.0
19. REC 19	-282.0	32.0	6.0
20. REC 20	-232.0	32.0	6.0
21. REC 21	-182.0	32.0	6.0
22. REC 22	-132.0	32.0	6.0
23. REC 23	-82.0	32.0	6.0
24. REC 24	-32.0	32.0	6.0
25. REC 25	-32.0	282.0	6.0
26. REC 26	-32.0	232.0	6.0
27. REC 27	-32.0	182.0	6.0
28. REC 28	-32.0	132.0	6.0
29. REC 29	-32.0	82.0	6.0
30. REC 30	31.0	282.0	6.0
31. REC 31	31.0	232.0	6.0
32. REC 32	31.0	182.0	6.0
33. REC 33	31.0	132.0	6.0
34. REC 34	31.0	82.0	6.0
35. REC 35	32.0	82.0	6.0
36. REC 36	32.0	132.0	6.0
37. REC 37	32.0	182.0	6.0
38. REC 38	32.0	232.0	6.0
39. REC 39	32.0	282.0	6.0

JOB: RT 300 AT RT 52 BD SAT RUN: RT 300 AT RT 52 BD SAT

DATE : 10/13/ 5
TIME : 15:10: 6

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
40. REC 40	-31.0	82.0	6.0
41. REC 41	-31.0	132.0	6.0
42. REC 42	-31.0	182.0	6.0
43. REC 43	-31.0	232.0	6.0
44. REC 44	-31.0	282.0	6.0

JOB: RT 300 AT RT 52 BD SAT RUN: RT 300 AT RT 52 BD SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
2.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0
4.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0
6.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0
8.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0
10.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0
12.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0
14.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
16.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0
18.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0
20.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.2	1.0	1.0	1.0	1.0	1.0	0.0	0.0
22.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0
24.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.1	1.0	1.0	1.0	1.0	1.0	0.0	0.0
26.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.2	1.0	1.0	1.0	1.0	1.0	0.0	0.0
28.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.2	1.0	1.0	1.0	1.0	1.0	0.0	0.0
30.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.4	1.4	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	0.0	0.0
32.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.4	1.4	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	0.0	0.0
34.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.4	1.4	1.4	1.4	1.4	1.5	1.0	1.0	1.0	1.0	1.0	0.0	0.0
36.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.6	1.6	1.6	1.6	1.5	1.6	1.0	1.0	1.0	1.0	1.0	0.0	0.0
38.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.6	1.6	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	0.0	0.0
40.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.6	1.6	1.6	1.6	1.6	1.6	1.0	1.1	1.1	1.1	1.1	0.0	0.0
42.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	0.0	0.0
44.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.8	1.1	1.1	1.1	1.1	1.1	0.0	0.0
46.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.7	1.8	1.1	1.1	1.1	1.1	1.1	0.0	0.0
48.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.7	1.8	1.1	1.1	1.1	1.1	1.1	0.0	0.0
50.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.7	1.9	1.2	1.1	1.1	1.1	1.1	0.0	0.0
52.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.7	1.9	1.2	1.1	1.1	1.1	1.1	0.0	0.0
54.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.7	1.9	1.3	1.1	1.1	1.1	1.1	0.0	0.0
56.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.8	2.1	1.3	1.1	1.2	1.2	1.2	0.0	0.0
58.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.8	2.1	1.5	1.3	1.2	1.2	1.2	0.0	0.0
60.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.9	1.8	1.8	1.7	1.8	2.1	1.6	1.3	1.2	1.2	1.2	0.0	0.0
62.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.9	1.9	1.9	1.9	2.0	2.2	1.6	1.4	1.2	1.2	1.2	0.0	0.0
64.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.9	1.9	1.9	2.0	2.0	2.4	1.6	1.5	1.3	1.2	1.2	0.0	0.0
66.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.9	1.9	1.9	2.0	2.0	2.4	1.6	1.5	1.3	1.3	1.3	0.0	0.0
68.	0.1	0.1	0.1	0.1	0.0	0.0	1.9	1.9	1.9	1.9	2.0	2.0	2.5	2.0	1.6	1.5	1.3	1.3	0.0	0.0
70.	0.1	0.1	0.1	0.1	0.1	0.1	1.9	1.9	1.9	1.9	2.0	2.0	2.4	2.0	1.6	1.7	1.6	1.4	0.1	0.0
72.	0.1	0.1	0.1	0.1	0.1	0.1	2.0	2.0	1.9	1.9	2.0	2.0	2.4	2.0	1.7	1.6	1.7	1.4	0.1	0.1
74.	0.2	0.1	0.1	0.1	0.1	0.1	2.0	2.0	1.9	1.9	2.0	1.9	2.6	1.8	1.8	1.6	1.7	1.6	0.1	0.1
76.	0.3	0.3	0.2	0.1	0.1	0.1	2.0	1.9	1.9	1.9	1.8	1.8	2.5	1.9	1.8	1.6	1.6	1.7	0.1	0.2
78.	0.3	0.3	0.3	0.2	0.2	0.2	1.9	1.9	1.9	1.9	1.8	1.6	2.5	2.0	1.9	1.6	1.5	1.7	0.3	0.3
80.	0.5	0.5	0.5	0.3	0.2	0.2	1.9	1.9	1.9	1.8	1.8	1.6	2.5	1.9	2.0	1.5	1.6	1.5	0.3	0.5
82.	0.7	0.6	0.5	0.5	0.5	0.2	1.9	1.8	1.8	1.6	1.6	1.5	2.4	1.9	1.8	1.6	1.5	1.5	0.7	0.8

JOB: RT 300 AT RT 52 BD SAT RUN: RT 300 AT RT 52 BD SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	0.8	0.8	0.7	0.6	0.5	0.5	1.8	1.6	1.6	1.6	1.5	1.4	2.2	1.8	1.8	1.5	1.4	1.4	0.8	0.8
86.	0.9	0.8	0.8	0.7	0.7	0.5	1.5	1.5	1.6	1.5	1.4	1.3	2.1	1.7	1.6	1.5	1.4	1.3	0.9	0.9
88.	1.1	1.0	0.9	0.9	0.7	0.7	1.5	1.4	1.3	1.3	1.2	1.0	2.0	1.6	1.6	1.3	1.4	1.2	0.9	1.0
90.	1.2	1.2	1.0	1.0	0.8	0.7	1.3	1.2	1.2	1.2	1.0	1.0	1.8	1.5	1.5	1.4	1.1	1.2	1.1	1.1
92.	1.4	1.3	1.2	1.1	1.0	0.8	1.2	1.1	1.1	1.0	1.0	0.9	1.7	1.3	1.2	1.3	1.1	1.0	1.2	1.2
94.	1.6	1.4	1.4	1.2	1.1	1.1	1.0	0.9	1.0	0.9	0.8	0.7	1.6	1.2	1.2	1.2	1.0	0.9	1.2	1.3
96.	1.6	1.6	1.5	1.4	1.1	1.1	0.7	0.7	0.7	0.7	0.7	0.7	1.3	1.0	0.9	0.9	0.9	1.0	1.4	1.4
98.	1.8	1.7	1.6	1.5	1.4	1.2	0.7	0.7	0.7	0.7	0.6	0.4	1.2	0.9	0.9	0.8	1.0	0.9	1.4	1.5
100.	1.8	1.7	1.7	1.6	1.5	1.3	0.6	0.6	0.6	0.5	0.4	0.4	1.1	0.8	0.8	0.8	0.8	0.7	1.5	1.4
102.	2.0	1.9	1.7	1.7	1.6	1.5	0.5	0.4	0.4	0.4	0.4	0.3	1.0	0.7	0.7	0.7	0.6	0.4	1.6	1.5
104.	2.0	2.0	1.8	1.7	1.6	1.6	0.3	0.2	0.2	0.2	0.2	0.2	0.7	0.5	0.5	0.5	0.4	0.3	1.6	1.6
106.	2.2	2.0	1.9	1.8	1.6	1.6	0.2	0.2	0.2	0.2	0.2	0.2	0.7	0.5	0.4	0.3	0.3	0.2	1.6	1.7
108.	2.1	2.0	2.0	1.9	1.7	1.6	0.2	0.2	0.2	0.2	0.1	0.1	0.7	0.3	0.3	0.3	0.3	0.2	1.5	1.7
110.	2.1	2.0	2.0	1.9	1.8	1.6	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.2	0.2	0.3	0.3	0.2	1.4	1.6
112.	2.1	2.0	2.0	1.9	1.9	1.6	0.1	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.2	1.3	1.6
114.	2.0	2.0	2.0	1.9	1.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.4
116.	2.0	2.0	1.9	1.9	1.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.4
118.	2.0	1.9	1.8	1.8	1.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.4
120.	1.9	1.9	1.8	1.8	1.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.2	1.3
122.	1.9	1.9	1.8	1.8	1.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.2	1.3
124.	1.9	1.9	1.8	1.8	1.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.2	1.3
126.	1.9	1.8	1.7	1.7	1.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.2	1.3
128.	1.8	1.7	1.7	1.7	1.7	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.2	1.3
130.	1.6	1.6	1.6	1.6	1.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.3	1.3
132.	1.5	1.5	1.5	1.5	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.3	1.3
134.	1.5	1.5	1.5	1.5	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.1	1.2
136.	1.5	1.5	1.5	1.5	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.1	1.2
138.	1.5	1.5	1.5	1.5	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.1	1.2
140.	1.5	1.5	1.5	1.4	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.1	1.2
142.	1.5	1.5	1.5	1.4	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.1	1.2
144.	1.5	1.5	1.4	1.4	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.1	1.2
146.	1.5	1.5	1.4	1.4	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.1	1.2
148.	1.5	1.5	1.4	1.4	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.0	1.1
150.	1.5	1.4	1.3	1.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.0	1.1
152.	1.4	1.4	1.3	1.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.0	0.0	1.0	1.1
154.	1.4	1.4	1.3	1.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.0	0.0	1.0	1.1
156.	1.4	1.3	1.3	1.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.1	0.0	0.0	0.9	0.9
158.	1.4	1.3	1.3	1.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.1	0.0	0.0	0.9	0.9
160.	1.4	1.3	1.3	1.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.1	0.0	0.0	0.9	0.9
162.	1.4	1.3	1.3	1.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.0	0.0	0.0	0.9	0.9
164.	1.5	1.3	1.3	1.3	1.3	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.1	0.0	0.0	0.0	0.9	0.9
166.	1.5	1.3	1.3	1.3	1.3	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.1	0.0	0.0	0.0	0.9	0.9
168.	1.4	1.3	1.3	1.3	1.3	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.1	0.0	0.0	0.0	0.9	0.9
170.	1.4	1.3	1.3	1.3	1.3	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.1	0.0	0.0	0.0	0.9	0.9
172.	1.6	1.3	1.3	1.3	1.3	1.3	0.2	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.9	0.9
174.	1.6	1.3	1.3	1.3	1.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.9	0.9
176.	1.7	1.3	1.3	1.3	1.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.9	0.9
178.	1.7	1.3	1.3	1.3	1.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.9	0.9
180.	1.8	1.4	1.3	1.3	1.3	1.3	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.9	0.9
182.	1.8	1.4	1.3	1.3	1.3	1.3	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.9	0.9
184.	1.9	1.5	1.3	1.3	1.3	1.3	0.5	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.9	0.9
186.	1.9	1.5	1.3	1.3	1.3	1.3	0.5	0.2	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.9	0.9

JOB: RT 300 AT RT 52 BD SAT RUN: RT 300 AT RT 52 BD SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	2.0	1.5	1.3	1.3	1.3	1.3	0.6	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.9	0.9
190.	1.9	1.5	1.4	1.3	1.3	1.3	0.6	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.9	0.9
192.	1.9	1.5	1.4	1.3	1.3	1.3	0.6	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.9	0.9
194.	1.9	1.5	1.5	1.3	1.3	1.3	0.6	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.9	0.9
196.	1.9	1.5	1.5	1.3	1.3	1.3	0.6	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.9	0.9
198.	1.8	1.5	1.5	1.3	1.3	1.3	0.6	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9
200.	1.8	1.5	1.5	1.4	1.3	1.3	0.6	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9
202.	2.0	1.6	1.5	1.5	1.3	1.3	0.6	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9
204.	2.0	1.6	1.5	1.5	1.3	1.3	0.6	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9
206.	1.9	1.6	1.5	1.5	1.3	1.3	0.6	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
208.	1.9	1.6	1.5	1.5	1.4	1.3	0.6	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
210.	1.7	1.5	1.5	1.5	1.5	1.3	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
212.	1.7	1.7	1.6	1.6	1.6	1.4	0.5	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
214.	1.9	1.7	1.6	1.6	1.6	1.4	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
216.	1.9	1.7	1.6	1.6	1.6	1.4	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
218.	1.9	1.7	1.6	1.6	1.6	1.4	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
220.	1.8	1.7	1.6	1.6	1.6	1.6	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
222.	1.8	1.8	1.6	1.6	1.6	1.6	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
224.	1.8	1.8	1.7	1.6	1.6	1.6	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
226.	1.6	1.8	1.7	1.6	1.6	1.6	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
228.	1.6	1.8	1.7	1.6	1.6	1.6	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
230.	1.7	1.8	1.7	1.7	1.6	1.7	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
232.	1.6	1.9	1.8	1.8	1.7	1.8	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
234.	1.6	1.9	1.9	1.8	1.8	1.8	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
236.	1.7	1.9	1.9	1.8	1.9	1.9	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
238.	1.7	1.9	1.9	1.8	2.0	1.9	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
240.	1.5	2.0	1.9	1.9	2.0	1.9	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
242.	1.6	2.1	2.0	1.9	2.0	1.9	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
244.	1.5	2.0	2.1	1.9	2.1	2.0	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
246.	1.5	1.8	2.1	2.0	2.0	2.0	0.4	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
248.	1.6	2.0	2.0	2.0	2.1	2.1	0.5	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.0	1.2	1.2
250.	1.5	2.0	2.1	2.1	2.1	2.1	0.5	0.3	0.2	0.2	0.3	0.2	0.1	0.1	0.1	0.1	0.1	0.1	1.2	1.2
252.	1.6	2.0	2.2	2.1	2.1	1.9	0.5	0.3	0.3	0.4	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.1	1.2	1.2
254.	1.6	2.0	2.0	2.1	2.1	1.9	0.5	0.3	0.4	0.5	0.5	0.3	0.1	0.1	0.1	0.1	0.1	0.1	1.2	1.2
256.	1.6	2.0	2.0	1.9	1.9	1.8	0.6	0.4	0.5	0.5	0.5	0.4	0.2	0.2	0.2	0.2	0.2	0.1	1.1	1.2
258.	1.4	1.7	1.8	1.8	1.9	1.8	0.7	0.6	0.6	0.6	0.6	0.5	0.3	0.3	0.2	0.2	0.2	0.2	1.0	1.1
260.	1.3	1.5	1.7	1.7	1.8	1.8	0.8	0.7	0.7	0.7	0.7	0.6	0.4	0.4	0.4	0.4	0.2	0.2	1.0	1.0
262.	1.3	1.4	1.6	1.7	1.8	1.8	0.9	0.8	0.7	0.8	0.8	0.8	0.5	0.5	0.4	0.4	0.4	0.3	0.9	1.0
264.	1.2	1.4	1.5	1.7	1.6	1.8	0.9	0.9	0.8	0.9	1.2	0.9	0.5	0.5	0.5	0.5	0.5	0.4	0.8	0.9
266.	1.0	1.2	1.4	1.4	1.6	1.6	1.1	1.0	1.1	1.1	1.2	0.9	0.7	0.7	0.6	0.5	0.5	0.5	0.8	0.8
268.	1.0	1.1	1.2	1.3	1.3	1.4	1.3	1.0	1.1	1.3	1.4	1.2	0.8	0.8	0.7	0.7	0.6	0.5	0.6	0.7
270.	0.9	1.0	1.0	1.2	1.2	1.3	1.4	1.4	1.2	1.6	1.3	1.3	0.8	0.8	0.8	0.8	0.7	0.6	0.5	0.7
272.	0.8	0.9	0.9	1.0	1.2	1.1	1.5	1.4	1.5	1.6	1.4	1.6	1.0	1.0	0.9	0.8	0.8	0.8	0.5	0.5
274.	0.7	0.8	0.8	0.8	0.9	1.0	1.5	1.4	1.8	1.6	1.7	1.7	1.1	1.0	1.0	1.0	0.9	0.8	0.4	0.5
276.	0.6	0.7	0.6	0.7	0.8	0.8	1.7	1.6	1.7	1.7	1.7	1.8	1.2	1.1	1.1	1.0	1.0	0.9	0.4	0.4
278.	0.5	0.5	0.6	0.6	0.5	0.7	1.7	1.7	1.8	1.7	1.8	2.0	1.3	1.2	1.1	1.1	1.1	0.9	0.2	0.4
280.	0.4	0.4	0.5	0.5	0.5	0.5	1.9	1.7	1.9	1.8	1.9	2.1	1.3	1.3	1.3	1.1	1.1	1.1	0.2	0.2
282.	0.3	0.4	0.3	0.4	0.5	0.5	2.0	1.8	1.9	1.8	2.1	2.0	1.3	1.3	1.3	1.3	1.1	1.1	0.2	0.2
284.	0.2	0.1	0.2	0.2	0.2	0.2	2.0	1.8	2.0	2.0	2.1	2.0	1.4	1.3	1.3	1.3	1.3	1.1	0.1	0.1
286.	0.1	0.1	0.2	0.2	0.2	0.1	2.0	2.0	2.0	2.1	2.0	2.1	1.4	1.4	1.3	1.3	1.3	1.2	0.1	0.1
288.	0.1	0.1	0.1	0.1	0.1	0.1	2.0	2.1	1.9	2.1	2.1	2.2	1.4	1.4	1.4	1.3	1.3	1.3	0.1	0.1
290.	0.1	0.1	0.0	0.0	0.1	0.1	1.9	2.0	1.8	2.1	2.1	2.2	1.4	1.4	1.4	1.3	1.3	1.2	0.1	0.1

JOB: RT 300 AT RT 52 BD SAT   RUN: RT 300 AT RT 52 BD SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	0.1	0.0	0.0	0.0	0.0	0.0	2.0	2.0	1.8	2.0	2.1	2.1	1.4	1.4	1.4	1.3	1.3	1.2	0.0	0.0
294.	0.0	0.0	0.0	0.0	0.0	0.0	2.1	1.8	1.8	2.1	2.0	2.0	1.4	1.4	1.4	1.4	1.2	1.2	0.0	0.0
296.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.9	1.8	2.0	2.0	2.0	1.3	1.3	1.3	1.3	1.2	1.2	0.0	0.0
298.	0.0	0.0	0.0	0.0	0.0	0.0	2.1	1.8	1.8	1.9	1.9	2.0	1.3	1.3	1.3	1.2	1.2	1.2	0.0	0.0
300.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.7	1.8	1.8	1.7	1.8	1.3	1.3	1.2	1.2	1.2	1.2	0.0	0.0
302.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.8	1.7	1.7	1.7	1.8	1.2	1.2	1.2	1.2	1.2	1.2	0.0	0.0
304.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.8	1.7	1.7	1.7	1.8	1.2	1.2	1.2	1.2	1.2	1.2	0.0	0.0
306.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.8	1.8	1.7	1.7	1.8	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
308.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.7	1.7	1.7	1.7	1.8	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
310.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.5	1.7	1.7	1.7	1.8	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
312.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.5	1.7	1.7	1.7	1.7	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
314.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.5	1.7	1.7	1.7	1.7	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
316.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.5	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
318.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.5	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
320.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.4	1.6	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
322.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.4	1.5	1.6	1.6	1.6	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
324.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.4	1.5	1.5	1.5	1.6	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
326.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
328.	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
330.	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
332.	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
334.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
336.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
338.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
340.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
342.	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.2	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
344.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.2	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
346.	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.2	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
348.	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.2	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
350.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
352.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
354.	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
356.	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
358.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
360.	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.4	1.4	1.4	1.4	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
MAX	2.2	2.1	2.2	2.1	2.1	2.1	2.1	2.1	2.0	2.1	2.1	2.2	2.6	2.0	2.0	1.7	1.7	1.7	1.6	1.7
DEGR.	106	242	252	250	244	248	294	288	284	286	282	288	74	68	80	70	72	76	102	106

JOB: RT 300 AT RT 52 BD SAT   RUN: RT 300 AT RT 52 BD SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
42.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
44.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
48.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
52.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
54.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
56.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
58.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
60.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
64.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
66.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
68.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70.	*	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
72.	*	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
74.	*	0.2	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
76.	*	0.2	0.3	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
78.	*	0.3	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
80.	*	0.5	0.5	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
82.	*	0.6	0.7	0.6	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84. *	0.8	0.7	0.8	0.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
86. *	0.9	0.8	0.9	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1
88. *	1.0	1.0	1.0	1.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
90. *	1.1	1.3	1.0	1.2	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.3
92. *	1.2	1.4	1.3	1.3	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.4
94. *	1.3	1.5	1.5	1.5	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.1	0.5	0.5	0.0	0.0	0.0	0.0	0.5
96. *	1.4	1.5	1.6	1.7	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.1	0.5	0.5	0.1	0.0	0.0	0.0	0.5
98. *	1.4	1.6	1.7	1.7	0.0	0.0	0.0	0.3	0.5	0.0	0.0	0.0	0.1	0.5	0.5	0.1	0.0	0.0	0.0	0.5
100. *	1.5	1.6	1.8	1.7	0.0	0.0	0.0	0.3	0.6	0.0	0.0	0.0	0.3	0.5	0.5	0.3	0.0	0.0	0.0	0.6
102. *	1.7	1.7	1.7	2.0	0.0	0.0	0.1	0.4	0.8	0.0	0.0	0.0	0.3	0.5	0.5	0.3	0.0	0.0	0.0	0.8
104. *	1.6	1.9	1.9	1.9	0.0	0.0	0.1	0.4	0.8	0.0	0.0	0.1	0.4	0.8	0.8	0.4	0.1	0.0	0.0	0.8
106. *	1.7	1.9	1.9	1.9	0.0	0.0	0.3	0.5	0.8	0.0	0.0	0.1	0.4	0.8	0.8	0.4	0.1	0.0	0.0	0.8
108. *	1.8	1.8	1.9	2.0	0.0	0.1	0.3	0.5	0.8	0.0	0.0	0.2	0.5	0.8	0.8	0.5	0.2	0.0	0.0	0.8
110. *	1.8	1.7	1.8	1.9	0.0	0.1	0.4	0.5	0.8	0.0	0.1	0.3	0.5	0.8	0.8	0.5	0.3	0.1	0.0	0.8
112. *	1.8	1.6	1.8	1.9	0.0	0.2	0.4	0.5	0.9	0.0	0.1	0.4	0.5	0.8	0.8	0.5	0.4	0.1	0.0	0.9
114. *	1.6	1.6	1.7	1.9	0.1	0.3	0.4	0.5	0.9	0.0	0.1	0.4	0.5	0.8	0.8	0.5	0.4	0.1	0.0	0.9
116. *	1.6	1.6	1.8	1.9	0.1	0.3	0.4	0.6	0.9	0.0	0.2	0.4	0.5	0.9	0.9	0.5	0.4	0.2	0.0	0.9
118. *	1.3	1.5	1.8	1.9	0.2	0.4	0.4	0.6	0.9	0.1	0.3	0.4	0.5	0.9	0.9	0.5	0.4	0.3	0.1	0.9
120. *	1.3	1.5	1.6	1.9	0.3	0.4	0.5	0.6	0.9	0.1	0.4	0.4	0.6	0.9	0.9	0.6	0.4	0.4	0.1	0.9
122. *	1.3	1.5	1.5	1.8	0.3	0.4	0.5	0.6	0.9	0.2	0.4	0.4	0.6	0.9	0.9	0.6	0.4	0.4	0.2	0.9
124. *	1.3	1.3	1.4	1.6	0.3	0.4	0.5	0.6	0.9	0.3	0.4	0.5	0.6	0.9	0.9	0.6	0.5	0.4	0.3	0.9
126. *	1.3	1.3	1.4	1.7	0.4	0.4	0.5	0.6	0.9	0.3	0.4	0.5	0.6	0.9	0.9	0.6	0.5	0.4	0.3	0.9
128. *	1.3	1.3	1.5	1.5	0.4	0.4	0.5	0.6	0.8	0.4	0.4	0.5	0.6	0.8	0.8	0.6	0.5	0.4	0.4	0.8
130. *	1.3	1.3	1.5	1.6	0.4	0.4	0.5	0.6	0.8	0.4	0.4	0.5	0.6	0.8	0.8	0.6	0.5	0.4	0.4	0.8
132. *	1.3	1.3	1.3	1.6	0.4	0.4	0.5	0.6	0.7	0.4	0.4	0.5	0.6	0.8	0.8	0.6	0.5	0.4	0.4	0.7
134. *	1.2	1.2	1.3	1.7	0.4	0.4	0.5	0.6	0.8	0.4	0.4	0.5	0.6	0.8	0.8	0.6	0.5	0.4	0.4	0.7
136. *	1.2	1.2	1.2	1.7	0.4	0.4	0.5	0.6	0.8	0.4	0.4	0.5	0.6	0.8	0.8	0.6	0.5	0.4	0.4	0.8
138. *	1.2	1.2	1.3	1.6	0.4	0.4	0.5	0.5	0.7	0.4	0.4	0.5	0.6	0.8	0.8	0.6	0.5	0.4	0.4	0.7
140. *	1.2	1.2	1.3	1.6	0.4	0.4	0.4	0.5	0.8	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	0.8
142. *	1.2	1.2	1.3	1.6	0.4	0.4	0.4	0.5	0.8	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	0.8
144. *	1.2	1.2	1.3	1.6	0.4	0.4	0.4	0.5	0.8	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	0.7
146. *	1.2	1.2	1.3	1.5	0.4	0.4	0.4	0.5	0.7	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	0.7
148. *	1.2	1.2	1.3	1.6	0.4	0.4	0.4	0.4	0.8	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	0.8
150. *	1.2	1.2	1.3	1.6	0.4	0.4	0.4	0.4	0.9	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	0.9
152. *	1.2	1.2	1.3	1.5	0.4	0.4	0.4	0.6	0.9	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	0.9
154. *	1.2	1.2	1.3	1.4	0.4	0.4	0.4	0.6	0.9	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	0.9
156. *	1.1	1.1	1.2	1.4	0.4	0.4	0.4	0.8	0.9	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	0.9
158. *	1.0	1.1	1.2	1.5	0.4	0.4	0.5	0.8	0.9	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	0.9
160. *	1.0	1.1	1.2	1.6	0.4	0.4	0.7	0.8	1.0	0.4	0.4	0.4	0.5	0.7	0.7	0.5	0.4	0.4	0.4	1.0
162. *	1.0	1.1	1.2	1.6	0.4	0.5	0.7	0.8	1.0	0.4	0.4	0.4	0.5	0.7	0.7	0.5	0.4	0.4	0.4	1.0
164. *	0.9	1.1	1.2	1.6	0.5	0.6	0.8	0.7	0.9	0.4	0.4	0.4	0.5	0.8	0.7	0.5	0.4	0.4	0.4	0.9
166. *	0.9	1.1	1.2	1.6	0.4	0.6	0.7	0.7	0.9	0.4	0.4	0.4	0.6	0.8	0.8	0.5	0.4	0.4	0.4	0.9
168. *	0.9	1.0	1.1	1.5	0.4	0.7	0.7	0.6	0.9	0.4	0.4	0.5	0.6	0.8	0.8	0.6	0.4	0.4	0.4	0.9
170. *	0.9	1.0	1.1	1.5	0.4	0.5	0.6	0.6	0.9	0.4	0.5	0.5	0.6	0.8	0.8	0.6	0.5	0.5	0.4	0.9
172. *	0.9	1.0	1.1	1.5	0.4	0.4	0.4	0.6	0.9	0.5	0.5	0.6	0.7	0.9	0.9	0.7	0.6	0.5	0.5	1.0
174. *	0.9	0.9	1.1	1.5	0.4	0.4	0.4	0.6	0.9	0.6	0.6	0.6	0.7	0.9	0.9	0.7	0.6	0.6	0.6	0.9
176. *	0.9	0.9	1.1	1.4	0.4	0.4	0.4	0.6	0.8	0.6	0.6	0.6	0.6	1.0	1.0	0.6	0.6	0.6	0.6	0.9
178. *	0.9	0.9	1.0	1.3	0.4	0.4	0.4	0.7	0.8	0.5	0.6	0.6	0.6	1.0	1.0	0.6	0.6	0.6	0.5	0.8
180. *	0.9	0.9	1.0	1.3	0.4	0.4	0.4	0.7	0.8	0.4	0.6	0.6	0.6	0.8	0.8	0.6	0.6	0.6	0.4	0.8
182. *	0.9	0.9	1.0	1.3	0.4	0.4	0.4	0.6	0.8	0.3	0.7	0.8	0.9	1.0	0.9	0.9	0.8	0.7	0.3	0.8
184. *	0.9	0.9	0.9	1.2	0.4	0.4	0.4	0.6	0.8	0.5	0.6	0.8	0.9	1.1	1.1	0.9	0.8	0.6	0.5	0.8

JOB: RT 300 AT RT 52 BD SAT RUN: RT 300 AT RT 52 BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186.	*	0.9	0.9	0.9	1.2	0.3	0.4	0.4	0.6	0.8	0.4	0.5	0.7	1.0	1.1	1.1	1.0	0.8	0.5	0.4	0.8
188.	*	0.9	0.9	0.9	1.2	0.3	0.3	0.3	0.6	0.7	0.4	0.4	0.6	0.9	1.1	1.1	0.9	0.6	0.4	0.4	0.7
190.	*	0.9	0.9	0.9	1.0	0.2	0.3	0.3	0.5	0.6	0.4	0.4	0.5	0.9	1.1	1.1	0.9	0.5	0.4	0.4	0.6
192.	*	0.9	0.9	0.9	1.0	0.2	0.2	0.3	0.5	0.6	0.4	0.4	0.4	0.8	1.0	1.0	0.9	0.4	0.4	0.4	0.6
194.	*	0.9	0.9	0.9	1.0	0.2	0.2	0.2	0.5	0.6	0.3	0.4	0.4	0.7	1.0	1.0	0.7	0.4	0.4	0.3	0.6
196.	*	0.9	0.9	0.9	1.0	0.2	0.2	0.3	0.4	0.6	0.3	0.4	0.4	0.6	1.0	1.0	0.6	0.4	0.4	0.3	0.6
198.	*	0.9	0.9	0.9	0.9	0.2	0.2	0.3	0.4	0.5	0.2	0.3	0.4	0.4	1.0	1.0	0.4	0.4	0.3	0.2	0.5
200.	*	0.9	0.9	0.9	0.9	0.2	0.2	0.3	0.4	0.5	0.2	0.3	0.3	0.5	1.0	1.1	0.4	0.3	0.3	0.2	0.5
202.	*	0.9	0.9	0.9	0.9	0.2	0.2	0.3	0.4	0.5	0.2	0.2	0.3	0.6	1.0	1.0	0.5	0.3	0.2	0.2	0.5
204.	*	0.9	0.9	0.9	0.9	0.2	0.2	0.3	0.4	0.5	0.2	0.2	0.3	0.5	0.9	1.0	0.5	0.3	0.2	0.2	0.5
206.	*	1.0	1.0	1.0	1.0	0.2	0.2	0.3	0.4	0.5	0.2	0.2	0.2	0.5	0.9	0.9	0.5	0.2	0.2	0.2	0.5
208.	*	1.0	1.0	1.0	1.0	0.2	0.2	0.3	0.4	0.5	0.2	0.2	0.2	0.5	0.7	0.8	0.5	0.2	0.2	0.2	0.5
210.	*	1.0	1.0	1.0	1.0	0.2	0.2	0.3	0.4	0.5	0.2	0.2	0.3	0.5	0.6	0.6	0.5	0.3	0.2	0.2	0.5
212.	*	1.0	1.0	1.0	1.0	0.2	0.2	0.3	0.4	0.5	0.2	0.2	0.3	0.4	0.5	0.6	0.4	0.3	0.2	0.2	0.5
214.	*	1.0	1.0	1.0	1.0	0.2	0.2	0.3	0.4	0.5	0.2	0.2	0.3	0.4	0.6	0.5	0.4	0.3	0.2	0.2	0.5
216.	*	1.0	1.0	1.0	1.0	0.2	0.2	0.3	0.4	0.5	0.2	0.2	0.3	0.4	0.6	0.6	0.4	0.3	0.2	0.2	0.5
218.	*	1.0	1.0	1.0	1.0	0.2	0.2	0.3	0.4	0.5	0.2	0.2	0.3	0.4	0.6	0.6	0.4	0.3	0.2	0.2	0.5
220.	*	1.0	1.0	1.0	1.0	0.2	0.2	0.4	0.4	0.5	0.2	0.2	0.4	0.4	0.6	0.6	0.4	0.4	0.2	0.2	0.5
222.	*	1.0	1.0	1.0	1.0	0.2	0.2	0.4	0.4	0.5	0.2	0.2	0.4	0.4	0.6	0.6	0.4	0.4	0.2	0.2	0.5
224.	*	1.0	1.0	1.0	1.0	0.2	0.2	0.4	0.4	0.6	0.2	0.2	0.4	0.4	0.6	0.6	0.4	0.4	0.2	0.2	0.6
226.	*	1.1	1.1	1.1	1.1	0.2	0.2	0.4	0.4	0.6	0.2	0.2	0.4	0.4	0.6	0.6	0.4	0.4	0.2	0.2	0.6
228.	*	1.1	1.1	1.1	1.1	0.2	0.2	0.4	0.4	0.6	0.2	0.2	0.4	0.4	0.6	0.6	0.4	0.4	0.2	0.2	0.6
230.	*	1.1	1.1	1.1	1.1	0.2	0.2	0.4	0.4	0.6	0.2	0.2	0.4	0.4	0.6	0.6	0.4	0.4	0.2	0.2	0.6
232.	*	1.1	1.1	1.1	1.1	0.2	0.2	0.4	0.4	0.6	0.2	0.2	0.4	0.4	0.6	0.6	0.4	0.4	0.2	0.2	0.6
234.	*	1.1	1.1	1.1	1.1	0.2	0.2	0.3	0.4	0.6	0.2	0.2	0.4	0.4	0.6	0.6	0.4	0.4	0.2	0.2	0.6
236.	*	1.1	1.1	1.1	1.1	0.2	0.2	0.3	0.4	0.6	0.2	0.2	0.4	0.4	0.6	0.6	0.4	0.4	0.2	0.2	0.6
238.	*	1.1	1.2	1.2	1.2	0.2	0.2	0.3	0.4	0.6	0.2	0.2	0.3	0.4	0.6	0.6	0.4	0.3	0.2	0.2	0.6
240.	*	1.3	1.3	1.3	1.3	0.2	0.2	0.3	0.4	0.6	0.2	0.2	0.3	0.4	0.6	0.6	0.4	0.3	0.2	0.2	0.6
242.	*	1.3	1.3	1.3	1.3	0.1	0.2	0.2	0.4	0.6	0.2	0.2	0.3	0.4	0.6	0.6	0.4	0.3	0.2	0.2	0.6
244.	*	1.3	1.3	1.3	1.3	0.1	0.2	0.2	0.4	0.6	0.2	0.2	0.3	0.4	0.6	0.6	0.4	0.3	0.2	0.2	0.6
246.	*	1.3	1.3	1.3	1.3	0.0	0.2	0.2	0.4	0.6	0.1	0.2	0.2	0.4	0.6	0.6	0.4	0.2	0.2	0.1	0.6
248.	*	1.3	1.3	1.3	1.3	0.0	0.1	0.2	0.4	0.6	0.0	0.2	0.2	0.4	0.6	0.6	0.4	0.2	0.2	0.0	0.6
250.	*	1.3	1.3	1.4	1.4	0.0	0.1	0.2	0.3	0.5	0.0	0.2	0.2	0.4	0.6	0.6	0.4	0.2	0.2	0.0	0.5
252.	*	1.2	1.4	1.4	1.4	0.0	0.0	0.2	0.3	0.5	0.0	0.1	0.2	0.3	0.6	0.6	0.3	0.2	0.1	0.0	0.5
254.	*	1.2	1.2	1.4	1.4	0.0	0.0	0.2	0.3	0.5	0.0	0.0	0.2	0.3	0.5	0.5	0.3	0.2	0.0	0.0	0.5
256.	*	1.2	1.2	1.3	1.4	0.0	0.0	0.1	0.2	0.5	0.0	0.0	0.2	0.3	0.5	0.5	0.3	0.2	0.0	0.0	0.5
258.	*	1.2	1.2	1.2	1.2	0.0	0.0	0.1	0.2	0.5	0.0	0.0	0.1	0.2	0.5	0.5	0.2	0.1	0.0	0.0	0.5
260.	*	1.1	1.2	1.2	1.2	0.0	0.0	0.0	0.2	0.4	0.0	0.0	0.1	0.2	0.5	0.5	0.2	0.1	0.0	0.0	0.4
262.	*	1.0	1.1	1.2	1.2	0.0	0.0	0.0	0.2	0.3	0.0	0.0	0.0	0.2	0.4	0.4	0.2	0.0	0.0	0.0	0.3
264.	*	1.0	1.0	1.0	1.1	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.2	0.3	0.3	0.2	0.0	0.0	0.0	0.3
266.	*	0.9	1.0	1.0	1.0	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.3
268.	*	0.8	0.8	0.9	0.9	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.2
270.	*	0.7	0.7	0.8	0.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.2
272.	*	0.6	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.1
274.	*	0.5	0.5	0.6	0.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1
276.	*	0.4	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1
278.	*	0.4	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
280.	*	0.3	0.3	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
282.	*	0.2	0.2	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
284.	*	0.1	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
286.	*	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

JOB: RT 300 AT RT 52 BD SAT RUN: RT 300 AT RT 52 BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) * CONCENTRATION (PPM)

WIND ANGLE (DEGR)	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
290.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
292.	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
294.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
296.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
298.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
300.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
302.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
304.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
306.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
308.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
312.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
314.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
316.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
318.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
320.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
322.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
324.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
326.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
328.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
330.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
332.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
334.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
336.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
338.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
340.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
342.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
344.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
346.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
348.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
350.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
352.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
354.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
356.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
358.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
360.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX	1.8	1.9	1.9	2.0	0.5	0.7	0.8	0.8	1.0	0.6	0.7	0.8	1.0	1.1	1.1	1.0	0.8	0.7	0.6	1.0
DEGR.	108	104	104	102	164	168	164	156	160	174	182	182	186	184	200	186	182	182	174	160

JOB: RT 300 AT RT 52 BD SAT

RUN: RT 300 AT RT 52 BD SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	0.0	0.0	0.0	0.0
2.	0.0	0.0	0.0	0.0
4.	0.0	0.0	0.0	0.0
6.	0.0	0.0	0.0	0.0
8.	0.0	0.0	0.0	0.0
10.	0.0	0.0	0.0	0.0
12.	0.0	0.0	0.0	0.0
14.	0.0	0.0	0.0	0.0
16.	0.0	0.0	0.0	0.0
18.	0.0	0.0	0.0	0.0
20.	0.0	0.0	0.0	0.0
22.	0.0	0.0	0.0	0.0
24.	0.0	0.0	0.0	0.0
26.	0.0	0.0	0.0	0.0
28.	0.0	0.0	0.0	0.0
30.	0.0	0.0	0.0	0.0
32.	0.0	0.0	0.0	0.0
34.	0.0	0.0	0.0	0.0
36.	0.0	0.0	0.0	0.0
38.	0.0	0.0	0.0	0.0
40.	0.0	0.0	0.0	0.0
42.	0.0	0.0	0.0	0.0
44.	0.0	0.0	0.0	0.0
46.	0.0	0.0	0.0	0.0
48.	0.0	0.0	0.0	0.0
50.	0.0	0.0	0.0	0.0
52.	0.0	0.0	0.0	0.0
54.	0.0	0.0	0.0	0.0
56.	0.0	0.0	0.0	0.0
58.	0.0	0.0	0.0	0.0
60.	0.0	0.0	0.0	0.0
62.	0.0	0.0	0.0	0.0
64.	0.0	0.0	0.0	0.0
66.	0.0	0.0	0.0	0.0
68.	0.0	0.0	0.0	0.0
70.	0.0	0.0	0.0	0.0
72.	0.0	0.0	0.0	0.0
74.	0.0	0.0	0.0	0.0
76.	0.0	0.0	0.0	0.0
78.	0.0	0.0	0.0	0.0
80.	0.0	0.0	0.0	0.0
82.	0.0	0.0	0.0	0.0

JOB: RT 300 AT RT 52 BD SAT

RUN: RT 300 AT RT 52 BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	0.0	0.0	0.0	0.0
86.	0.0	0.0	0.0	0.0
88.	0.0	0.0	0.0	0.0
90.	0.0	0.0	0.0	0.0
92.	0.0	0.0	0.0	0.0
94.	0.1	0.0	0.0	0.0
96.	0.1	0.0	0.0	0.0
98.	0.3	0.0	0.0	0.0
100.	0.3	0.0	0.0	0.0
102.	0.4	0.1	0.0	0.0
104.	0.4	0.1	0.0	0.0
106.	0.5	0.3	0.0	0.0
108.	0.5	0.3	0.1	0.0
110.	0.5	0.4	0.1	0.0
112.	0.5	0.4	0.2	0.0
114.	0.5	0.4	0.3	0.1
116.	0.6	0.4	0.3	0.1
118.	0.6	0.4	0.4	0.2
120.	0.6	0.5	0.4	0.2
122.	0.6	0.5	0.4	0.3
124.	0.6	0.5	0.4	0.3
126.	0.6	0.5	0.4	0.4
128.	0.6	0.5	0.4	0.4
130.	0.6	0.5	0.4	0.4
132.	0.6	0.5	0.4	0.4
134.	0.6	0.5	0.4	0.4
136.	0.6	0.5	0.4	0.4
138.	0.5	0.5	0.4	0.4
140.	0.5	0.4	0.4	0.4
142.	0.5	0.4	0.4	0.4
144.	0.5	0.4	0.4	0.4
146.	0.5	0.4	0.4	0.4
148.	0.4	0.4	0.4	0.4
150.	0.4	0.4	0.4	0.4
152.	0.6	0.4	0.4	0.4
154.	0.6	0.4	0.4	0.4
156.	0.8	0.4	0.4	0.4
158.	0.8	0.5	0.4	0.4
160.	0.8	0.6	0.4	0.4
162.	0.8	0.7	0.5	0.4
164.	0.8	0.8	0.6	0.5
166.	0.7	0.8	0.7	0.4
168.	0.7	0.7	0.7	0.4
170.	0.6	0.6	0.6	0.4
172.	0.6	0.4	0.4	0.4
174.	0.6	0.4	0.4	0.4
176.	0.6	0.4	0.4	0.4
178.	0.6	0.4	0.4	0.4
180.	0.7	0.4	0.4	0.4
182.	0.7	0.4	0.4	0.4
184.	0.6	0.4	0.4	0.4

JOB: RT 300 AT RT 52 BD SAT RUN: RT 300 AT RT 52 BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	0.6	0.4	0.4	0.3
188.	0.6	0.3	0.3	0.3
190.	0.5	0.3	0.3	0.2
192.	0.5	0.3	0.2	0.2
194.	0.5	0.2	0.2	0.2
196.	0.4	0.3	0.2	0.2
198.	0.4	0.3	0.2	0.2
200.	0.4	0.3	0.2	0.2
202.	0.4	0.3	0.2	0.2
204.	0.4	0.3	0.2	0.2
206.	0.4	0.3	0.2	0.2
208.	0.4	0.3	0.2	0.2
210.	0.4	0.3	0.2	0.2
212.	0.4	0.3	0.2	0.2
214.	0.4	0.3	0.2	0.2
216.	0.4	0.3	0.2	0.2
218.	0.4	0.3	0.2	0.2
220.	0.4	0.4	0.2	0.2
222.	0.4	0.4	0.2	0.2
224.	0.4	0.4	0.2	0.2
226.	0.4	0.4	0.2	0.2
228.	0.4	0.4	0.2	0.2
230.	0.4	0.4	0.2	0.2
232.	0.4	0.4	0.2	0.2
234.	0.4	0.3	0.2	0.2
236.	0.4	0.3	0.2	0.2
238.	0.4	0.3	0.2	0.2
240.	0.4	0.3	0.2	0.2
242.	0.4	0.2	0.2	0.1
244.	0.4	0.2	0.2	0.1
246.	0.4	0.2	0.2	0.0
248.	0.4	0.2	0.1	0.0
250.	0.3	0.2	0.1	0.0
252.	0.3	0.2	0.0	0.0
254.	0.3	0.2	0.0	0.0
256.	0.2	0.1	0.0	0.0
258.	0.2	0.1	0.0	0.0
260.	0.2	0.0	0.0	0.0
262.	0.2	0.0	0.0	0.0
264.	0.1	0.0	0.0	0.0
266.	0.1	0.0	0.0	0.0
268.	0.0	0.0	0.0	0.0
270.	0.0	0.0	0.0	0.0
272.	0.0	0.0	0.0	0.0
274.	0.0	0.0	0.0	0.0
276.	0.0	0.0	0.0	0.0
278.	0.0	0.0	0.0	0.0
280.	0.0	0.0	0.0	0.0
282.	0.0	0.0	0.0	0.0
284.	0.0	0.0	0.0	0.0
286.	0.0	0.0	0.0	0.0

JOB: RT 300 AT RT 52 BD SAT

RUN: RT 300 AT RT 52 BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	*	0.0	0.0	0.0	0.0
290.	*	0.0	0.0	0.0	0.0
292.	*	0.0	0.0	0.0	0.0
294.	*	0.0	0.0	0.0	0.0
296.	*	0.0	0.0	0.0	0.0
298.	*	0.0	0.0	0.0	0.0
300.	*	0.0	0.0	0.0	0.0
302.	*	0.0	0.0	0.0	0.0
304.	*	0.0	0.0	0.0	0.0
306.	*	0.0	0.0	0.0	0.0
308.	*	0.0	0.0	0.0	0.0
310.	*	0.0	0.0	0.0	0.0
312.	*	0.0	0.0	0.0	0.0
314.	*	0.0	0.0	0.0	0.0
316.	*	0.0	0.0	0.0	0.0
318.	*	0.0	0.0	0.0	0.0
320.	*	0.0	0.0	0.0	0.0
322.	*	0.0	0.0	0.0	0.0
324.	*	0.0	0.0	0.0	0.0
326.	*	0.0	0.0	0.0	0.0
328.	*	0.0	0.0	0.0	0.0
330.	*	0.0	0.0	0.0	0.0
332.	*	0.0	0.0	0.0	0.0
334.	*	0.0	0.0	0.0	0.0
336.	*	0.0	0.0	0.0	0.0
338.	*	0.0	0.0	0.0	0.0
340.	*	0.0	0.0	0.0	0.0
342.	*	0.0	0.0	0.0	0.0
344.	*	0.0	0.0	0.0	0.0
346.	*	0.0	0.0	0.0	0.0
348.	*	0.0	0.0	0.0	0.0
350.	*	0.0	0.0	0.0	0.0
352.	*	0.0	0.0	0.0	0.0
354.	*	0.0	0.0	0.0	0.0
356.	*	0.0	0.0	0.0	0.0
358.	*	0.0	0.0	0.0	0.0
360.	*	0.0	0.0	0.0	0.0
MAX	*	0.8	0.8	0.7	0.5
DEGR.	*	156	164	166	164

THE HIGHEST CONCENTRATION OF 2.60 PPM OCCURRED AT RECEPTOR REC13.

JOB: RT 300 AT SITE DRIVE EX SAT RUN: RT 300 AT SITE DRIVE EX SAT

DATE : 10/13/ 5
TIME : 15:10:38

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 NB 300 TO SITE	18.0	-500.0	18.0	0.0	500.	360.	AG	1624.	26.4	0.0	48.0		
2. F2 NB 300 PAST SITE	18.0	0.0	18.0	500.0	500.	360.	AG	1168.	26.4	0.0	48.0		
3. F3 SB 300 TO SITE	-18.0	500.0	-18.0	0.0	500.	180.	AG	1138.	26.4	0.0	48.0		
4. F4 SB 300 PAST SITE	-18.0	0.0	18.0	-500.0	501.	176.	AG	1425.	26.4	0.0	48.0		
5. F5 WB SITE TO 300	500.0	24.0	0.0	24.0	500.	270.	AG	1.	26.4	0.0	48.0		
6. F6 WB SITE PAST 300	0.0	12.0	-500.0	12.0	500.	270.	AG	494.	26.4	0.0	24.0		
7. F7 EB MALL TO 300	-500.0	-12.0	0.0	-12.0	500.	90.	AG	325.	26.4	0.0	24.0		
8. F8 EB MALL PAST 300	0.0	-12.0	500.0	-12.0	500.	90.	AG	1.	26.4	0.0	24.0		
9. Q1 NB 300 TO SITE R	30.0	-24.0	30.0	-24.2	0.	180.	AG	2.	100.0	0.0	12.0	0.00	0.0
10. Q2 NB 300 TO SITE T	18.0	-24.0	18.0	-123.0	99.	180.	AG	4.	100.0	0.0	24.0	0.26	5.0
11. Q3 NB 300 TO SITE L	6.0	-24.0	6.0	-161.1	137.	180.	AG	4.	100.0	0.0	12.0	0.61	7.0
12. Q4 SB 300 TO SITE R	-30.0	48.0	-30.0	59.4	11.	360.	AG	4.	100.0	0.0	12.0	0.06	0.6
13. Q5 SB 300 TO SITE T	-18.0	48.0	-18.0	240.5	192.	360.	AG	9.	100.0	0.0	24.0	0.45	9.8
14. Q6 SB 300 TO SITE L	-6.0	48.0	-6.0	48.3	0.	360.	AG	4.	100.0	0.0	12.0	0.01	0.0
15. Q7 WB SITE TO 300 R	36.0	42.0	36.3	42.0	0.	90.	AG	4.	100.0	0.0	12.0	0.00	0.0
16. Q8 WB SITE TO 300 T	36.0	30.0	36.3	30.0	0.	90.	AG	4.	100.0	0.0	12.0	0.00	0.0
17. Q9 WB SITE TO 300 L	36.0	12.0	36.3	12.0	0.	90.	AG	4.	100.0	0.0	12.0	0.00	0.0
18. Q10 EB MALL 300 LT	-36.0	-6.0	-36.3	-6.0	0.	270.	AG	4.	100.0	0.0	12.0	0.00	0.0
19. Q11 EB MALL TO 300 R	-36.0	-18.0	-517.4	-18.0	481.	270.	AG	4.	100.0	0.0	12.0	1.09	24.5

JOB: RT 300 AT SITE DRIVE EX SAT RUN: RT 300 AT SITE DRIVE EX SAT

DATE : 10/13/ 5
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ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 NB 300 TO SITE R	110	31	5.0	1	1538	2.80	1	3
10. Q2 NB 300 TO SITE T	110	31	5.0	1168	3445	2.80	1	3
11. Q3 NB 300 TO SITE L	110	55	5.0	456	1719	2.80	1	3
12. Q4 SB 300 TO SITE R	110	55	5.0	38	1538	2.80	1	3
13. Q5 SB 300 TO SITE T	110	64	5.0	1100	3445	2.80	1	3
14. Q6 SB 300 TO SITE L	110	64	5.0	1	274	2.80	1	3
15. Q7 WB SITE TO 300 R	110	64	5.0	1	1538	2.80	1	3
16. Q8 WB SITE TO 300 T	110	64	5.0	1	1810	2.80	1	3
17. Q9 WB SITE TO 300 L	110	64	5.0	1	1919	2.80	1	3
18. Q10 EB MALL 300 LT	110	64	5.0	1	1810	2.80	1	3
19. Q11 EB MALL TO 300 R	110	64	5.0	325	839	2.80	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	41.0	303.0	6.0
2. REC 2	41.0	253.0	6.0
3. REC 3	41.0	203.0	6.0
4. REC 4	41.0	153.0	6.0
5. REC 5	41.0	103.0	6.0
6. REC 6	41.0	53.0	6.0
7. REC 7	41.0	-29.0	6.0
8. REC 8	41.0	-79.0	6.0
9. REC 9	41.0	-129.0	6.0
10. REC 10	41.0	-179.0	6.0
11. REC 11	41.0	-229.0	6.0
12. REC 12	41.0	-279.0	6.0
13. REC 13	-41.0	279.0	6.0
14. REC 14	-41.0	229.0	6.0
15. REC 15	-41.0	179.0	6.0
16. REC 16	-41.0	129.0	6.0
17. REC 17	-41.0	79.0	6.0
18. REC 18	-41.0	29.0	6.0
19. REC 19	-41.0	-29.0	6.0
20. REC 20	-41.0	-79.0	6.0
21. REC 21	-41.0	-129.0	6.0
22. REC 22	-41.0	-179.0	6.0
23. REC 23	-41.0	-229.0	6.0
24. REC 24	-41.0	-279.0	6.0
25. REC 25	-291.0	29.0	6.0
26. REC 26	-241.0	29.0	6.0
27. REC 27	-191.0	29.0	6.0
28. REC 28	-141.0	29.0	6.0
29. REC 29	-91.0	29.0	6.0
30. REC 30	91.0	53.0	6.0
31. REC 31	141.0	53.0	6.0
32. REC 32	191.0	53.0	6.0
33. REC 33	241.0	53.0	6.0
34. REC 34	291.0	53.0	6.0

JOB: RT 300 AT SITE DRIVE EX SAT

RUN: RT 300 AT SITE DRIVE EX SAT

DATE : 10/13/ 5
TIME : 15:10:38

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
35. REC 35	-291.0	-29.0	6.0
36. REC 36	-241.0	-29.0	6.0
37. REC 37	-191.0	-29.0	6.0
38. REC 38	-141.0	-29.0	6.0
39. REC 39	-91.0	-29.0	6.0
40. REC 40	91.0	-29.0	6.0
41. REC 41	141.0	-29.0	6.0
42. REC 42	191.0	-29.0	6.0
43. REC 43	241.0	-29.0	6.0
44. REC 44	291.0	-29.0	6.0

JOB: RT 300 AT SITE DRIVE EX SAT RUN: RT 300 AT SITE DRIVE EX SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	1.3	1.5	1.5	1.6	1.7	1.8	2.1	2.3	2.5	2.6	2.7	2.7	1.3	1.5	1.5	1.7	1.7	1.8	2.5	2.2
2.	1.2	1.3	1.4	1.5	1.5	1.6	1.8	2.0	2.1	2.2	2.4	2.5	1.5	1.6	1.7	1.8	1.9	1.9	2.6	2.2
4.	1.1	1.1	1.2	1.3	1.4	1.4	1.6	1.9	1.8	2.0	2.1	2.3	1.5	1.7	1.8	1.9	2.0	2.1	2.8	2.3
6.	0.8	1.0	1.1	1.1	1.1	1.3	1.4	1.6	1.6	1.7	1.8	1.9	1.7	1.8	2.0	2.0	2.2	2.2	3.0	2.5
8.	0.7	0.9	0.9	1.0	1.0	1.0	1.2	1.4	1.5	1.4	1.5	1.7	1.8	1.9	2.1	2.2	2.2	2.3	3.0	2.6
10.	0.6	0.7	0.8	0.9	0.9	0.9	1.0	1.1	1.2	1.2	1.3	1.4	1.9	2.0	2.1	2.3	2.3	2.3	3.1	2.7
12.	0.6	0.6	0.6	0.6	0.8	0.8	0.9	0.9	1.1	1.0	1.1	1.2	1.9	2.1	2.2	2.3	2.3	2.4	3.1	2.8
14.	0.5	0.5	0.5	0.5	0.6	0.6	0.7	0.9	0.9	0.9	0.9	0.9	2.0	2.1	2.2	2.4	2.4	2.4	3.3	2.8
16.	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.7	0.6	0.7	0.7	2.0	2.2	2.2	2.4	2.4	2.5	3.2	2.8
18.	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.6	0.5	0.6	0.6	0.6	2.0	2.2	2.3	2.3	2.5	2.5	3.2	2.7
20.	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.5	0.5	0.5	0.4	2.1	2.2	2.3	2.3	2.4	2.4	3.1	2.9
22.	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.4	0.4	0.4	0.4	0.4	2.1	2.2	2.2	2.3	2.3	2.3	3.0	2.7
24.	0.2	0.2	0.2	0.2	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	2.0	2.2	2.2	2.3	2.3	2.3	3.1	2.7
26.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	2.1	2.1	2.3	2.3	2.3	2.3	2.9	2.7
28.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	2.1	2.1	2.2	2.2	2.2	2.2	2.8	2.6
30.	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	2.1	2.1	2.2	2.2	2.2	2.2	2.7	2.7
32.	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	2.0	2.0	2.0	2.2	2.2	2.1	2.6	2.5
34.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	2.0	2.0	2.0	2.0	2.1	2.1	2.7	2.5
36.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	2.0	2.0	2.0	2.0	2.0	2.0	2.7	2.5
38.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	1.9	2.0	2.0	2.0	2.0	1.9	2.7	2.3
40.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.9	1.9	1.9	2.7	2.3
42.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.9	1.9	1.9	2.6	2.4
44.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.9	1.9	1.8	2.6	2.2
46.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	1.8	1.8	1.8	1.8	1.8	1.8	2.5	2.2
48.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	1.8	1.8	1.8	1.8	1.8	1.8	2.4	2.2
50.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.8	1.8	1.8	1.8	1.8	1.8	2.5	2.1
52.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.8	1.8	1.8	1.8	1.8	1.8	2.4	2.1
54.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	1.8	2.4	2.2
56.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	1.7	2.3	2.1
58.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	1.7	2.3	2.1
60.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	1.7	2.5	2.0
62.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	1.7	2.2	2.0
64.	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.6	1.7	2.3	2.0
66.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.5	1.5	1.5	1.5	1.5	1.6	2.3	2.0
68.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.5	1.5	1.5	1.5	1.5	1.5	2.2	2.0
70.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.5	2.2	2.0
72.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.5	2.2	2.0
74.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.5	2.3	2.0
76.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.5	2.2	2.0
78.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.5	2.2	2.0
80.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.5	2.3	2.0
82.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.7	2.2	2.0

JOB: RT 300 AT SITE DRIVE EX SAT RUN: RT 300 AT SITE DRIVE EX SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)		REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	2.2	2.1
86.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	2.1	2.1
88.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	2.1	2.1
90.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	2.1	2.0
92.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	2.2	2.0
94.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.9	2.2	2.0
96.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.9	2.1	2.0
98.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.9	2.0	2.0
100.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.8	2.0	2.0
102.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	2.0	2.0	2.0
104.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.9	2.0	2.0
106.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	1.9	2.0	2.0
108.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	2.0	2.0	2.0
110.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.5	1.5	2.0	2.1	2.0
112.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	1.5	1.5	1.5	1.5	1.5	2.2	2.1	2.0
114.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	1.5	1.5	1.5	1.5	1.5	2.2	2.1	2.0
116.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.5	1.5	1.5	2.2	2.1	2.1
118.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.5	2.3	2.1	2.1
120.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	2.3	2.2	2.1
122.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	2.4	2.2	2.1
124.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	2.5	2.2	2.1
126.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	2.6	2.2	2.2
128.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.8	1.8	1.8	1.8	1.8	2.7	2.2	2.2
130.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.8	1.8	1.8	1.8	1.9	2.8	2.3	2.2
132.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	1.8	1.8	1.8	1.8	1.9	2.7	2.4	2.3
134.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	1.8	1.8	1.8	1.9	2.0	2.9	2.4	2.4
136.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.9	2.0	2.9	2.5	2.4
138.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.9	2.2	3.0	2.5	2.4
140.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	1.9	1.9	2.0	1.9	2.3	3.0	2.5	2.5
142.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.0	1.9	2.0	2.1	2.4	3.1	2.6	2.5
144.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.0	2.0	2.1	2.1	2.4	3.0	2.6	2.5
146.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.0	2.1	2.1	2.3	2.6	3.1	2.8	2.6
148.	*	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.1	2.1	2.3	2.3	2.5	3.2	2.8	2.7
150.	*	0.2	0.2	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.2	2.3	2.3	2.4	2.7	3.3	2.9	2.8
152.	*	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3	2.2	2.3	2.3	2.4	2.8	3.5	2.9	2.8
154.	*	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	2.3	2.4	2.5	2.6	2.8	3.5	3.0	2.8
156.	*	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.3	2.5	2.4	2.6	2.6	2.9	3.7	3.1	2.9
158.	*	0.3	0.3	0.4	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	2.5	2.6	2.6	2.8	3.1	3.7	3.1	2.9
160.	*	0.4	0.4	0.4	0.4	0.3	0.4	0.5	0.5	0.5	0.6	0.5	0.5	2.6	2.6	2.7	3.0	3.2	3.8	3.2	3.0
162.	*	0.5	0.5	0.4	0.5	0.6	0.6	0.7	0.7	0.6	0.6	0.6	0.6	2.7	2.8	2.9	2.9	3.4	3.8	3.2	2.9
164.	*	0.6	0.6	0.7	0.7	0.7	0.7	0.8	0.8	0.7	0.7	0.7	0.7	2.7	2.7	2.9	3.1	3.5	3.8	3.1	2.8
166.	*	0.7	0.8	0.8	0.7	0.8	0.9	0.9	0.9	0.9	0.8	0.9	0.9	2.9	2.9	3.0	3.1	3.4	3.8	3.1	2.8
168.	*	0.9	0.9	1.0	0.9	1.0	1.1	1.2	1.1	1.1	1.1	1.0	1.0	2.8	2.8	2.9	3.1	3.4	3.7	2.9	2.6
170.	*	1.1	1.2	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.2	2.9	2.8	3.0	3.2	3.3	3.6	2.9	2.4
172.	*	1.5	1.4	1.4	1.4	1.5	1.5	1.6	1.6	1.5	1.5	1.4	1.4	2.8	2.9	2.9	3.0	3.1	3.6	2.7	2.3
174.	*	1.6	1.6	1.6	1.6	1.6	1.6	1.9	1.9	1.8	1.8	1.7	1.6	2.6	2.8	2.8	3.0	3.1	3.4	2.5	2.1
176.	*	1.7	1.8	1.9	1.9	1.9	2.0	2.1	2.2	2.1	2.1	2.0	1.9	2.6	2.7	2.8	2.8	2.9	3.2	2.2	1.9
178.	*	2.1	2.0	2.1	2.1	2.2	2.3	2.4	2.4	2.3	2.3	2.3	2.1	2.5	2.5	2.6	2.6	2.6	2.9	2.1	1.6
180.	*	2.2	2.4	2.3	2.4	2.3	2.5	2.7	2.6	2.6	2.5	2.4	2.4	2.4	2.3	2.4	2.4	2.5	2.7	1.8	1.4
182.	*	2.4	2.5	2.6	2.5	2.6	2.6	2.9	2.9	2.8	2.7	2.6	2.6	2.1	2.1	2.2	2.1	2.2	2.5	1.5	1.1
184.	*	2.5	2.6	2.6	2.7	2.7	2.8	3.0	3.1	3.0	2.9	2.8	2.7	1.8	1.9	1.9	1.9	2.0	2.1	1.3	1.0
186.	*	2.8	2.7	2.7	2.8	2.9	3.0	3.2	3.2	3.2	3.1	3.0	2.9	1.6	1.7	1.7	1.7	1.7	2.0	1.0	0.8

JOB: RT 300 AT SITE DRIVE EX SAT RUN: RT 300 AT SITE DRIVE EX SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	*	2.7	2.9	2.9	2.8	2.9	3.0	3.4	3.3	3.3	3.2	3.2	3.1	1.4	1.5	1.4	1.4	1.5	1.8	0.9	0.7
190.	*	2.8	2.8	2.8	2.9	3.0	3.2	3.4	3.3	3.4	3.3	3.2	3.2	1.1	1.2	1.3	1.2	1.3	1.5	0.7	0.5
192.	*	2.8	3.0	3.0	2.8	3.0	3.2	3.5	3.5	3.4	3.4	3.4	3.4	0.9	1.1	1.0	1.0	1.1	1.3	0.6	0.4
194.	*	3.0	2.8	2.8	3.0	3.0	3.1	3.5	3.4	3.5	3.5	3.5	3.4	0.8	0.9	0.9	0.9	0.9	1.2	0.5	0.3
196.	*	2.8	2.8	2.9	2.8	2.9	3.0	3.4	3.4	3.5	3.4	3.5	3.4	0.6	0.8	0.8	0.7	0.9	1.1	0.3	0.2
198.	*	2.8	2.8	2.7	2.8	2.9	3.0	3.4	3.4	3.4	3.4	3.5	3.4	0.6	0.6	0.6	0.6	0.6	0.9	0.3	0.2
200.	*	2.7	2.7	2.6	2.8	2.8	2.9	3.3	3.3	3.3	3.3	3.4	3.4	0.4	0.5	0.6	0.6	0.6	0.9	0.2	0.1
202.	*	2.6	2.5	2.8	2.8	2.9	2.8	3.2	3.2	3.3	3.3	3.3	3.4	0.5	0.5	0.4	0.5	0.6	0.8	0.2	0.1
204.	*	2.5	2.5	2.7	2.6	2.7	2.7	3.1	3.2	3.2	3.2	3.3	3.4	0.4	0.4	0.4	0.4	0.6	0.8	0.2	0.1
206.	*	2.5	2.5	2.5	2.6	2.7	2.6	3.1	3.1	3.2	3.2	3.3	3.2	0.4	0.4	0.4	0.4	0.5	0.8	0.2	0.1
208.	*	2.3	2.5	2.5	2.6	2.7	2.7	3.0	3.0	3.1	3.1	3.2	3.2	0.4	0.4	0.4	0.4	0.4	0.7	0.1	0.1
210.	*	2.2	2.4	2.5	2.5	2.5	2.6	2.9	3.0	3.0	3.1	3.2	3.1	0.4	0.4	0.4	0.4	0.4	0.7	0.1	0.1
212.	*	2.2	2.4	2.4	2.4	2.5	2.6	2.8	2.9	2.9	3.0	3.0	3.1	0.3	0.3	0.3	0.3	0.4	0.7	0.1	0.1
214.	*	2.1	2.2	2.3	2.3	2.5	2.6	2.8	2.9	2.9	3.0	3.0	3.1	0.3	0.3	0.3	0.3	0.4	0.8	0.1	0.1
216.	*	2.1	2.2	2.3	2.2	2.4	2.4	2.7	2.8	2.8	2.9	2.9	3.0	0.3	0.3	0.3	0.3	0.4	0.8	0.1	0.1
218.	*	2.1	2.2	2.2	2.3	2.2	2.4	2.7	2.7	2.8	2.8	2.9	3.0	0.3	0.3	0.3	0.3	0.4	0.8	0.1	0.1
220.	*	2.1	2.2	2.1	2.2	2.3	2.3	2.6	2.6	2.7	2.7	2.8	2.8	0.3	0.3	0.3	0.3	0.4	0.8	0.1	0.1
222.	*	2.0	2.1	2.1	2.1	2.3	2.3	2.6	2.6	2.7	2.7	2.8	2.8	0.3	0.3	0.3	0.3	0.4	0.7	0.1	0.1
224.	*	2.0	2.1	2.1	2.1	2.2	2.1	2.5	2.6	2.7	2.7	2.8	2.7	0.2	0.3	0.3	0.4	0.4	0.7	0.1	0.1
226.	*	2.0	2.1	2.1	2.1	2.1	2.2	2.4	2.5	2.5	2.6	2.6	2.7	0.2	0.3	0.3	0.4	0.4	0.7	0.1	0.0
228.	*	1.9	2.0	2.0	2.0	2.1	2.2	2.4	2.5	2.5	2.6	2.6	2.7	0.2	0.3	0.3	0.4	0.4	0.7	0.1	0.0
230.	*	1.9	1.9	1.9	1.9	2.1	2.1	2.4	2.5	2.5	2.6	2.6	2.7	0.2	0.3	0.3	0.4	0.4	0.7	0.1	0.0
232.	*	1.8	1.9	1.9	1.9	2.1	2.1	2.3	2.4	2.4	2.5	2.5	2.6	0.2	0.3	0.3	0.4	0.4	0.7	0.1	0.0
234.	*	1.8	1.9	1.9	1.9	2.0	2.1	2.3	2.4	2.4	2.4	2.5	2.5	0.2	0.3	0.3	0.4	0.4	0.7	0.1	0.0
236.	*	1.7	1.7	1.8	1.8	1.9	2.1	2.3	2.4	2.4	2.4	2.5	2.5	0.2	0.2	0.3	0.4	0.4	0.8	0.1	0.0
238.	*	1.7	1.7	1.8	1.8	1.9	2.3	2.2	2.3	2.3	2.3	2.4	2.4	0.2	0.2	0.3	0.4	0.4	0.9	0.1	0.0
240.	*	1.7	1.7	1.8	1.8	1.9	2.2	2.2	2.2	2.3	2.3	2.4	2.4	0.1	0.2	0.3	0.4	0.4	0.8	0.0	0.0
242.	*	1.6	1.7	1.8	1.8	1.9	2.1	2.2	2.2	2.3	2.3	2.3	2.4	0.1	0.2	0.3	0.4	0.4	0.8	0.0	0.0
244.	*	1.6	1.7	1.8	1.8	1.9	2.0	2.2	2.1	2.2	2.2	2.2	2.3	0.1	0.2	0.3	0.4	0.4	0.8	0.0	0.0
246.	*	1.5	1.6	1.6	1.7	1.8	2.1	2.1	2.1	2.2	2.2	2.2	2.3	0.0	0.1	0.1	0.2	0.3	0.8	0.0	0.0
248.	*	1.5	1.5	1.6	1.7	1.8	2.1	2.1	2.1	2.2	2.2	2.2	2.3	0.0	0.0	0.1	0.2	0.3	0.9	0.0	0.0
250.	*	1.5	1.5	1.6	1.7	1.8	2.1	2.1	2.1	2.1	2.2	2.2	2.2	0.0	0.0	0.1	0.2	0.3	0.9	0.1	0.0
252.	*	1.5	1.5	1.6	1.7	1.8	2.1	2.2	2.1	2.1	2.2	2.2	2.2	0.0	0.0	0.1	0.2	0.3	0.9	0.1	0.0
254.	*	1.5	1.5	1.6	1.6	1.8	2.0	2.2	2.1	2.1	2.2	2.2	2.2	0.0	0.0	0.1	0.2	0.3	0.9	0.1	0.0
256.	*	1.5	1.5	1.5	1.6	1.8	2.0	2.2	2.1	2.1	2.2	2.2	2.3	0.0	0.0	0.0	0.1	0.3	0.9	0.1	0.0
256.	*	1.5	1.5	1.5	1.6	1.7	1.9	2.3	2.1	2.1	2.2	2.2	2.3	0.0	0.0	0.0	0.1	0.3	0.9	0.1	0.0
260.	*	1.6	1.6	1.6	1.7	1.8	2.0	2.3	2.1	2.1	2.2	2.2	2.3	0.0	0.0	0.0	0.1	0.3	0.9	0.3	0.0
262.	*	1.6	1.6	1.6	1.7	1.8	2.0	2.5	2.2	2.2	2.3	2.3	2.4	0.0	0.0	0.0	0.1	0.3	0.9	0.3	0.0
264.	*	1.6	1.6	1.6	1.6	1.7	2.0	2.5	2.2	2.3	2.3	2.3	2.4	0.0	0.0	0.0	0.0	0.2	0.8	0.3	0.0
266.	*	1.6	1.6	1.6	1.6	1.7	2.0	2.5	2.2	2.3	2.3	2.3	2.4	0.0	0.0	0.0	0.0	0.1	0.8	0.4	0.0
268.	*	1.6	1.6	1.6	1.6	1.7	1.9	2.6	2.3	2.3	2.3	2.3	2.4	0.0	0.0	0.0	0.0	0.1	0.7	0.5	0.0
270.	*	1.6	1.6	1.6	1.6	1.7	1.9	2.7	2.4	2.2	2.3	2.3	2.4	0.0	0.0	0.0	0.0	0.1	0.6	0.5	0.1
272.	*	1.6	1.6	1.6	1.6	1.6	1.9	2.6	2.4	2.2	2.3	2.3	2.4	0.0	0.0	0.0	0.0	0.1	0.6	0.6	0.2
274.	*	1.6	1.6	1.6	1.6	1.6	1.7	2.7	2.4	2.2	2.3	2.3	2.4	0.0	0.0	0.0	0.0	0.1	0.5	0.6	0.2
276.	*	1.6	1.6	1.6	1.6	1.6	1.7	2.8	2.4	2.2	2.3	2.3	2.4	0.0	0.0	0.0	0.0	0.0	0.4	0.7	0.2
278.	*	1.6	1.6	1.6	1.6	1.6	1.7	2.8	2.4	2.4	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.4	0.7	0.2
280.	*	1.6	1.6	1.6	1.6	1.6	1.7	2.8	2.3	2.3	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.2	0.8	0.2
282.	*	1.5	1.5	1.5	1.5	1.5	1.6	2.7	2.3	2.3	2.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.2	0.8	0.2
284.	*	1.5	1.5	1.5	1.5	1.5	1.5	2.7	2.4	2.3	2.2	2.2	2.3	0.0	0.0	0.0	0.0	0.0	0.2	0.8	0.2
286.	*	1.5	1.5	1.5	1.5	1.5	1.5	2.7	2.5	2.3	2.3	2.2	2.3	0.0	0.0	0.0	0.0	0.0	0.1	0.8	0.3
288.	*	1.5	1.5	1.5	1.5	1.5	1.5	2.7	2.5	2.4	2.4	2.2	2.3	0.0	0.0	0.0	0.0	0.0	0.1	0.9	0.4
290.	*	1.5	1.5	1.5	1.5	1.5	1.5	2.6	2.5	2.4	2.4	2.2	2.3	0.0	0.0	0.0	0.0	0.0	0.1	0.8	0.4

JOB: RT 300 AT SITE DRIVE EX SAT RUN: RT 300 AT SITE DRIVE EX SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	*	1.5	1.5	1.5	1.5	1.5	1.5	2.7	2.5	2.4	2.4	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.1	0.8	0.4
294.	*	1.5	1.5	1.5	1.5	1.5	1.5	2.7	2.5	2.4	2.4	2.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.4
296.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.6	2.5	2.4	2.4	2.5	2.3	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.4
298.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.5	2.5	2.5	2.5	2.6	2.4	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.4
300.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.6	2.6	2.5	2.6	2.6	2.6	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.4
302.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.5	2.7	2.5	2.6	2.6	2.6	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.4
304.	*	1.6	1.6	1.6	1.6	1.6	1.6	2.4	2.6	2.6	2.7	2.7	2.7	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.4
306.	*	1.7	1.7	1.7	1.7	1.7	1.7	2.5	2.7	2.6	2.7	2.7	2.8	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.4
308.	*	1.7	1.7	1.7	1.7	1.7	1.7	2.5	2.7	2.6	2.7	2.8	2.8	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.5
310.	*	1.7	1.7	1.8	1.8	1.8	1.8	2.6	2.7	2.6	2.8	2.9	2.9	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
312.	*	1.8	1.8	1.8	1.8	1.8	1.8	2.5	2.8	2.7	2.8	2.9	2.9	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
314.	*	1.9	1.9	1.9	1.9	1.9	1.9	2.4	2.8	2.7	2.8	2.9	3.0	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
316.	*	1.9	1.9	1.9	1.9	1.9	1.9	2.4	2.9	2.8	2.8	3.0	3.1	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
318.	*	1.9	1.9	1.9	1.9	1.9	1.9	2.4	3.0	2.9	2.9	3.0	3.1	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
320.	*	1.9	2.0	2.0	2.0	2.0	2.0	2.4	2.9	2.9	3.0	3.0	3.1	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
322.	*	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.9	2.9	3.2	3.2	3.2	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
324.	*	2.0	2.0	2.0	2.0	2.0	2.0	2.6	3.0	3.0	3.2	3.2	3.3	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
326.	*	2.0	2.0	2.0	2.1	2.1	2.1	2.5	3.0	3.1	3.1	3.3	3.4	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
328.	*	2.1	2.1	2.1	2.1	2.1	2.1	2.5	2.9	3.1	3.2	3.4	3.4	0.1	0.1	0.2	0.2	0.2	0.2	0.6	0.4
330.	*	2.1	2.1	2.1	2.1	2.1	2.2	2.5	3.1	3.2	3.3	3.4	3.6	0.2	0.2	0.2	0.2	0.2	0.2	0.6	0.4
332.	*	2.0	2.1	2.1	2.2	2.3	2.3	2.5	3.1	3.2	3.4	3.5	3.6	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.4
334.	*	2.0	2.2	2.2	2.2	2.3	2.3	2.6	3.0	3.3	3.5	3.5	3.6	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.4
336.	*	2.1	2.2	2.2	2.2	2.3	2.4	2.6	3.0	3.3	3.4	3.7	3.7	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.5
338.	*	2.1	2.1	2.3	2.3	2.3	2.4	2.6	3.0	3.4	3.6	3.7	3.7	0.3	0.3	0.3	0.3	0.3	0.3	0.8	0.5
340.	*	2.0	2.1	2.3	2.3	2.3	2.4	2.7	3.1	3.3	3.6	3.5	3.9	0.3	0.3	0.3	0.3	0.3	0.3	0.9	0.5
342.	*	2.0	2.2	2.2	2.4	2.4	2.4	2.8	3.1	3.3	3.6	3.8	3.9	0.3	0.4	0.4	0.4	0.4	0.4	0.9	0.6
344.	*	1.9	2.1	2.3	2.4	2.4	2.4	2.9	3.0	3.3	3.6	3.7	3.9	0.4	0.4	0.4	0.5	0.5	0.5	1.0	0.7
346.	*	1.9	2.1	2.3	2.3	2.4	2.5	2.7	3.1	3.3	3.6	3.7	4.0	0.5	0.5	0.5	0.5	0.6	0.6	1.3	0.9
348.	*	1.9	2.0	2.2	2.3	2.3	2.5	2.7	3.0	3.1	3.4	3.7	3.8	0.6	0.6	0.6	0.7	0.8	0.8	1.4	1.0
350.	*	1.8	2.0	2.1	2.2	2.3	2.4	2.7	3.0	3.1	3.2	3.6	3.8	0.7	0.7	0.8	0.9	0.9	0.9	1.5	1.1
352.	*	1.7	1.8	2.0	2.2	2.2	2.4	2.6	2.8	3.0	3.2	3.5	3.6	0.8	0.9	0.9	1.0	1.0	1.0	1.7	1.4
354.	*	1.6	1.8	2.0	2.0	2.2	2.2	2.5	2.7	2.9	3.1	3.3	3.5	1.0	1.0	1.1	1.1	1.2	1.3	1.9	1.5
356.	*	1.5	1.6	1.8	2.0	2.0	2.1	2.4	2.6	2.7	3.0	3.0	3.3	1.1	1.1	1.2	1.3	1.4	1.4	2.0	1.7
358.	*	1.4	1.6	1.7	1.8	1.8	2.0	2.2	2.3	2.6	2.8	2.8	3.1	1.2	1.4	1.4	1.5	1.5	1.6	2.3	1.9
360.	*	1.3	1.5	1.5	1.6	1.7	1.8	2.1	2.3	2.5	2.6	2.7	2.7	1.3	1.5	1.5	1.7	1.7	1.8	2.5	2.2
MAX	*	3.0	3.0	3.0	3.0	3.0	3.2	3.5	3.5	3.5	3.6	3.8	4.0	2.9	2.9	3.0	3.2	3.5	3.8	3.3	3.0
DEGR.	*	194	192	192	194	190	190	192	192	194	338	342	346	170	166	166	170	164	160	14	160

JOB: RT 300 AT SITE DRIVE EX SAT   RUN: RT 300 AT SITE DRIVE EX SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	2.0	1.7	1.7	1.6	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.7	0.9	0.4
2.	2.1	2.1	1.8	1.7	0.0	0.0	0.0	0.1	0.4	0.3	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.7	1.0	0.3
4.	2.3	2.2	1.9	1.8	0.0	0.0	0.0	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.8	1.2	0.3
6.	2.4	2.4	2.2	2.0	0.0	0.0	0.0	0.2	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.9	1.2	0.1
8.	2.5	2.2	2.3	2.2	0.0	0.0	0.1	0.3	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.9	1.3	0.1
10.	2.7	2.5	2.3	2.2	0.0	0.0	0.1	0.3	0.8	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.8	0.9	1.4	0.1
12.	2.8	2.5	2.4	2.3	0.0	0.0	0.2	0.3	0.8	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.8	1.1	1.4	0.0
14.	2.8	2.4	2.5	2.4	0.0	0.1	0.2	0.5	0.9	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.8	1.1	1.6	0.0
16.	2.7	2.6	2.4	2.4	0.0	0.1	0.2	0.5	1.0	0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.9	1.1	1.6	0.0
18.	2.7	2.6	2.5	2.4	0.0	0.1	0.3	0.5	1.0	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.9	1.2	1.6	0.0
20.	2.6	2.5	2.3	2.4	0.0	0.2	0.3	0.6	1.0	0.0	0.0	0.0	0.0	0.0	0.7	0.8	1.0	1.3	1.7	0.0
22.	2.5	2.6	2.4	2.4	0.1	0.2	0.4	0.7	1.0	0.0	0.0	0.0	0.0	0.0	0.8	0.9	1.1	1.3	1.8	0.0
24.	2.5	2.5	2.4	2.4	0.2	0.2	0.4	0.7	1.1	0.0	0.0	0.0	0.0	0.0	0.8	0.9	1.1	1.3	1.8	0.0
26.	2.4	2.5	2.3	2.3	0.2	0.3	0.5	0.7	1.2	0.0	0.0	0.0	0.0	0.0	0.8	0.9	1.1	1.3	1.8	0.0
28.	2.4	2.5	2.3	2.3	0.2	0.3	0.5	0.7	1.2	0.0	0.0	0.0	0.0	0.0	0.8	1.0	1.1	1.3	1.8	0.0
30.	2.4	2.4	2.3	2.3	0.2	0.4	0.5	0.7	1.1	0.0	0.0	0.0	0.0	0.0	0.9	1.0	1.2	1.4	1.7	0.0
32.	2.4	2.3	2.3	2.1	0.3	0.4	0.6	0.7	1.1	0.0	0.0	0.0	0.0	0.0	0.9	1.0	1.2	1.4	1.7	0.0
34.	2.4	2.2	2.2	2.1	0.3	0.4	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.4	1.7	0.0
36.	2.3	2.3	2.2	2.1	0.3	0.4	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.4	1.7	0.0
38.	2.3	2.3	2.2	2.1	0.4	0.5	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.4	1.7	0.0
40.	2.2	2.2	2.1	2.1	0.4	0.5	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.4	1.7	0.0
42.	2.2	2.2	2.1	2.1	0.4	0.5	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.4	1.7	0.0
44.	2.2	2.2	2.1	2.0	0.4	0.5	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.4	1.6	0.0
46.	2.1	2.1	2.1	2.0	0.4	0.5	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.4	1.7	0.0
48.	2.1	2.1	2.1	2.0	0.4	0.5	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.4	1.6	0.0
50.	2.1	2.0	2.0	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.3	1.6	0.0
52.	2.0	2.0	1.9	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.3	1.5	0.0
54.	2.0	2.0	1.9	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.4	1.5	0.0
56.	2.0	2.0	1.9	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.4	1.6	0.0
58.	2.0	1.9	1.9	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.4	1.7	0.0
60.	2.0	1.9	1.9	1.8	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.3	1.4	1.7	0.0
62.	1.9	1.9	1.9	1.8	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.3	1.4	1.5	0.0
64.	1.9	1.9	1.9	1.8	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.3	1.5	1.6	0.0
66.	1.9	1.9	1.9	1.8	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.2	1.5	1.7	0.0
68.	1.9	1.9	1.8	1.8	0.5	0.5	0.6	0.7	0.9	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.3	1.4	1.7	0.0
70.	1.9	1.9	1.8	1.8	0.5	0.5	0.7	0.7	0.9	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.3	1.2	1.6	0.0
72.	1.9	1.9	1.8	1.8	0.5	0.5	0.7	0.8	0.9	0.0	0.0	0.0	0.0	0.0	1.1	1.3	1.3	1.3	1.4	0.0
74.	1.9	1.9	1.8	1.8	0.5	0.5	0.7	0.8	1.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.2	1.4	1.5	0.0
76.	1.9	1.9	1.8	1.8	0.5	0.5	0.7	0.8	1.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.2	1.4	1.6	0.0
78.	2.0	1.9	1.9	1.8	0.6	0.6	0.7	0.8	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.5	1.5	0.0
80.	2.0	1.9	1.9	1.8	0.6	0.6	0.7	0.8	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.0	1.3	1.3	1.6	0.0
82.	2.0	1.9	1.9	1.8	0.7	0.6	0.7	0.9	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.2	1.5	0.0

JOB: RT 300 AT SITE DRIVE EX SAT RUN: RT 300 AT SITE DRIVE EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84.	2.0	1.9	1.9	1.8	0.7	0.7	0.8	0.9	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.2	1.0	1.2	1.4	0.0
86.	2.0	1.9	1.9	1.8	1.1	0.9	1.0	1.0	1.1	0.0	0.0	0.0	0.0	0.0	1.2	1.1	1.0	1.3	1.5	0.0
88.	2.0	1.9	1.9	1.8	1.1	1.1	0.9	1.1	1.2	0.0	0.0	0.0	0.0	0.0	1.1	1.0	1.2	1.2	1.4	0.0
90.	2.0	1.9	1.9	1.8	1.1	1.1	1.1	1.1	1.3	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.2	1.3	1.4	0.0
92.	2.0	1.9	1.9	1.8	1.0	1.1	1.1	1.1	1.3	0.0	0.0	0.0	0.0	0.0	1.0	0.9	1.1	1.1	1.2	0.0
94.	2.0	1.9	1.9	1.8	1.0	1.1	1.2	1.2	1.3	0.0	0.0	0.0	0.0	0.0	0.7	0.9	0.9	1.0	1.2	0.0
96.	1.9	1.9	1.8	1.8	1.1	1.2	1.3	1.4	1.5	0.0	0.0	0.0	0.0	0.0	0.7	0.9	0.8	0.9	1.3	0.0
98.	1.9	1.9	1.8	1.8	1.3	1.3	1.4	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.7	0.9	1.4	0.0
100.	1.9	1.9	1.8	1.8	1.4	1.3	1.3	1.4	1.5	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.7	0.9	1.4	0.0
102.	1.9	1.9	1.8	1.8	1.5	1.4	1.3	1.4	1.6	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.7	0.9	1.4	0.0
104.	1.9	1.9	1.9	1.8	1.4	1.5	1.4	1.5	1.7	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.9	1.3	0.0
106.	1.9	1.9	1.8	1.8	1.3	1.4	1.6	1.6	1.7	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	1.0	1.3	0.0
108.	1.9	1.9	1.9	1.8	1.3	1.5	1.6	1.5	1.7	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.9	1.3	0.0
110.	1.9	1.9	1.9	1.8	1.4	1.4	1.5	1.6	1.8	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	0.9	1.3	0.0
112.	2.0	1.9	1.9	1.8	1.4	1.4	1.5	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
114.	2.0	1.9	1.9	1.9	1.4	1.4	1.4	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
116.	2.0	2.0	1.9	1.9	1.4	1.4	1.6	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
118.	2.0	2.0	1.9	1.9	1.4	1.4	1.6	1.7	1.8	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
120.	2.1	2.0	1.9	1.9	1.4	1.4	1.6	1.6	1.9	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
122.	2.1	2.0	2.0	1.9	1.4	1.4	1.6	1.7	1.8	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
124.	2.1	2.0	2.0	1.9	1.4	1.4	1.6	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
126.	2.1	2.0	2.0	1.9	1.3	1.3	1.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
128.	2.1	2.1	2.0	1.9	1.3	1.3	1.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
130.	2.1	2.1	2.0	2.0	1.3	1.3	1.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
132.	2.3	2.2	2.1	2.1	1.3	1.3	1.5	1.7	2.1	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
134.	2.3	2.2	2.2	2.1	1.3	1.3	1.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
136.	2.3	2.2	2.2	2.1	1.3	1.3	1.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.5	0.0
138.	2.3	2.3	2.2	2.1	1.3	1.3	1.5	1.7	2.1	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.5	0.0
140.	2.4	2.3	2.2	2.1	1.3	1.3	1.5	1.8	2.2	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.8	1.0	1.5	0.0
142.	2.4	2.3	2.2	2.1	1.3	1.3	1.5	1.8	2.2	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.8	1.0	1.5	0.0
144.	2.4	2.3	2.2	2.1	1.1	1.3	1.5	1.8	2.2	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.8	1.0	1.5	0.0
146.	2.5	2.4	2.3	2.2	1.1	1.3	1.5	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.8	1.0	1.5	0.0
148.	2.6	2.4	2.3	2.2	1.0	1.2	1.4	1.7	2.1	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.7	1.0	1.5	0.0
150.	2.6	2.4	2.3	2.1	1.0	1.2	1.4	1.6	2.1	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.6	1.0	1.5	0.0
152.	2.7	2.4	2.3	2.1	0.8	1.0	1.3	1.6	2.2	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.6	1.0	1.5	0.0
154.	2.7	2.4	2.3	2.0	0.8	1.0	1.2	1.6	2.1	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.6	0.9	1.5	0.0
156.	2.8	2.5	2.3	2.0	0.8	1.0	1.2	1.5	2.2	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.8	1.4	0.0
158.	2.7	2.5	2.3	2.0	0.8	0.8	1.2	1.5	2.1	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.8	1.4	0.0
160.	2.7	2.4	2.1	1.8	0.8	0.8	1.0	1.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.7	1.3	0.0
162.	2.6	2.4	2.1	1.7	0.6	0.8	1.0	1.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.6	1.3	0.0
164.	2.6	2.2	1.9	1.6	0.6	0.8	1.0	1.2	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.6	1.1	0.0
166.	2.4	2.1	1.8	1.4	0.6	0.8	0.8	1.2	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	1.1	0.0
168.	2.2	2.0	1.6	1.3	0.6	0.6	0.8	1.1	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.9	0.1
170.	2.1	1.8	1.4	1.1	0.6	0.6	0.8	1.0	1.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.8	0.1
172.	1.9	1.6	1.2	0.9	0.6	0.6	0.8	0.9	1.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.7	0.2
174.	1.7	1.4	1.1	0.9	0.6	0.6	0.6	0.8	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	0.2
176.	1.5	1.2	0.9	0.7	0.6	0.6	0.6	0.8	1.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	0.3
178.	1.3	1.0	0.8	0.5	0.6	0.6	0.6	0.8	1.1	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.4
180.	1.1	0.8	0.7	0.5	0.6	0.6	0.6	0.7	0.9	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5
182.	0.9	0.7	0.5	0.4	0.6	0.6	0.6	0.6	0.9	0.7	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.6
184.	0.7	0.6	0.4	0.3	0.6	0.6	0.6	0.6	0.8	0.8	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.8

JOB: RT 300 AT SITE DRIVE EX SAT

RUN: RT 300 AT SITE DRIVE EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186.	0.6	0.5	0.3	0.2	0.6	0.6	0.6	0.6	0.8	0.9	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.8
188.	0.4	0.3	0.2	0.2	0.6	0.6	0.6	0.6	0.7	1.1	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
190.	0.3	0.3	0.2	0.1	0.6	0.6	0.6	0.6	0.6	1.1	0.5	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.1
192.	0.3	0.2	0.1	0.0	0.6	0.6	0.6	0.6	0.6	1.3	0.7	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2
194.	0.1	0.1	0.1	0.0	0.6	0.6	0.6	0.6	0.6	1.3	0.7	0.4	0.2	0.1	0.0	0.0	0.0	0.0	0.0	1.3
196.	0.1	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.4	0.8	0.5	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.3
198.	0.1	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	0.9	0.5	0.3	0.2	0.0	0.0	0.0	0.0	0.0	1.5
200.	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.0	0.6	0.4	0.2	0.0	0.0	0.0	0.0	0.0	1.5
202.	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.0	0.7	0.4	0.2	0.0	0.0	0.0	0.0	0.0	1.5
204.	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.0	0.7	0.5	0.3	0.0	0.0	0.0	0.0	0.0	1.5
206.	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.0	0.7	0.5	0.3	0.0	0.0	0.0	0.0	0.0	1.5
208.	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.0	0.7	0.5	0.4	0.0	0.0	0.0	0.0	0.0	1.5
210.	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.0	0.8	0.6	0.4	0.0	0.0	0.0	0.0	0.0	1.5
212.	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.0	0.8	0.7	0.5	0.0	0.0	0.0	0.0	0.0	1.5
214.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.5	1.0	0.9	0.7	0.5	0.0	0.0	0.0	0.0	0.0	1.5
216.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.5	1.0	0.9	0.7	0.5	0.0	0.0	0.0	0.0	0.0	1.5
218.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.3	1.0	0.9	0.7	0.5	0.0	0.0	0.0	0.0	0.0	1.5
220.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.3	1.0	0.9	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.5
222.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.3	1.0	0.9	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.5
224.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.3	1.0	0.8	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.5
226.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.3	1.0	0.8	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.4
228.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.4	0.9	0.8	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.3
230.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.3	0.9	0.7	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.3
232.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.4	1.0	0.7	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.3
234.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.4	1.0	0.7	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.3
236.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.3	0.9	0.7	0.7	0.5	0.0	0.0	0.0	0.0	0.0	1.3
238.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.3	0.8	0.7	0.6	0.5	0.0	0.0	0.0	0.0	0.0	1.3
240.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.4	1.1	0.8	0.6	0.5	0.0	0.0	0.0	0.0	0.0	1.3
242.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.3	1.1	0.8	0.6	0.5	0.0	0.0	0.0	0.0	0.0	1.3
244.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.3	1.1	0.7	0.6	0.5	0.0	0.0	0.0	0.0	0.0	1.3
246.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.4	1.0	0.9	0.6	0.5	0.0	0.0	0.0	0.0	0.0	1.3
248.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.9	0.9	1.4	0.9	0.9	0.7	0.5	0.0	0.0	0.0	0.0	0.0	1.3
250.	0.0	0.0	0.0	0.0	0.8	0.9	0.9	0.9	0.9	1.4	0.9	0.8	0.8	0.5	0.0	0.0	0.0	0.0	0.0	1.3
252.	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	1.4	1.2	0.8	0.8	0.6	0.0	0.1	0.1	0.1	0.1	1.3
254.	0.0	0.0	0.0	0.0	0.8	0.9	0.9	0.9	0.9	1.5	1.2	0.9	0.8	0.8	0.1	0.1	0.1	0.1	0.1	1.4
256.	0.0	0.0	0.0	0.0	0.8	0.9	0.9	0.9	0.9	1.4	1.0	0.9	0.8	0.8	0.1	0.1	0.1	0.1	0.1	1.4
258.	0.0	0.0	0.0	0.0	0.7	0.8	0.9	0.9	0.9	1.3	1.0	0.7	0.7	0.7	0.1	0.1	0.1	0.1	0.1	1.5
260.	0.0	0.0	0.0	0.0	0.7	0.8	0.9	0.9	0.9	1.4	1.0	0.9	0.7	0.6	0.1	0.1	0.1	0.2	0.3	1.5
262.	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.8	0.9	1.3	1.1	0.9	0.7	0.6	0.1	0.2	0.3	0.3	0.3	1.5
264.	0.0	0.0	0.0	0.0	0.6	0.7	0.7	0.8	0.8	1.2	1.2	0.9	0.8	0.6	0.2	0.3	0.3	0.3	0.3	1.4
266.	0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.7	0.7	1.2	1.1	1.0	0.8	0.7	0.3	0.3	0.3	0.3	0.4	1.5
268.	0.0	0.0	0.0	0.0	0.5	0.6	0.6	0.6	0.6	1.2	1.0	0.9	0.8	0.7	0.3	0.4	0.4	0.4	0.4	1.6
270.	0.0	0.0	0.0	0.0	0.5	0.5	0.6	0.6	0.6	1.2	1.0	0.7	0.6	0.8	0.4	0.4	0.4	0.5	0.5	1.6
272.	0.0	0.0	0.0	0.0	0.4	0.5	0.5	0.5	0.5	1.2	0.9	0.7	0.6	0.5	0.4	0.4	0.5	0.5	0.6	1.6
274.	0.0	0.0	0.0	0.0	0.3	0.4	0.5	0.5	0.5	1.0	0.8	0.6	0.5	0.5	0.4	0.5	0.6	0.6	0.6	1.7
276.	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	1.1	0.8	0.7	0.5	0.5	0.6	0.6	0.6	0.6	0.6	1.7
278.	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.3	1.1	0.8	0.7	0.5	0.5	0.6	0.6	0.6	0.7	0.7	1.7
280.	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	1.1	0.8	0.7	0.5	0.4	0.6	0.6	0.7	0.7	0.7	1.7
282.	0.2	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	1.1	0.7	0.6	0.4	0.4	0.6	0.7	0.7	0.8	0.8	1.8
284.	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	1.0	0.7	0.6	0.4	0.4	0.6	0.7	0.7	0.8	0.8	1.7
286.	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.0	0.7	0.6	0.4	0.4	0.7	0.7	0.8	0.8	0.8	1.5

JOB: RT 300 AT SITE DRIVE EX SAT RUN: RT 300 AT SITE DRIVE EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	*	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.0	0.7	0.6	0.4	0.4	0.7	0.7	0.8	0.8	0.8	1.4
290.	*	0.2	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.0	0.7	0.6	0.4	0.4	0.7	0.7	0.7	0.7	0.7	1.4
292.	*	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	1.0	0.7	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.5
294.	*	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.3
296.	*	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.3
298.	*	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.2
300.	*	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.1
302.	*	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.2
304.	*	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.2
306.	*	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.1
308.	*	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.1
310.	*	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.6	0.5	0.4	0.6	0.6	0.6	0.6	0.6	1.0
312.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.6	0.5	0.4	0.6	0.6	0.6	0.6	0.6	1.0
314.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.6	0.5	0.4	0.6	0.6	0.6	0.6	0.6	1.0
316.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.6	0.5	0.4	0.6	0.6	0.6	0.6	0.6	1.2
318.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.6	0.5	0.4	0.6	0.6	0.6	0.6	0.6	1.1
320.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.6	0.5	0.4	0.6	0.6	0.6	0.6	0.6	1.1
322.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.6	0.5	0.3	0.6	0.6	0.6	0.6	0.6	1.1
324.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.6	0.4	0.3	0.6	0.6	0.6	0.6	0.6	1.1
326.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.5	0.4	0.3	0.6	0.6	0.6	0.6	0.6	1.1
328.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.7	0.5	0.4	0.2	0.6	0.6	0.6	0.6	0.6	1.2
330.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.7	0.5	0.3	0.2	0.6	0.6	0.6	0.6	0.6	1.2
332.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.7	0.5	0.3	0.2	0.6	0.6	0.6	0.6	0.6	1.2
334.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.7	0.5	0.3	0.2	0.6	0.6	0.6	0.6	0.6	1.2
336.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.4	0.2	0.1	0.6	0.6	0.6	0.6	0.6	1.2
338.	*	0.4	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.6	0.3	0.2	0.1	0.6	0.6	0.6	0.6	0.6	1.2
340.	*	0.4	0.4	0.4	0.3	0.0	0.0	0.0	0.0	0.0	1.0	0.6	0.3	0.2	0.0	0.6	0.6	0.6	0.6	0.6	1.1
342.	*	0.4	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.3	0.1	0.0	0.6	0.6	0.6	0.6	0.6	1.1
344.	*	0.6	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.9	0.5	0.2	0.1	0.0	0.6	0.6	0.6	0.6	0.6	1.0
346.	*	0.7	0.7	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.9	0.4	0.2	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.0
348.	*	0.7	0.7	0.7	0.6	0.0	0.0	0.0	0.0	0.0	0.8	0.3	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.9
350.	*	0.9	0.8	0.8	0.8	0.0	0.0	0.0	0.0	0.1	0.7	0.3	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.7	0.8
352.	*	1.2	0.9	0.9	0.8	0.0	0.0	0.0	0.0	0.1	0.6	0.3	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.7	0.7
354.	*	1.2	1.2	1.2	1.0	0.0	0.0	0.0	0.0	0.1	0.6	0.2	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.7	0.6
356.	*	1.5	1.4	1.3	1.3	0.0	0.0	0.0	0.0	0.1	0.4	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.9	0.6
358.	*	1.6	1.6	1.6	1.4	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.7	0.9	0.4
360.	*	2.0	1.7	1.7	1.6	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.7	0.9	0.4
MAX	*	2.8	2.6	2.5	2.4	1.5	1.5	1.6	1.8	2.2	1.5	1.2	1.0	0.8	0.8	1.3	1.3	1.3	1.5	1.8	1.8
DEGR.	*	156	16	14	14	102	104	106	124	140	198	252	266	250	254	74	72	52	64	22	282

JOB: RT 300 AT SITE DRIVE EX SAT   RUN: RT 300 AT SITE DRIVE EX SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	*	0.1	0.0	0.0	0.0
2.	*	0.1	0.0	0.0	0.0
4.	*	0.0	0.0	0.0	0.0
6.	*	0.0	0.0	0.0	0.0
8.	*	0.0	0.0	0.0	0.0
10.	*	0.0	0.0	0.0	0.0
12.	*	0.0	0.0	0.0	0.0
14.	*	0.0	0.0	0.0	0.0
16.	*	0.0	0.0	0.0	0.0
18.	*	0.0	0.0	0.0	0.0
20.	*	0.0	0.0	0.0	0.0
22.	*	0.0	0.0	0.0	0.0
24.	*	0.0	0.0	0.0	0.0
26.	*	0.0	0.0	0.0	0.0
28.	*	0.0	0.0	0.0	0.0
30.	*	0.0	0.0	0.0	0.0
32.	*	0.0	0.0	0.0	0.0
34.	*	0.0	0.0	0.0	0.0
36.	*	0.0	0.0	0.0	0.0
38.	*	0.0	0.0	0.0	0.0
40.	*	0.0	0.0	0.0	0.0
42.	*	0.0	0.0	0.0	0.0
44.	*	0.0	0.0	0.0	0.0
46.	*	0.0	0.0	0.0	0.0
48.	*	0.0	0.0	0.0	0.0
50.	*	0.0	0.0	0.0	0.0
52.	*	0.0	0.0	0.0	0.0
54.	*	0.0	0.0	0.0	0.0
56.	*	0.0	0.0	0.0	0.0
58.	*	0.0	0.0	0.0	0.0
60.	*	0.0	0.0	0.0	0.0
62.	*	0.0	0.0	0.0	0.0
64.	*	0.0	0.0	0.0	0.0
66.	*	0.0	0.0	0.0	0.0
68.	*	0.0	0.0	0.0	0.0
70.	*	0.0	0.0	0.0	0.0
72.	*	0.0	0.0	0.0	0.0
74.	*	0.0	0.0	0.0	0.0
76.	*	0.0	0.0	0.0	0.0
78.	*	0.0	0.0	0.0	0.0
80.	*	0.0	0.0	0.0	0.0
82.	*	0.0	0.0	0.0	0.0

JOB: RT 300 AT SITE DRIVE EX SAT

RUN: RT 300 AT SITE DRIVE EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	*	0.0	0.0	0.0	0.0
86.	*	0.0	0.0	0.0	0.0
88.	*	0.0	0.0	0.0	0.0
90.	*	0.0	0.0	0.0	0.0
92.	*	0.0	0.0	0.0	0.0
94.	*	0.0	0.0	0.0	0.0
96.	*	0.0	0.0	0.0	0.0
98.	*	0.0	0.0	0.0	0.0
100.	*	0.0	0.0	0.0	0.0
102.	*	0.0	0.0	0.0	0.0
104.	*	0.0	0.0	0.0	0.0
106.	*	0.0	0.0	0.0	0.0
108.	*	0.0	0.0	0.0	0.0
110.	*	0.0	0.0	0.0	0.0
112.	*	0.0	0.0	0.0	0.0
114.	*	0.0	0.0	0.0	0.0
116.	*	0.0	0.0	0.0	0.0
118.	*	0.0	0.0	0.0	0.0
120.	*	0.0	0.0	0.0	0.0
122.	*	0.0	0.0	0.0	0.0
124.	*	0.0	0.0	0.0	0.0
126.	*	0.0	0.0	0.0	0.0
128.	*	0.0	0.0	0.0	0.0
130.	*	0.0	0.0	0.0	0.0
132.	*	0.0	0.0	0.0	0.0
134.	*	0.0	0.0	0.0	0.0
136.	*	0.0	0.0	0.0	0.0
138.	*	0.0	0.0	0.0	0.0
140.	*	0.0	0.0	0.0	0.0
142.	*	0.0	0.0	0.0	0.0
144.	*	0.0	0.0	0.0	0.0
146.	*	0.0	0.0	0.0	0.0
148.	*	0.0	0.0	0.0	0.0
150.	*	0.0	0.0	0.0	0.0
152.	*	0.0	0.0	0.0	0.0
154.	*	0.0	0.0	0.0	0.0
156.	*	0.0	0.0	0.0	0.0
158.	*	0.0	0.0	0.0	0.0
160.	*	0.0	0.0	0.0	0.0
162.	*	0.0	0.0	0.0	0.0
164.	*	0.0	0.0	0.0	0.0
166.	*	0.0	0.0	0.0	0.0
168.	*	0.0	0.0	0.0	0.0
170.	*	0.0	0.0	0.0	0.0
172.	*	0.0	0.0	0.0	0.0
174.	*	0.0	0.0	0.0	0.0
176.	*	0.0	0.0	0.0	0.0
178.	*	0.1	0.0	0.0	0.0
180.	*	0.2	0.0	0.0	0.0
182.	*	0.2	0.0	0.0	0.0
184.	*	0.2	0.0	0.0	0.0

JOB: RT 300 AT SITE DRIVE EX SAT

RUN: RT 300 AT SITE DRIVE EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	0.3	0.1	0.0	0.0
188.	0.4	0.2	0.0	0.0
190.	0.5	0.2	0.0	0.0
192.	0.5	0.2	0.1	0.0
194.	0.7	0.3	0.2	0.0
196.	0.7	0.4	0.2	0.0
198.	0.8	0.4	0.2	0.1
200.	0.9	0.5	0.3	0.2
202.	0.9	0.5	0.3	0.2
204.	1.0	0.7	0.4	0.2
206.	1.0	0.7	0.4	0.2
208.	1.0	0.7	0.5	0.3
210.	1.0	0.7	0.5	0.4
212.	1.0	0.7	0.5	0.4
214.	1.0	0.8	0.6	0.4
216.	1.0	0.8	0.7	0.5
218.	1.0	0.9	0.7	0.5
220.	1.0	0.9	0.7	0.5
222.	1.0	0.9	0.7	0.5
224.	1.0	0.9	0.7	0.5
226.	1.0	0.8	0.7	0.6
228.	1.0	0.8	0.7	0.6
230.	1.0	0.7	0.7	0.6
232.	1.0	0.7	0.7	0.6
234.	1.0	0.7	0.7	0.6
236.	1.0	0.7	0.7	0.6
238.	1.0	0.7	0.7	0.6
240.	1.0	0.7	0.7	0.6
242.	0.9	0.7	0.7	0.6
244.	0.9	0.7	0.7	0.6
246.	0.9	0.7	0.7	0.6
248.	0.9	0.7	0.7	0.5
250.	0.9	0.7	0.6	0.5
252.	0.9	0.7	0.6	0.5
254.	0.9	0.7	0.6	0.5
256.	0.9	0.7	0.6	0.5
258.	1.0	0.7	0.6	0.5
260.	1.1	0.9	0.7	0.5
262.	1.1	0.9	0.8	0.6
264.	1.1	0.9	0.7	0.7
266.	1.0	0.9	0.7	0.6
268.	1.1	1.0	0.9	0.8
270.	1.3	0.9	0.9	0.8
272.	1.2	0.9	0.8	0.8
274.	1.2	1.0	0.8	0.7
276.	1.2	1.0	0.7	0.7
278.	1.1	0.9	0.7	0.6
280.	1.2	0.9	0.6	0.6
282.	1.2	0.9	0.7	0.7
284.	1.2	0.9	0.8	0.7
286.	1.0	0.8	0.7	0.6

JOB: RT 300 AT SITE DRIVE EX SAT

RUN: RT 300 AT SITE DRIVE EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	1.0	0.7	0.6	0.5
290.	0.9	0.7	0.6	0.4
292.	0.9	0.7	0.5	0.4
294.	0.9	0.7	0.4	0.4
296.	0.8	0.5	0.4	0.4
298.	0.8	0.6	0.5	0.4
300.	0.8	0.6	0.5	0.4
302.	0.7	0.6	0.5	0.4
304.	0.7	0.6	0.5	0.4
306.	0.7	0.6	0.5	0.4
308.	0.7	0.6	0.5	0.4
310.	0.7	0.6	0.5	0.4
312.	0.7	0.6	0.5	0.4
314.	0.7	0.6	0.5	0.4
316.	0.7	0.6	0.5	0.4
318.	0.8	0.6	0.5	0.4
320.	0.8	0.6	0.5	0.4
322.	0.8	0.6	0.5	0.4
324.	0.8	0.6	0.5	0.4
326.	0.8	0.6	0.5	0.4
328.	0.8	0.6	0.5	0.3
330.	0.7	0.6	0.4	0.3
332.	0.7	0.5	0.4	0.2
334.	0.7	0.5	0.3	0.2
336.	0.7	0.5	0.3	0.2
338.	0.7	0.5	0.3	0.2
340.	0.7	0.4	0.2	0.1
342.	0.6	0.3	0.2	0.1
344.	0.5	0.3	0.2	0.0
346.	0.5	0.3	0.1	0.0
348.	0.5	0.2	0.1	0.0
350.	0.3	0.2	0.0	0.0
352.	0.3	0.1	0.0	0.0
354.	0.3	0.1	0.0	0.0
356.	0.2	0.0	0.0	0.0
358.	0.1	0.0	0.0	0.0
360.	0.1	0.0	0.0	0.0
MAX	1.3	1.0	0.9	0.8
DEGR.	270	268	268	268

THE HIGHEST CONCENTRATION OF 4.00 PPM OCCURRED AT RECEPTOR REC12.

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

DATE : 10/13/ 5
TIME : 15:10:56

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 NB 300 TO SITE	18.0	-500.0	18.0	0.0	500.	360.	AG	1623.	26.4	0.0	48.0		
2. F2 NB 300 PAST SITE	18.0	0.0	18.0	500.0	500.	360.	AG	1136.	26.4	0.0	48.0		
3. F3 SB 300 TO SITE	-18.0	500.0	-18.0	0.0	500.	180.	AG	1206.	26.4	0.0	48.0		
4. F4 SB 300 PAST SITE	-18.0	0.0	18.0	-500.0	501.	176.	AG	1511.	26.4	0.0	48.0		
5. F5 WB SITE TO 300	500.0	24.0	0.0	24.0	500.	270.	AG	1.	26.4	0.0	48.0		
6. F6 WB SITE PAST 300	0.0	12.0	-500.0	12.0	500.	270.	AG	527.	26.4	0.0	24.0		
7. F7 EB MALL TO 300	-500.0	-12.0	0.0	-12.0	500.	90.	AG	345.	26.4	0.0	24.0		
8. F8 EB MALL PAST 300	0.0	-12.0	500.0	-12.0	500.	90.	AG	1.	26.4	0.0	24.0		
9. Q1 NB 300 TO SITE R	30.0	-24.0	30.0	-24.2	0.	180.	AG	2.	100.0	0.0	12.0	0.00	0.0
10. Q2 NB 300 TO SITE T	18.0	-24.0	18.0	-120.3	96.	180.	AG	4.	100.0	0.0	24.0	0.25	4.9
11. Q3 NB 300 TO SITE L	6.0	-24.0	6.0	-170.5	146.	180.	AG	4.	100.0	0.0	12.0	0.65	7.4
12. Q4 SB 300 TO SITE R	-30.0	48.0	-30.0	60.0	12.	360.	AG	4.	100.0	0.0	12.0	0.06	0.6
13. Q5 SB 300 TO SITE T	-18.0	48.0	-18.0	252.0	204.	360.	AG	9.	100.0	0.0	24.0	0.48	10.4
14. Q6 SB 300 TO SITE L	-6.0	48.0	-6.0	48.3	0.	360.	AG	4.	100.0	0.0	12.0	0.01	0.0
15. Q7 WB SITE TO 300 R	36.0	42.0	36.3	42.0	0.	90.	AG	4.	100.0	0.0	12.0	0.00	0.0
16. Q8 WB SITE TO 300 T	36.0	30.0	36.3	30.0	0.	90.	AG	4.	100.0	0.0	12.0	0.00	0.0
17. Q9 WB SITE TO 300 L	36.0	12.0	36.3	12.0	0.	90.	AG	4.	100.0	0.0	12.0	0.00	0.0
18. Q10 EB MALL 300 LT	-36.0	-6.0	-36.3	-6.0	0.	270.	AG	4.	100.0	0.0	12.0	0.00	0.0
19. Q11 EB MALL TO 300 R	-36.0	-18.0	-726.9	-18.0	691.	270.	AG	4.	100.0	0.0	12.0	1.16	35.1

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

DATE : 10/13/ 5
TIME : 15:10:56

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 NB 300 TO SITE R	110	31	5.0	1	1538	2.80	1	3
10. Q2 NB 300 TO SITE T	110	31	5.0	1136	3445	2.80	1	3
11. Q3 NB 300 TO SITE L	110	55	5.0	487	1719	2.80	1	3
12. Q4 SB 300 TO SITE R	110	55	5.0	40	1538	2.80	1	3
13. Q5 SB 300 TO SITE T	110	64	5.0	1166	3445	2.80	1	3
14. Q6 SB 300 TO SITE L	110	64	5.0	1	274	2.80	1	3
15. Q7 WB SITE TO 300 R	110	64	5.0	1	1538	2.80	1	3
16. Q8 WB SITE TO 300 T	110	64	5.0	1	1810	2.80	1	3
17. Q9 WB SITE TO 300 L	110	64	5.0	1	1919	2.80	1	3
18. Q10 EB MALL 300 LT	110	64	5.0	1	1810	2.80	1	3
19. Q11 EB MALL TO 300 R	110	64	5.0	345	839	2.80	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	41.0	303.0	6.0
2. REC 2	41.0	253.0	6.0
3. REC 3	41.0	203.0	6.0
4. REC 4	41.0	153.0	6.0
5. REC 5	41.0	103.0	6.0
6. REC 6	41.0	53.0	6.0
7. REC 7	41.0	-29.0	6.0
8. REC 8	41.0	-79.0	6.0
9. REC 9	41.0	-129.0	6.0
10. REC 10	41.0	-179.0	6.0
11. REC 11	41.0	-229.0	6.0
12. REC 12	41.0	-279.0	6.0
13. REC 13	-41.0	279.0	6.0
14. REC 14	-41.0	229.0	6.0
15. REC 15	-41.0	179.0	6.0
16. REC 16	-41.0	129.0	6.0
17. REC 17	-41.0	79.0	6.0
18. REC 18	-41.0	29.0	6.0
19. REC 19	-41.0	-29.0	6.0
20. REC 20	-41.0	-79.0	6.0
21. REC 21	-41.0	-129.0	6.0
22. REC 22	-41.0	-179.0	6.0
23. REC 23	-41.0	-229.0	6.0
24. REC 24	-41.0	-279.0	6.0
25. REC 25	-291.0	29.0	6.0
26. REC 26	-241.0	29.0	6.0
27. REC 27	-191.0	29.0	6.0
28. REC 28	-141.0	29.0	6.0
29. REC 29	-91.0	29.0	6.0
30. REC 30	91.0	53.0	6.0
31. REC 31	141.0	53.0	6.0
32. REC 32	191.0	53.0	6.0
33. REC 33	241.0	53.0	6.0
34. REC 34	291.0	53.0	6.0

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

DATE : 10/13/ 5
TIME : 15:10:56

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
35. REC 35	-291.0	-29.0	6.0
36. REC 36	-241.0	-29.0	6.0
37. REC 37	-191.0	-29.0	6.0
38. REC 38	-141.0	-29.0	6.0
39. REC 39	-91.0	-29.0	6.0
40. REC 40	91.0	-29.0	6.0
41. REC 41	141.0	-29.0	6.0
42. REC 42	191.0	-29.0	6.0
43. REC 43	241.0	-29.0	6.0
44. REC 44	291.0	-29.0	6.0

JOB: RT 300 AT SITE DRIVE NB SAT

RUN: RT 300 AT SITE DRIVE NB SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	1.2	1.4	1.5	1.7	1.7	1.7	2.1	2.3	2.5	2.5	2.7	2.8	1.4	1.5	1.6	1.8	1.8	1.8	2.6	2.2
2.	1.1	1.2	1.4	1.4	1.5	1.6	1.8	2.0	2.1	2.2	2.4	2.5	1.6	1.6	1.8	1.9	2.0	2.0	2.7	2.4
4.	1.0	1.1	1.2	1.3	1.3	1.4	1.7	1.8	1.9	2.0	2.1	2.3	1.6	1.8	1.9	2.0	2.1	2.1	2.9	2.5
6.	0.8	1.0	1.0	1.1	1.1	1.2	1.4	1.6	1.6	1.7	1.8	1.9	1.8	1.9	2.1	2.1	2.2	2.3	2.9	2.6
8.	0.7	0.9	0.9	1.0	1.0	1.0	1.2	1.4	1.5	1.6	1.5	1.7	1.8	2.0	2.1	2.3	2.3	2.4	3.1	2.7
10.	0.6	0.7	0.8	0.8	0.9	0.9	1.0	1.1	1.2	1.2	1.3	1.4	2.0	2.1	2.2	2.3	2.4	2.4	3.2	2.8
12.	0.5	0.6	0.6	0.6	0.8	0.8	0.9	0.9	1.0	1.0	1.1	1.2	2.0	2.2	2.2	2.4	2.4	2.5	3.3	2.9
14.	0.5	0.5	0.5	0.5	0.5	0.6	0.7	0.9	0.9	0.9	0.9	1.0	2.0	2.2	2.3	2.4	2.5	2.5	3.2	2.9
16.	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.6	0.7	0.6	0.7	0.7	2.1	2.3	2.3	2.5	2.5	2.5	3.3	2.8
18.	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.6	0.5	0.6	0.6	0.6	2.1	2.3	2.4	2.4	2.5	2.6	3.2	2.9
20.	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.5	0.5	0.5	0.4	2.2	2.2	2.3	2.4	2.4	2.5	3.1	2.8
22.	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.4	0.4	0.4	0.4	0.4	2.2	2.3	2.3	2.3	2.4	2.4	3.2	2.8
24.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	2.1	2.3	2.3	2.3	2.4	2.4	3.1	2.9
26.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	2.2	2.2	2.2	2.2	2.4	2.3	3.1	2.8
28.	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	2.2	2.2	2.2	2.2	2.3	2.3	2.9	2.6
30.	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	2.1	2.2	2.2	2.2	2.2	2.3	2.8	2.7
32.	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	2.1	2.1	2.1	2.1	2.1	2.1	2.8	2.6
34.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	2.1	2.1	2.1	2.1	2.1	2.1	2.7	2.6
36.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	2.1	2.1	2.1	2.1	2.1	2.1	2.8	2.6
38.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	2.0	2.0	2.0	2.0	2.0	2.0	2.7	2.4
40.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	2.0	2.0	2.0	2.0	2.0	2.0	2.7	2.3
42.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	2.0	2.0	2.0	2.0	2.0	2.0	2.6	2.4
44.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.9	1.9	1.9	2.7	2.3
46.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.9	1.9	1.9	2.7	2.3
48.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.9	1.9	1.9	2.5	2.3
50.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.8	1.8	1.9	1.9	1.9	1.9	2.5	2.2
52.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	1.8	2.5	2.1
54.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	1.7	2.5	2.2
56.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	1.7	2.5	2.2
58.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	1.7	2.4	2.2
60.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.6	1.7	2.5	2.1
62.	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.6	1.6	2.4	2.0
64.	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.6	1.6	2.4	2.0
66.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.6	1.6	2.4	2.0
68.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.6	1.6	2.4	2.0
70.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	2.3	2.0
72.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	2.2	2.0
74.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	2.3	2.0
76.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	2.2	2.1
78.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	2.3	2.1
80.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	2.4	2.1
82.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	2.3	2.1

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	2.3	2.1
86.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	2.2	2.1
88.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.8	2.2	2.1
90.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.8	2.2	2.1
92.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.7	2.3	2.1
94.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.9	2.2	2.1
96.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.9	2.1	2.1
98.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.8	2.1	2.0
100.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.9	2.1	2.0
102.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	2.0	2.1	2.0
104.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	2.0	2.1	2.0
106.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	2.0	2.1	2.0
108.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	2.1	2.1	2.0
110.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	2.2	2.1	2.1
112.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.6	2.3	2.1	2.1
114.	*	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.6	2.2	2.2	2.1
116.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.6	2.3	2.2	2.1
118.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.6	2.4	2.2	2.2
120.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.6	1.6	1.6	1.6	1.7	2.4	2.2	2.2
122.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.7	2.5	2.3	2.2
124.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.8	2.7	2.3	2.2
126.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.8	2.7	2.3	2.2
128.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.7	1.7	1.7	1.7	1.9	2.8	2.3	2.3
130.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.8	1.8	1.8	1.7	1.9	2.8	2.4	2.3
132.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.8	1.9	2.9	2.5	2.4
134.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.9	2.1	2.9	2.5	2.5
136.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	1.9	1.9	1.9	1.9	2.1	3.0	2.6	2.5
138.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.0	2.0	2.0	1.9	2.3	3.0	2.6	2.5
140.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.0	2.0	2.1	2.0	2.3	3.2	2.6	2.6
142.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.0	2.0	2.1	2.2	2.4	3.2	2.7	2.6
144.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.1	2.1	2.1	2.2	2.4	3.1	2.7	2.6
146.	*	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.1	2.2	2.2	2.3	2.6	3.4	2.9	2.7
148.	*	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.2	2.2	2.4	2.3	2.7	3.5	2.9	2.8
150.	*	0.2	0.2	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	2.3	2.3	2.3	2.5	2.7	3.5	3.0	2.9
152.	*	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3	2.4	2.4	2.3	2.5	2.7	3.6	3.0	2.9
154.	*	0.2	0.2	0.2	0.2	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.3	2.4	2.5	2.6	2.7	3.0	3.6	3.1	2.9
156.	*	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.3	2.6	2.4	2.7	2.8	3.1	3.8	3.2	3.0
158.	*	0.3	0.3	0.4	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	2.6	2.7	2.7	2.9	3.4	3.8	3.2	3.1
160.	*	0.4	0.4	0.4	0.4	0.3	0.4	0.5	0.5	0.6	0.6	0.5	0.5	2.7	2.7	2.8	3.0	3.4	3.9	3.3	3.1
162.	*	0.5	0.5	0.4	0.5	0.6	0.6	0.7	0.7	0.6	0.6	0.6	0.6	2.8	2.8	2.9	3.1	3.4	4.0	3.3	3.0
164.	*	0.6	0.6	0.7	0.7	0.7	0.7	0.8	0.8	0.7	0.7	0.7	0.7	2.9	2.8	3.0	3.3	3.5	4.0	3.2	2.9
166.	*	0.7	0.8	0.8	0.7	0.8	0.9	0.9	0.9	1.0	0.9	0.9	0.9	2.9	3.0	3.1	3.2	3.6	3.8	3.2	2.9
168.	*	0.9	0.9	0.9	1.0	1.0	1.1	1.2	1.1	1.1	1.1	1.0	1.0	2.9	2.9	3.1	3.3	3.5	3.8	3.0	2.7
170.	*	1.1	1.2	1.1	1.2	1.2	1.2	1.3	1.4	1.4	1.3	1.3	1.2	2.9	3.1	3.1	3.3	3.3	3.7	3.0	2.5
172.	*	1.4	1.4	1.3	1.5	1.4	1.5	1.6	1.6	1.5	1.5	1.4	1.5	2.8	3.0	2.9	3.1	3.2	3.7	2.8	2.4
174.	*	1.5	1.7	1.6	1.5	1.6	1.7	1.9	1.9	1.8	1.8	1.7	1.6	2.8	2.9	2.9	3.0	3.1	3.5	2.6	2.2
176.	*	1.8	1.8	1.8	1.8	1.9	2.0	2.2	2.2	2.1	2.1	2.0	1.9	2.7	2.7	2.9	2.9	3.0	3.3	2.3	1.9
178.	*	2.1	1.9	2.1	2.1	2.2	2.2	2.4	2.4	2.4	2.3	2.2	2.1	2.6	2.6	2.7	2.8	2.8	3.1	2.2	1.7
180.	*	2.2	2.3	2.3	2.3	2.4	2.5	2.7	2.6	2.7	2.6	2.5	2.4	2.5	2.4	2.6	2.4	2.5	2.8	1.9	1.4
182.	*	2.5	2.4	2.5	2.6	2.5	2.7	2.9	2.9	2.8	2.8	2.7	2.6	2.2	2.1	2.3	2.1	2.2	2.5	1.6	1.2
184.	*	2.6	2.6	2.6	2.7	2.7	2.9	3.1	3.1	3.0	2.9	2.9	2.8	1.9	2.0	2.1	2.0	2.1	2.3	1.3	1.0
186.	*	2.7	2.7	2.7	2.8	2.8	3.0	3.3	3.3	3.2	3.1	3.1	3.0	1.7	1.7	1.7	1.7	1.8	2.1	1.1	0.8

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

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WIND  * CONCENTRATION
ANGLE *       (PPM)
(DEGR)* REC1  REC2  REC3  REC4  REC5  REC6  REC7  REC8  REC9  REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44
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WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188. *	2.8	2.8	2.8	2.8	3.0	3.1	3.4	3.3	3.4	3.3	3.2	3.2	1.5	1.5	1.4	1.4	1.5	1.8	0.9	0.7
190. *	2.7	2.7	2.8	2.8	3.0	3.1	3.5	3.4	3.4	3.4	3.3	3.3	1.1	1.2	1.3	1.3	1.3	1.5	0.7	0.5
192. *	2.9	3.0	3.0	2.9	2.9	3.2	3.5	3.5	3.5	3.4	3.5	3.4	1.0	1.1	1.1	1.1	1.1	1.4	0.6	0.4
194. *	2.9	2.9	2.9	3.0	3.0	3.2	3.5	3.5	3.5	3.6	3.5	3.5	0.9	0.9	1.0	0.9	1.0	1.3	0.5	0.4
196. *	2.7	2.9	2.9	2.9	2.9	3.1	3.4	3.5	3.5	3.5	3.5	3.5	0.8	0.8	0.8	0.9	0.9	1.1	0.3	0.2
198. *	2.8	2.8	2.8	2.8	2.9	3.0	3.5	3.5	3.4	3.5	3.6	3.5	0.7	0.7	0.6	0.6	0.8	0.9	0.3	0.2
200. *	2.6	2.7	2.8	2.9	2.9	2.9	3.4	3.4	3.4	3.4	3.5	3.4	0.5	0.6	0.6	0.6	0.6	0.9	0.2	0.1
202. *	2.5	2.6	2.7	2.8	2.8	2.9	3.3	3.3	3.4	3.4	3.4	3.4	0.5	0.5	0.5	0.5	0.6	0.8	0.2	0.1
204. *	2.6	2.7	2.6	2.7	2.7	2.8	3.1	3.2	3.2	3.3	3.4	3.4	0.4	0.4	0.4	0.4	0.6	0.8	0.2	0.1
206. *	2.5	2.5	2.6	2.7	2.8	2.7	3.1	3.2	3.2	3.3	3.4	3.3	0.4	0.4	0.4	0.4	0.5	0.8	0.2	0.1
208. *	2.4	2.5	2.6	2.5	2.7	2.6	3.0	3.1	3.1	3.2	3.2	3.3	0.4	0.4	0.4	0.4	0.5	0.8	0.2	0.1
210. *	2.3	2.4	2.5	2.4	2.5	2.7	3.0	3.1	3.1	3.2	3.2	3.2	0.4	0.4	0.4	0.5	0.4	0.8	0.1	0.1
212. *	2.3	2.3	2.3	2.4	2.5	2.7	2.9	2.9	3.0	3.1	3.1	3.2	0.4	0.4	0.4	0.5	0.4	0.8	0.1	0.1
214. *	2.3	2.2	2.3	2.4	2.4	2.6	2.9	2.9	3.0	3.0	3.1	3.2	0.3	0.3	0.3	0.4	0.4	0.8	0.1	0.1
216. *	2.3	2.2	2.3	2.3	2.3	2.5	2.8	2.8	2.9	2.9	3.0	3.0	0.3	0.3	0.3	0.4	0.4	0.8	0.1	0.1
218. *	2.3	2.1	2.1	2.2	2.3	2.4	2.8	2.8	2.9	2.9	3.0	3.0	0.3	0.3	0.3	0.4	0.4	0.8	0.1	0.1
220. *	2.1	2.1	2.1	2.2	2.4	2.4	2.6	2.7	2.7	2.8	2.9	2.9	0.3	0.3	0.3	0.4	0.4	0.8	0.1	0.1
222. *	2.1	2.1	2.1	2.2	2.3	2.3	2.6	2.7	2.7	2.8	2.8	2.9	0.3	0.3	0.3	0.4	0.4	0.8	0.1	0.1
224. *	2.1	2.1	2.1	2.0	2.1	2.3	2.5	2.7	2.7	2.7	2.7	2.8	0.3	0.3	0.3	0.4	0.4	0.8	0.1	0.1
226. *	2.0	2.0	2.0	2.0	2.1	2.3	2.5	2.5	2.6	2.6	2.7	2.7	0.3	0.3	0.3	0.4	0.4	0.7	0.1	0.0
228. *	1.9	2.0	2.0	2.0	2.2	2.3	2.5	2.5	2.6	2.6	2.7	2.7	0.2	0.3	0.3	0.4	0.4	0.7	0.1	0.0
230. *	1.9	2.0	2.0	2.0	2.2	2.1	2.5	2.5	2.6	2.6	2.7	2.6	0.2	0.3	0.3	0.4	0.4	0.8	0.1	0.0
232. *	1.9	2.0	2.0	2.0	2.2	2.2	2.4	2.4	2.5	2.5	2.6	2.6	0.2	0.3	0.3	0.4	0.4	0.8	0.1	0.0
234. *	1.8	1.9	1.9	1.9	2.0	2.3	2.4	2.4	2.5	2.5	2.6	2.6	0.2	0.3	0.3	0.4	0.4	0.8	0.1	0.0
236. *	1.8	1.9	1.9	2.0	2.0	2.3	2.4	2.4	2.5	2.5	2.5	2.6	0.2	0.3	0.3	0.4	0.5	0.9	0.1	0.0
238. *	1.8	1.8	1.9	1.9	2.0	2.3	2.3	2.3	2.3	2.4	2.4	2.5	0.2	0.2	0.3	0.4	0.5	0.9	0.1	0.0
240. *	1.8	1.8	1.9	1.9	2.0	2.1	2.3	2.3	2.3	2.4	2.4	2.4	0.2	0.2	0.3	0.4	0.5	0.9	0.0	0.0
242. *	1.7	1.8	1.9	1.9	1.9	2.1	2.3	2.3	2.3	2.4	2.4	2.4	0.1	0.2	0.3	0.4	0.5	0.9	0.0	0.0
244. *	1.6	1.7	1.8	1.8	1.9	2.1	2.3	2.2	2.2	2.2	2.3	2.3	0.1	0.2	0.3	0.4	0.5	0.9	0.0	0.0
246. *	1.6	1.7	1.7	1.8	1.9	2.1	2.2	2.2	2.2	2.2	2.3	2.3	0.0	0.1	0.2	0.3	0.4	0.9	0.0	0.0
248. *	1.6	1.7	1.7	1.8	1.9	2.1	2.1	2.2	2.2	2.2	2.3	2.3	0.0	0.0	0.1	0.3	0.4	0.9	0.0	0.0
250. *	1.6	1.6	1.7	1.8	1.9	2.2	2.1	2.2	2.2	2.2	2.3	2.3	0.0	0.0	0.1	0.2	0.4	0.9	0.1	0.0
252. *	1.6	1.6	1.7	1.8	1.8	2.2	2.2	2.2	2.2	2.2	2.3	2.3	0.0	0.0	0.1	0.2	0.3	1.0	0.1	0.0
254. *	1.6	1.6	1.7	1.7	1.8	2.1	2.2	2.2	2.2	2.2	2.3	2.3	0.0	0.0	0.1	0.2	0.3	1.0	0.1	0.0
256. *	1.6	1.6	1.5	1.6	1.8	2.1	2.2	2.2	2.2	2.2	2.3	2.3	0.0	0.0	0.0	0.1	0.3	1.0	0.1	0.0
258. *	1.5	1.5	1.5	1.6	1.8	2.1	2.3	2.2	2.2	2.2	2.3	2.3	0.0	0.0	0.0	0.1	0.3	1.0	0.1	0.0
260. *	1.5	1.5	1.5	1.6	1.7	1.9	2.3	2.2	2.2	2.2	2.3	2.3	0.0	0.0	0.0	0.1	0.3	0.9	0.3	0.0
262. *	1.5	1.5	1.5	1.6	1.7	1.9	2.5	2.3	2.3	2.3	2.4	2.4	0.0	0.0	0.0	0.1	0.3	0.9	0.3	0.0
264. *	1.6	1.6	1.6	1.6	1.7	2.0	2.5	2.3	2.3	2.3	2.4	2.4	0.0	0.0	0.0	0.1	0.3	0.9	0.3	0.0
266. *	1.6	1.6	1.6	1.6	1.7	2.0	2.5	2.3	2.3	2.3	2.4	2.4	0.0	0.0	0.0	0.0	0.1	0.8	0.4	0.0
268. *	1.6	1.6	1.6	1.6	1.7	1.9	2.7	2.4	2.3	2.3	2.4	2.4	0.0	0.0	0.0	0.0	0.1	0.7	0.5	0.0
270. *	1.6	1.6	1.6	1.6	1.7	1.9	2.7	2.5	2.3	2.3	2.4	2.4	0.0	0.0	0.0	0.0	0.1	0.6	0.6	0.1
272. *	1.6	1.6	1.6	1.6	1.6	1.9	2.7	2.5	2.3	2.3	2.4	2.4	0.0	0.0	0.0	0.0	0.1	0.6	0.6	0.2
274. *	1.6	1.6	1.6	1.6	1.6	1.7	2.8	2.5	2.3	2.3	2.4	2.4	0.0	0.0	0.0	0.0	0.1	0.5	0.7	0.2
276. *	1.6	1.6	1.6	1.6	1.6	1.7	2.9	2.4	2.3	2.3	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.5	0.7	0.2
278. *	1.5	1.5	1.5	1.5	1.5	1.6	2.8	2.4	2.5	2.3	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.2
280. *	1.5	1.5	1.5	1.5	1.5	1.6	2.8	2.3	2.4	2.2	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.2
282. *	1.5	1.5	1.5	1.5	1.5	1.6	2.9	2.4	2.4	2.2	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.2	0.8	0.2
284. *	1.5	1.6	1.6	1.6	1.6	1.6	3.0	2.6	2.4	2.2	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.2	0.9	0.3
286. *	1.6	1.6	1.6	1.6	1.6	1.6	2.8	2.6	2.4	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.1	0.9	0.4
288. *	1.6	1.6	1.6	1.6	1.6	1.6	2.8	2.6	2.4	2.4	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.1	0.9	0.4
290. *	1.6	1.6	1.6	1.6	1.6	1.6	2.8	2.6	2.4	2.5	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.1	0.9	0.4

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292. *	1.6	1.6	1.6	1.6	1.6	1.6	2.7	2.6	2.4	2.5	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.1	0.9	0.4
294. *	1.6	1.6	1.6	1.6	1.6	1.6	2.7	2.6	2.4	2.5	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.4
296. *	1.6	1.6	1.6	1.6	1.6	1.6	2.7	2.6	2.5	2.5	2.5	2.4	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.4
298. *	1.7	1.7	1.7	1.7	1.7	1.7	2.7	2.6	2.6	2.6	2.7	2.5	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.4
300. *	1.7	1.7	1.7	1.7	1.7	1.7	2.6	2.7	2.6	2.6	2.7	2.6	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.4
302. *	1.7	1.7	1.7	1.7	1.7	1.7	2.5	2.8	2.6	2.6	2.7	2.6	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.4
304. *	1.7	1.7	1.7	1.7	1.7	1.7	2.5	2.8	2.8	2.7	2.8	2.8	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.4
306. *	1.7	1.7	1.7	1.7	1.7	1.7	2.6	2.9	2.7	2.7	2.8	2.9	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.4
308. *	1.8	1.8	1.8	1.8	1.8	1.8	2.5	2.8	2.7	2.8	2.8	2.9	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.5
310. *	1.8	1.8	1.8	1.8	1.8	1.8	2.6	2.7	2.7	2.8	2.9	3.0	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.5
312. *	1.8	1.8	1.8	1.8	1.8	1.8	2.7	2.8	2.8	2.9	3.0	3.0	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.5
314. *	1.8	1.8	1.8	1.8	1.8	1.8	2.5	2.9	2.8	2.9	3.0	3.0	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.5
316. *	1.9	1.9	1.9	1.9	1.9	1.9	2.5	2.9	2.9	2.9	3.0	3.1	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.5
318. *	1.9	1.9	1.9	1.9	1.9	1.9	2.4	3.0	3.0	3.0	3.1	3.2	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.5
320. *	1.9	1.9	1.9	2.0	2.0	2.0	2.4	3.0	3.0	3.0	3.1	3.2	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
322. *	1.9	1.9	2.1	2.1	2.1	2.1	2.5	2.9	2.9	3.2	3.2	3.3	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
324. *	2.0	2.0	2.1	2.1	2.1	2.1	2.5	3.1	3.1	3.2	3.2	3.3	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
326. *	2.0	2.0	2.1	2.1	2.1	2.1	2.6	3.0	3.2	3.2	3.3	3.5	0.1	0.1	0.1	0.1	0.1	0.1	0.6	0.4
328. *	2.0	2.0	2.1	2.1	2.2	2.2	2.4	3.1	3.2	3.3	3.4	3.5	0.2	0.2	0.2	0.2	0.2	0.2	0.6	0.4
330. *	2.0	2.1	2.2	2.2	2.2	2.2	2.6	3.1	3.2	3.5	3.4	3.7	0.2	0.2	0.2	0.2	0.2	0.2	0.7	0.4
332. *	2.1	2.1	2.2	2.2	2.2	2.2	2.5	3.2	3.3	3.5	3.5	3.7	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.4
334. *	2.1	2.1	2.2	2.3	2.3	2.3	2.6	3.1	3.4	3.5	3.6	3.8	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.4
336. *	2.0	2.2	2.3	2.3	2.3	2.3	2.6	3.0	3.4	3.6	3.8	3.9	0.2	0.2	0.3	0.3	0.3	0.3	0.8	0.5
338. *	2.0	2.2	2.2	2.3	2.3	2.4	2.6	3.1	3.4	3.6	3.8	3.8	0.3	0.3	0.3	0.3	0.3	0.3	0.9	0.5
340. *	2.1	2.1	2.2	2.3	2.4	2.4	2.7	3.2	3.4	3.5	3.6	3.9	0.3	0.3	0.3	0.3	0.4	0.4	0.9	0.5
342. *	2.0	2.2	2.3	2.3	2.5	2.5	2.8	3.1	3.4	3.7	3.8	4.0	0.4	0.4	0.4	0.4	0.4	0.4	1.0	0.7
344. *	2.0	2.2	2.2	2.4	2.4	2.5	2.8	3.0	3.4	3.6	3.8	4.1	0.4	0.5	0.5	0.5	0.5	0.5	1.0	0.7
346. *	1.9	2.1	2.2	2.4	2.4	2.4	2.8	3.1	3.5	3.6	3.9	4.0	0.5	0.5	0.6	0.6	0.6	0.6	1.3	0.9
348. *	1.9	2.1	2.1	2.3	2.4	2.4	2.7	3.0	3.2	3.5	3.8	3.9	0.6	0.6	0.7	0.7	0.8	0.8	1.4	1.1
350. *	1.7	1.9	2.1	2.3	2.3	2.3	2.7	3.0	3.2	3.4	3.6	3.8	0.7	0.7	0.9	0.9	0.9	0.9	1.5	1.1
352. *	1.7	1.9	2.0	2.1	2.2	2.3	2.6	2.7	3.1	3.2	3.5	3.6	0.8	1.0	1.0	1.0	1.1	1.1	1.7	1.4
354. *	1.6	1.8	1.9	2.0	2.1	2.2	2.6	2.8	2.9	3.1	3.3	3.4	1.0	1.1	1.1	1.2	1.2	1.3	2.0	1.6
356. *	1.5	1.7	1.8	1.9	2.0	2.1	2.3	2.5	2.8	3.0	3.1	3.3	1.1	1.2	1.3	1.4	1.4	1.5	2.2	1.8
358. *	1.4	1.5	1.7	1.7	1.9	1.9	2.2	2.4	2.6	2.8	2.9	3.1	1.2	1.3	1.5	1.5	1.6	1.7	2.4	1.9
360. *	1.2	1.4	1.5	1.7	1.7	1.7	2.1	2.3	2.5	2.5	2.7	2.8	1.4	1.5	1.6	1.8	1.8	1.8	2.6	2.2
MAX *	2.9	3.0	3.0	3.0	3.0	3.2	3.5	3.5	3.5	3.7	3.9	4.1	2.9	3.1	3.1	3.3	3.6	4.0	3.3	3.1
DEGR. *	192	192	192	194	188	192	190	192	192	342	346	344	164	170	166	164	166	162	160	158

REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	2.0	1.8	1.8	1.6	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.7	1.0	0.3
2.	*	2.1	2.1	1.9	1.8	0.0	0.0	0.0	0.1	0.4	0.3	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.7	1.0	0.3
4.	*	2.2	2.2	2.0	2.0	0.0	0.0	0.0	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.8	1.2	0.3
6.	*	2.4	2.4	2.3	2.1	0.0	0.0	0.0	0.2	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.9	1.2	0.1
8.	*	2.6	2.5	2.5	2.2	0.0	0.0	0.1	0.3	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.9	1.3	0.1
10.	*	2.7	2.5	2.3	2.3	0.0	0.0	0.1	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	0.9	1.4	0.1
12.	*	2.8	2.5	2.5	2.4	0.0	0.0	0.1	0.3	0.8	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.8	1.1	1.5	0.0
14.	*	2.8	2.6	2.6	2.5	0.0	0.1	0.2	0.5	0.9	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.9	1.1	1.6	0.0
16.	*	2.9	2.6	2.5	2.4	0.0	0.1	0.3	0.5	1.0	0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.9	1.1	1.7	0.0
18.	*	2.8	2.7	2.6	2.5	0.0	0.1	0.3	0.5	1.1	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.9	1.2	1.7	0.0
20.	*	2.8	2.6	2.4	2.5	0.1	0.2	0.3	0.6	1.1	0.0	0.0	0.0	0.0	0.0	0.7	0.8	1.0	1.3	1.7	0.0
22.	*	2.6	2.7	2.5	2.5	0.1	0.2	0.4	0.7	1.1	0.0	0.0	0.0	0.0	0.0	0.8	0.9	1.1	1.3	1.8	0.0
24.	*	2.6	2.5	2.5	2.5	0.1	0.3	0.5	0.7	1.1	0.0	0.0	0.0	0.0	0.0	0.8	0.9	1.1	1.3	1.8	0.0
26.	*	2.5	2.6	2.4	2.4	0.2	0.3	0.5	0.7	1.2	0.0	0.0	0.0	0.0	0.0	0.8	0.9	1.1	1.4	1.8	0.0
28.	*	2.5	2.6	2.4	2.3	0.2	0.3	0.5	0.7	1.2	0.0	0.0	0.0	0.0	0.0	0.9	1.0	1.1	1.4	1.8	0.0
30.	*	2.5	2.4	2.4	2.3	0.2	0.4	0.5	0.8	1.2	0.0	0.0	0.0	0.0	0.0	0.9	1.0	1.2	1.4	1.8	0.0
32.	*	2.5	2.3	2.4	2.2	0.3	0.4	0.5	0.8	1.2	0.0	0.0	0.0	0.0	0.0	0.9	1.1	1.2	1.5	1.8	0.0
34.	*	2.5	2.3	2.3	2.2	0.3	0.4	0.6	0.8	1.2	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.3	1.5	1.8	0.0
36.	*	2.3	2.4	2.2	2.2	0.3	0.5	0.6	0.8	1.2	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.3	1.5	1.7	0.0
38.	*	2.3	2.4	2.2	2.2	0.4	0.5	0.6	0.8	1.2	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.3	1.5	1.7	0.0
40.	*	2.3	2.3	2.2	2.1	0.4	0.5	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.3	1.5	1.7	0.0
42.	*	2.3	2.2	2.2	2.1	0.4	0.5	0.6	0.7	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.3	1.4	1.7	0.0
44.	*	2.3	2.2	2.2	2.1	0.4	0.5	0.6	0.7	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.3	1.6	0.0
46.	*	2.2	2.2	2.1	2.1	0.4	0.5	0.6	0.7	1.1	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.4	1.7	0.0
48.	*	2.2	2.2	2.1	2.1	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.4	1.7	0.0
50.	*	2.1	2.1	2.0	2.0	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.4	1.7	0.0
52.	*	2.1	2.1	2.0	2.0	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.4	1.7	0.0
54.	*	2.1	2.0	2.0	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.4	1.7	0.0
56.	*	2.1	2.0	2.0	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.4	1.8	0.0
58.	*	2.0	2.0	2.0	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.4	1.8	0.0
60.	*	2.0	2.0	1.9	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.3	1.5	1.6	0.0
62.	*	2.0	2.0	1.9	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.3	1.4	1.6	0.0
64.	*	2.0	2.0	1.9	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.2	1.5	1.6	0.0
66.	*	2.0	1.9	1.9	1.9	0.4	0.5	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.2	1.1	1.3	1.5	1.7	0.0
68.	*	2.0	1.9	1.9	1.9	0.5	0.6	0.6	0.7	1.0	0.0	0.0	0.0	0.0	0.0	1.2	1.1	1.3	1.5	1.7	0.0
70.	*	2.0	1.9	1.9	1.9	0.5	0.6	0.6	0.8	1.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.3	1.4	1.7	0.0
72.	*	2.0	1.9	1.9	1.9	0.5	0.6	0.6	0.8	1.0	0.0	0.0	0.0	0.0	0.0	1.2	1.4	1.3	1.3	1.5	0.0
74.	*	2.0	1.9	1.9	1.9	0.5	0.6	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.4	1.4	1.3	1.4	1.7	0.0
76.	*	2.0	2.0	1.9	1.9	0.5	0.5	0.6	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.4	1.4	1.2	1.4	1.6	0.0
78.	*	2.0	2.0	1.9	1.9	0.6	0.6	0.7	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.3	1.2	1.3	1.5	1.6	0.0
80.	*	2.0	2.0	1.9	1.9	0.6	0.6	0.7	0.9	1.1	0.0	0.0	0.0	0.0	0.0	1.1	1.1	1.3	1.4	1.7	0.0
82.	*	2.0	2.0	1.9	1.9	0.7	0.7	0.7	0.9	1.1	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.2	1.2	1.6	0.0

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84.	*	2.1	2.0	1.9	1.9	0.7	0.7	0.8	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.0	1.2	1.2	1.2	1.5	0.0
86.	*	2.1	2.0	1.9	1.9	1.1	1.1	1.0	1.1	1.1	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.1	1.3	1.5	0.0
88.	*	2.1	2.0	1.9	1.9	1.0	1.1	1.1	1.2	1.2	0.0	0.0	0.0	0.0	0.0	1.1	1.0	1.2	1.3	1.4	0.0
90.	*	2.0	2.0	1.9	1.9	1.1	1.2	1.1	1.1	1.3	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.2	1.3	1.5	0.0
92.	*	2.0	2.0	1.9	1.9	1.0	1.1	1.2	1.1	1.3	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.1	1.1	1.4	0.0
94.	*	2.0	2.0	1.9	1.9	1.1	1.1	1.2	1.2	1.4	0.0	0.0	0.0	0.0	0.0	0.7	0.9	0.9	1.1	1.3	0.0
96.	*	2.0	2.0	1.9	1.9	1.1	1.2	1.4	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.7	0.9	0.8	1.1	1.4	0.0
98.	*	2.0	1.9	1.9	1.9	1.5	1.3	1.4	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.9	1.0	1.4	0.0
100.	*	2.0	1.9	1.9	1.9	1.5	1.5	1.4	1.5	1.6	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	1.0	1.4	0.0
102.	*	2.0	1.9	1.9	1.9	1.5	1.5	1.3	1.4	1.6	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	1.0	1.4	0.0
104.	*	2.0	1.9	1.9	1.9	1.4	1.5	1.5	1.5	1.7	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	1.0	1.3	0.0
106.	*	2.0	1.9	1.9	1.9	1.3	1.5	1.7	1.6	1.8	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.9	1.0	1.3	0.0
108.	*	2.0	2.0	1.9	1.9	1.3	1.6	1.7	1.5	1.8	0.0	0.0	0.0	0.0	0.0	0.7	0.7	0.8	0.9	1.3	0.0
110.	*	2.0	2.0	1.9	1.9	1.5	1.5	1.6	1.6	1.8	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	0.9	1.3	0.0
112.	*	2.0	2.0	1.9	1.9	1.5	1.5	1.6	1.8	1.9	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
114.	*	2.1	2.0	2.0	1.9	1.5	1.5	1.6	1.7	1.9	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0,0
116.	*	2.1	2.0	2.0	1.9	1.5	1.5	1.6	1.7	1.8	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
118.	*	2.1	2.0	2.0	1.9	1.4	1.4	1.6	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
120.	*	2.1	2.1	2.0	2.0	1.4	1.4	1.6	1.7	2.1	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
122.	*	2.1	2.1	2.0	2.0	1.4	1.4	1.6	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
124.	*	2.2	2.1	2.0	2.0	1.4	1.4	1.6	1.8	2.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.3	0.0
126.	*	2.2	2.1	2.1	2.0	1.4	1.5	1.6	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.8	1.0	1.4	0.0
128.	*	2.2	2.1	2.1	2.0	1.4	1.5	1.6	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.8	1.0	1.4	0.0
130.	*	2.2	2.2	2.1	2.0	1.4	1.5	1.6	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.8	1.0	1.4	0.0
132.	*	2.3	2.3	2.2	2.1	1.3	1.4	1.5	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.8	1.1	1.4	0.0
134.	*	2.4	2.3	2.2	2.2	1.3	1.4	1.5	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.8	1.1	1.4	0.0
136.	*	2.4	2.3	2.2	2.2	1.3	1.4	1.5	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.1	1.5	0.0
138.	*	2.4	2.3	2.3	2.2	1.3	1.4	1.5	1.8	2.2	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.1	1.5	0.0
140.	*	2.5	2.4	2.3	2.2	1.3	1.4	1.5	1.8	2.2	0.0	0.0	0.0	0.0	0.0	0.5	0.6	0.8	1.1	1.5	0.0
142.	*	2.5	2.4	2.3	2.2	1.3	1.3	1.5	1.8	2.2	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.8	1.1	1.5	0.0
144.	*	2.5	2.4	2.3	2.2	1.1	1.3	1.5	1.8	2.3	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.8	1.1	1.5	0.0
146.	*	2.6	2.5	2.3	2.2	1.1	1.3	1.5	1.8	2.3	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.8	1.1	1.5	0.0
148.	*	2.7	2.5	2.4	2.2	1.1	1.3	1.5	1.8	2.3	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.7	1.1	1.5	0.0
150.	*	2.7	2.5	2.4	2.2	1.1	1.3	1.5	1.8	2.3	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.7	1.0	1.5	0.0
152.	*	2.8	2.5	2.4	2.2	1.0	1.2	1.4	1.8	2.3	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.6	1.0	1.5	0.0
154.	*	2.8	2.5	2.4	2.1	0.8	1.0	1.3	1.6	2.2	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.6	0.9	1.5	0.0
156.	*	2.9	2.6	2.4	2.1	0.8	1.0	1.2	1.5	2.2	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.5	0.9	1.4	0.0
158.	*	2.8	2.6	2.3	2.0	0.8	0.9	1.2	1.5	2.1	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.8	1.4	0.0
160.	*	2.8	2.5	2.2	1.9	0.8	0.8	1.0	1.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.7	1.4	0.0
162.	*	2.7	2.4	2.1	1.8	0.6	0.8	1.0	1.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.6	1.3	0.0
164.	*	2.7	2.3	2.0	1.6	0.6	0.8	1.0	1.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.6	1.2	0.0
166.	*	2.5	2.1	1.9	1.4	0.6	0.8	0.8	1.2	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	1.1	0.0
168.	*	2.3	2.0	1.7	1.3	0.6	0.6	0.8	1.1	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.9	0.1
170.	*	2.2	1.8	1.5	1.2	0.6	0.6	0.8	1.0	1.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.9	0.1
172.	*	2.0	1.6	1.3	1.0	0.6	0.6	0.8	0.9	1.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.7	0.2
174.	*	1.8	1.5	1.2	0.9	0.6	0.6	0.6	0.8	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	0.2
176.	*	1.5	1.3	1.0	0.7	0.6	0.6	0.6	0.8	1.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	0.3
178.	*	1.4	1.1	0.8	0.5	0.6	0.6	0.6	0.8	1.1	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.5
180.	*	1.2	0.9	0.7	0.5	0.6	0.6	0.6	0.7	0.9	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5
182.	*	0.9	0.8	0.5	0.4	0.6	0.6	0.6	0.6	0.9	0.7	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.6
184.	*	0.7	0.6	0.5	0.3	0.6	0.6	0.6	0.6	0.8	0.8	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.8

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186.	0.6	0.5	0.3	0.2	0.6	0.6	0.6	0.6	0.8	1.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.8
188.	0.4	0.3	0.3	0.2	0.6	0.6	0.6	0.6	0.7	1.1	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
190.	0.4	0.3	0.2	0.1	0.6	0.6	0.6	0.6	0.6	1.2	0.5	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1
192.	0.3	0.2	0.1	0.0	0.6	0.6	0.6	0.6	0.6	1.3	0.7	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2
194.	0.2	0.1	0.1	0.0	0.6	0.6	0.6	0.6	0.6	1.3	0.7	0.4	0.2	0.1	0.0	0.0	0.0	0.0	0.0	1.3
196.	0.1	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	0.9	0.5	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.4
198.	0.1	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	0.9	0.5	0.3	0.2	0.0	0.0	0.0	0.0	0.0	1.5
200.	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.0	0.6	0.4	0.2	0.0	0.0	0.0	0.0	0.0	1.5
202.	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.0	0.7	0.4	0.2	0.0	0.0	0.0	0.0	0.0	1.5
204.	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.0	0.7	0.5	0.3	0.0	0.0	0.0	0.0	0.0	1.5
206.	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.5	1.1	0.7	0.5	0.4	0.0	0.0	0.0	0.0	0.0	1.5
208.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.5	1.1	0.7	0.6	0.4	0.0	0.0	0.0	0.0	0.0	1.5
210.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.5	1.1	0.9	0.6	0.4	0.0	0.0	0.0	0.0	0.0	1.5
212.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.5	1.1	0.9	0.7	0.5	0.0	0.0	0.0	0.0	0.0	1.5
214.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.5	1.1	0.9	0.7	0.5	0.0	0.0	0.0	0.0	0.0	1.5
216.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.5	1.1	0.9	0.7	0.5	0.0	0.0	0.0	0.0	0.0	1.5
218.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.4	1.1	0.9	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.5
220.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.4	1.1	0.9	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.5
222.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.4	1.0	0.9	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.5
224.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.3	1.0	0.9	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.5
226.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.3	1.0	0.9	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.4
228.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	1.4	0.9	0.9	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.4
230.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.4	0.9	0.7	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.4
232.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.4	1.0	0.7	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.4
234.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.4	1.0	0.7	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.4
236.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.3	0.9	0.7	0.7	0.6	0.0	0.0	0.0	0.0	0.0	1.4
238.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.4	1.1	0.7	0.6	0.6	0.0	0.0	0.0	0.0	0.0	1.4
240.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	1.4	1.1	0.7	0.6	0.6	0.0	0.0	0.0	0.0	0.0	1.4
242.	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.9	1.3	1.0	0.8	0.6	0.6	0.0	0.0	0.0	0.0	0.0	1.4
244.	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	1.4	1.1	0.9	0.6	0.5	0.0	0.0	0.0	0.0	0.0	1.4
246.	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	1.4	1.1	1.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	1.3
248.	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	1.4	0.9	0.9	0.7	0.5	0.0	0.0	0.0	0.0	0.0	1.3
250.	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	1.5	1.0	0.8	0.8	0.4	0.0	0.0	0.0	0.1	0.1	1.4
252.	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	1.5	1.2	0.8	0.8	0.8	0.1	0.1	0.1	0.1	0.1	1.4
254.	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	1.0	1.5	1.2	0.9	0.8	0.8	0.1	0.1	0.1	0.1	0.1	1.5
256.	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	1.0	1.6	1.0	0.9	0.8	0.8	0.1	0.1	0.1	0.1	0.1	1.5
258.	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	1.5	1.0	0.9	0.8	0.8	0.1	0.1	0.1	0.1	0.1	1.5
260.	0.0	0.0	0.0	0.0	0.7	0.9	0.9	0.9	0.9	1.4	1.0	0.9	0.7	0.6	0.1	0.1	0.2	0.3	0.3	1.5
262.	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.9	0.9	1.4	1.1	0.9	0.7	0.6	0.2	0.2	0.3	0.3	0.3	1.5
264.	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.9	0.9	1.3	1.1	0.9	0.8	0.6	0.2	0.3	0.3	0.3	0.3	1.4
266.	0.0	0.0	0.0	0.0	0.6	0.7	0.7	0.7	0.8	1.2	1.0	1.0	0.8	0.7	0.3	0.3	0.4	0.4	0.4	1.5
268.	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.7	0.7	1.2	1.0	1.0	0.8	0.8	0.3	0.4	0.4	0.4	0.5	1.6
270.	0.0	0.0	0.0	0.0	0.5	0.6	0.6	0.6	0.6	1.2	1.0	0.7	0.6	0.8	0.4	0.4	0.4	0.5	0.5	1.7
272.	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.6	0.6	1.2	1.0	0.8	0.6	0.6	0.4	0.5	0.6	0.6	0.6	1.7
274.	0.0	0.0	0.0	0.0	0.3	0.5	0.5	0.5	0.5	1.1	0.9	0.8	0.5	0.5	0.4	0.6	0.6	0.6	0.6	1.7
276.	0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.4	0.5	1.0	0.8	0.7	0.5	0.5	0.6	0.6	0.6	0.6	0.7	1.8
278.	0.0	0.0	0.0	0.0	0.2	0.3	0.3	0.3	0.4	1.0	0.8	0.7	0.5	0.5	0.6	0.6	0.7	0.7	0.8	1.7
280.	0.2	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.3	1.0	0.8	0.7	0.5	0.4	0.6	0.7	0.8	0.8	0.8	1.8
282.	0.2	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	1.0	0.8	0.6	0.4	0.4	0.6	0.8	0.8	0.8	0.8	1.7
284.	0.2	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.9	0.7	0.6	0.4	0.4	0.7	0.8	0.8	0.8	0.8	1.7
286.	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.9	0.7	0.6	0.4	0.4	0.8	0.8	0.8	0.8	0.9	1.6

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.9	0.7	0.6	0.4	0.4	0.8	0.8	0.8	0.9	0.9	1.5
290.	0.2	0.2	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.9	0.7	0.6	0.4	0.4	0.7	0.8	0.8	0.9	0.9	1.4
292.	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.9	0.7	0.6	0.5	0.4	0.7	0.7	0.9	0.9	0.9	1.5
294.	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.7	0.6	0.5	0.4	0.7	0.7	0.8	0.8	0.8	1.4
296.	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.7	0.6	0.5	0.4	0.7	0.7	0.8	0.8	0.8	1.3
298.	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.7	0.6	0.5	0.4	0.7	0.7	0.8	0.8	0.8	1.2
300.	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.7	0.6	0.5	0.4	0.7	0.7	0.8	0.8	0.8	1.2
302.	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.8	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.2
304.	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	1.0	0.8	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.2
306.	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.1
308.	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.0
310.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.0
312.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.1
314.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	1.1
316.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.5	0.4	0.6	0.6	0.6	0.6	0.6	1.1
318.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.5	0.4	0.6	0.6	0.6	0.6	0.6	1.1
320.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.5	0.4	0.6	0.6	0.6	0.6	0.6	1.1
322.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.4	0.4	0.6	0.6	0.6	0.6	0.6	1.1
324.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.4	0.3	0.6	0.6	0.6	0.6	0.6	1.1
326.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.4	0.3	0.6	0.6	0.6	0.6	0.6	1.1
328.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.5	0.4	0.2	0.6	0.6	0.6	0.6	0.6	1.1
330.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.5	0.3	0.2	0.6	0.6	0.6	0.6	0.6	1.1
332.	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.5	0.3	0.2	0.6	0.6	0.6	0.6	0.6	1.2
334.	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.5	0.3	0.2	0.6	0.6	0.6	0.6	0.6	1.2
336.	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.4	0.2	0.1	0.6	0.6	0.6	0.6	0.6	1.2
338.	0.4	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.3	0.2	0.1	0.6	0.6	0.6	0.6	0.6	1.2
340.	0.4	0.4	0.4	0.3	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.3	0.2	0.0	0.6	0.6	0.6	0.6	0.6	1.2
342.	0.4	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.3	0.1	0.0	0.6	0.6	0.6	0.6	0.6	1.0
344.	0.6	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.2	0.1	0.0	0.6	0.6	0.6	0.6	0.6	1.0
346.	0.7	0.7	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.8	0.3	0.2	0.0	0.0	0.6	0.6	0.6	0.6	0.6	1.0
348.	0.8	0.7	0.7	0.6	0.0	0.0	0.0	0.0	0.0	0.8	0.3	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.6	0.8
350.	0.9	0.9	0.8	0.9	0.0	0.0	0.0	0.0	0.1	0.7	0.3	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.7	0.8
352.	1.2	1.0	1.1	0.9	0.0	0.0	0.0	0.0	0.1	0.6	0.2	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.7	0.8
354.	1.4	1.3	1.2	1.0	0.0	0.0	0.0	0.0	0.1	0.6	0.2	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.7	0.6
356.	1.4	1.4	1.3	1.3	0.0	0.0	0.0	0.0	0.1	0.4	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.9	0.5
358.	1.7	1.6	1.6	1.4	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.7	0.9	0.4
360.	2.0	1.8	1.8	1.6	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.7	1.0	0.3
MAX	2.9	2.7	2.6	2.5	1.5	1.6	1.7	1.8	2.3	1.6	1.2	1.0	0.8	0.8	1.4	1.4	1.3	1.5	1.8	1.8
DEGR.	156	22	14	14	98	108	106	112	144	256	252	246	250	252	74	72	46	60	56	276

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	*	0.1	0.0	0.0	0.0
2.	*	0.1	0.0	0.0	0.0
4.	*	0.0	0.0	0.0	0.0
6.	*	0.0	0.0	0.0	0.0
8.	*	0.0	0.0	0.0	0.0
10.	*	0.0	0.0	0.0	0.0
12.	*	0.0	0.0	0.0	0.0
14.	*	0.0	0.0	0.0	0.0
16.	*	0.0	0.0	0.0	0.0
18.	*	0.0	0.0	0.0	0.0
20.	*	0.0	0.0	0.0	0.0
22.	*	0.0	0.0	0.0	0.0
24.	*	0.0	0.0	0.0	0.0
26.	*	0.0	0.0	0.0	0.0
28.	*	0.0	0.0	0.0	0.0
30.	*	0.0	0.0	0.0	0.0
32.	*	0.0	0.0	0.0	0.0
34.	*	0.0	0.0	0.0	0.0
36.	*	0.0	0.0	0.0	0.0
38.	*	0.0	0.0	0.0	0.0
40.	*	0.0	0.0	0.0	0.0
42.	*	0.0	0.0	0.0	0.0
44.	*	0.0	0.0	0.0	0.0
46.	*	0.0	0.0	0.0	0.0
48.	*	0.0	0.0	0.0	0.0
50.	*	0.0	0.0	0.0	0.0
52.	*	0.0	0.0	0.0	0.0
54.	*	0.0	0.0	0.0	0.0
56.	*	0.0	0.0	0.0	0.0
58.	*	0.0	0.0	0.0	0.0
60.	*	0.0	0.0	0.0	0.0
62.	*	0.0	0.0	0.0	0.0
64.	*	0.0	0.0	0.0	0.0
66.	*	0.0	0.0	0.0	0.0
68.	*	0.0	0.0	0.0	0.0
70.	*	0.0	0.0	0.0	0.0
72.	*	0.0	0.0	0.0	0.0
74.	*	0.0	0.0	0.0	0.0
76.	*	0.0	0.0	0.0	0.0
78.	*	0.0	0.0	0.0	0.0
80.	*	0.0	0.0	0.0	0.0
82.	*	0.0	0.0	0.0	0.0

JOB: RT 300 AT SITE DRIVE NB SAT

RUN: RT 300 AT SITE DRIVE NB SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	*	0.0	0.0	0.0	0.0
86.	*	0.0	0.0	0.0	0.0
88.	*	0.0	0.0	0.0	0.0
90.	*	0.0	0.0	0.0	0.0
92.	*	0.0	0.0	0.0	0.0
94.	*	0.0	0.0	0.0	0.0
96.	*	0.0	0.0	0.0	0.0
98.	*	0.0	0.0	0.0	0.0
100.	*	0.0	0.0	0.0	0.0
102.	*	0.0	0.0	0.0	0.0
104.	*	0.0	0.0	0.0	0.0
106.	*	0.0	0.0	0.0	0.0
108.	*	0.0	0.0	0.0	0.0
110.	*	0.0	0.0	0.0	0.0
112.	*	0.0	0.0	0.0	0.0
114.	*	0.0	0.0	0.0	0.0
116.	*	0.0	0.0	0.0	0.0
118.	*	0.0	0.0	0.0	0.0
120.	*	0.0	0.0	0.0	0.0
122.	*	0.0	0.0	0.0	0.0
124.	*	0.0	0.0	0.0	0.0
126.	*	0.0	0.0	0.0	0.0
128.	*	0.0	0.0	0.0	0.0
130.	*	0.0	0.0	0.0	0.0
132.	*	0.0	0.0	0.0	0.0
134.	*	0.0	0.0	0.0	0.0
136.	*	0.0	0.0	0.0	0.0
138.	*	0.0	0.0	0.0	0.0
140.	*	0.0	0.0	0.0	0.0
142.	*	0.0	0.0	0.0	0.0
144.	*	0.0	0.0	0.0	0.0
146.	*	0.0	0.0	0.0	0.0
148.	*	0.0	0.0	0.0	0.0
150.	*	0.0	0.0	0.0	0.0
152.	*	0.0	0.0	0.0	0.0
154.	*	0.0	0.0	0.0	0.0
156.	*	0.0	0.0	0.0	0.0
158.	*	0.0	0.0	0.0	0.0
160.	*	0.0	0.0	0.0	0.0
162.	*	0.0	0.0	0.0	0.0
164.	*	0.0	0.0	0.0	0.0
166.	*	0.0	0.0	0.0	0.0
168.	*	0.0	0.0	0.0	0.0
170.	*	0.0	0.0	0.0	0.0
172.	*	0.0	0.0	0.0	0.0
174.	*	0.0	0.0	0.0	0.0
176.	*	0.0	0.0	0.0	0.0
178.	*	0.1	0.0	0.0	0.0
180.	*	0.2	0.0	0.0	0.0
182.	*	0.2	0.0	0.0	0.0
184.	*	0.2	0.0	0.0	0.0

JOB: RT 300 AT SITE DRIVE NB SAT

RUN: RT 300 AT SITE DRIVE NB SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	0.3	0.1	0.0	0.0
188.	0.4	0.2	0.0	0.0
190.	0.5	0.2	0.0	0.0
192.	0.5	0.2	0.1	0.0
194.	0.7	0.3	0.2	0.0
196.	0.7	0.4	0.2	0.0
198.	0.9	0.4	0.2	0.1
200.	0.9	0.5	0.3	0.2
202.	0.9	0.6	0.3	0.2
204.	1.0	0.7	0.4	0.2
206.	1.0	0.7	0.4	0.2
208.	1.1	0.7	0.5	0.3
210.	1.1	0.7	0.5	0.4
212.	1.1	0.8	0.6	0.4
214.	1.1	0.9	0.6	0.4
216.	1.1	0.9	0.7	0.5
218.	1.1	0.9	0.7	0.5
220.	1.1	0.9	0.7	0.5
222.	1.1	0.9	0.7	0.6
224.	1.1	0.9	0.7	0.6
226.	1.0	0.9	0.7	0.6
228.	1.0	0.9	0.7	0.6
230.	1.0	0.8	0.7	0.6
232.	1.0	0.8	0.7	0.6
234.	1.0	0.8	0.7	0.6
236.	1.0	0.8	0.7	0.6
238.	1.0	0.8	0.7	0.6
240.	1.0	0.8	0.7	0.6
242.	0.9	0.8	0.7	0.6
244.	0.9	0.8	0.7	0.6
246.	0.9	0.7	0.7	0.6
248.	0.9	0.7	0.7	0.6
250.	0.9	0.7	0.6	0.6
252.	0.9	0.7	0.6	0.6
254.	0.9	0.7	0.6	0.6
256.	1.0	0.7	0.6	0.6
258.	1.1	0.8	0.6	0.5
260.	1.1	0.9	0.8	0.5
262.	1.1	0.9	0.8	0.7
264.	1.1	0.9	0.8	0.7
266.	1.1	0.9	0.7	0.6
268.	1.3	1.0	0.9	0.8
270.	1.3	1.0	0.9	0.8
272.	1.2	1.0	0.8	0.8
274.	1.2	1.0	0.8	0.7
276.	1.2	1.0	0.8	0.7
278.	1.1	0.9	0.7	0.6
280.	1.2	1.1	0.6	0.6
282.	1.2	1.0	0.8	0.6
284.	1.2	0.9	0.8	0.7
286.	1.0	0.8	0.7	0.6

JOB: RT 300 AT SITE DRIVE NB SAT RUN: RT 300 AT SITE DRIVE NB SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	1.0	0.8	0.7	0.5
290.	0.9	0.7	0.6	0.4
292.	1.0	0.7	0.5	0.4
294.	0.9	0.8	0.4	0.4
296.	0.9	0.7	0.4	0.4
298.	0.8	0.6	0.4	0.4
300.	0.8	0.6	0.4	0.4
302.	0.7	0.6	0.5	0.4
304.	0.7	0.6	0.5	0.4
306.	0.7	0.6	0.5	0.4
308.	0.7	0.6	0.5	0.4
310.	0.8	0.6	0.6	0.4
312.	0.8	0.6	0.6	0.4
314.	0.8	0.6	0.6	0.4
316.	0.8	0.6	0.6	0.4
318.	0.8	0.6	0.6	0.4
320.	0.8	0.6	0.5	0.4
322.	0.8	0.6	0.5	0.4
324.	0.8	0.6	0.5	0.4
326.	0.8	0.6	0.5	0.4
328.	0.8	0.6	0.4	0.3
330.	0.8	0.6	0.4	0.3
332.	0.8	0.6	0.4	0.2
334.	0.7	0.5	0.4	0.2
336.	0.7	0.5	0.3	0.2
338.	0.7	0.5	0.3	0.2
340.	0.7	0.4	0.2	0.1
344.	0.5	0.3	0.2	0.0
346.	0.5	0.2	0.1	0.0
348.	0.5	0.2	0.1	0.0
350.	0.3	0.2	0.0	0.0
352.	0.3	0.1	0.0	0.0
354.	0.3	0.1	0.0	0.0
356.	0.2	0.0	0.0	0.0
358.	0.1	0.0	0.0	0.0
360.	0.1	0.0	0.0	0.0
MAX	1.3	1.1	0.9	0.8
DEGR.	268	280	268	268

THE HIGHEST CONCENTRATION OF 4.10 PPM OCCURRED AT RECEPTOR REC12.

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

DATE : 10/13/ 5
TIME : 15:11:14

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 NB 300 TO SITE	18.0	-500.0	18.0	0.0	500.	360.	AG	2393.	26.4	0.0	48.0		
2. F2 NB 300 PAST SITE	18.0	0.0	18.0	500.0	500.	360.	AG	1227.	26.4	0.0	48.0		
3. F3 SB 300 TO SITE	-18.0	500.0	-18.0	0.0	500.	180.	AG	1297.	26.4	0.0	48.0		
4. F4 SB 300 PAST SITE	-18.0	0.0	18.0	-500.0	501.	176.	AG	2046.	26.4	0.0	48.0		
5. F5 WB SITE TO 300	500.0	24.0	0.0	24.0	500.	270.	AG	691.	26.4	0.0	48.0		
6. F6 WB SITE PAST 300	0.0	12.0	-500.0	12.0	500.	270.	AG	592.	26.4	0.0	24.0		
7. F7 EB MALL TO 300	-500.0	-12.0	0.0	-12.0	500.	90.	AG	410.	26.4	0.0	24.0		
8. F8 EB MALL PAST 300	0.0	-12.0	500.0	-12.0	500.	90.	AG	926.	26.4	0.0	24.0		
9. Q1 NB 300 TO SITE R	30.0	-24.0	30.0	-154.5	131.	180.	AG	2.	100.0	0.0	12.0	0.77	6.6
10. Q2 NB 300 TO SITE T	18.0	-24.0	18.0	-120.3	96.	180.	AG	4.	100.0	0.0	24.0	0.25	4.9
11. Q3 NB 300 TO SITE L	6.0	-24.0	6.0	-170.5	146.	180.	AG	4.	100.0	0.0	12.0	0.65	7.4
12. Q4 SB 300 TO SITE R	-30.0	48.0	-30.0	60.0	12.	360.	AG	4.	100.0	0.0	12.0	0.06	0.6
13. Q5 SB 300 TO SITE T	-18.0	48.0	-18.0	252.0	204.	360.	AG	9.	100.0	0.0	24.0	0.48	10.4
14. Q6 SB 300 TO SITE L	-6.0	48.0	-6.0	112.1	64.	360.	AG	4.	100.0	0.0	12.0	0.94	3.3
15. Q7 WB SITE TO 300 R	36.0	42.0	67.8	42.0	32.	90.	AG	4.	100.0	0.0	12.0	0.17	1.6
16. Q8 WB SITE TO 300 T	36.0	30.0	58.7	30.0	23.	90.	AG	4.	100.0	0.0	12.0	0.10	1.2
17. Q9 WB SITE TO 300 L	36.0	12.0	226.0	12.0	190.	90.	AG	4.	100.0	0.0	12.0	0.79	9.7
18. Q10 EB MALL 300 LT	-36.0	-6.0	-58.7	-6.0	23.	270.	AG	4.	100.0	0.0	12.0	0.10	1.2
19. Q11 EB MALL TO 300 R	-36.0	-18.0	-726.9	-18.0	691.	270.	AG	4.	100.0	0.0	12.0	1.16	35.1

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

DATE : 10/13/ 5
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ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 NB 300 TO SITE R	110	31	5.0	770	1538	2.80	1	3
10. Q2 NB 300 TO SITE T	110	31	5.0	1136	3445	2.80	1	3
11. Q3 NB 300 TO SITE L	110	55	5.0	487	1719	2.80	1	3
12. Q4 SB 300 TO SITE R	110	55	5.0	40	1538	2.80	1	3
13. Q5 SB 300 TO SITE T	110	64	5.0	1166	3445	2.80	1	3
14. Q6 SB 300 TO SITE L	110	64	5.0	91	274	2.80	1	3
15. Q7 WB SITE TO 300 R	110	64	5.0	91	1538	2.80	1	3
16. Q8 WB SITE TO 300 T	110	64	5.0	65	1810	2.80	1	3
17. Q9 WB SITE TO 300 L	110	64	5.0	535	1919	2.80	1	3
18. Q10 EB MALL 300 LT	110	64	5.0	65	1810	2.80	1	3
19. Q11 EB MALL TO 300 R	110	64	5.0	345	839	2.80	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	41.0	303.0	6.0
2. REC 2	41.0	253.0	6.0
3. REC 3	41.0	203.0	6.0
4. REC 4	41.0	153.0	6.0
5. REC 5	41.0	103.0	6.0
6. REC 6	41.0	53.0	6.0
7. REC 7	41.0	-29.0	6.0
8. REC 8	41.0	-79.0	6.0
9. REC 9	41.0	-129.0	6.0
10. REC 10	41.0	-179.0	6.0
11. REC 11	41.0	-229.0	6.0
12. REC 12	41.0	-279.0	6.0
13. REC 13	-41.0	279.0	6.0
14. REC 14	-41.0	229.0	6.0
15. REC 15	-41.0	179.0	6.0
16. REC 16	-41.0	129.0	6.0
17. REC 17	-41.0	79.0	6.0
18. REC 18	-41.0	29.0	6.0
19. REC 19	-41.0	-29.0	6.0
20. REC 20	-41.0	-79.0	6.0
21. REC 21	-41.0	-129.0	6.0
22. REC 22	-41.0	-179.0	6.0
23. REC 23	-41.0	-229.0	6.0
24. REC 24	-41.0	-279.0	6.0
25. REC 25	-291.0	29.0	6.0
26. REC 26	-241.0	29.0	6.0
27. REC 27	-191.0	29.0	6.0
28. REC 28	-141.0	29.0	6.0
29. REC 29	-91.0	29.0	6.0
30. REC 30	91.0	53.0	6.0
31. REC 31	141.0	53.0	6.0
32. REC 32	191.0	53.0	6.0
33. REC 33	241.0	53.0	6.0
34. REC 34	291.0	53.0	6.0

JOB: RT 300 AT SITE DRIVE BD SAT

RUN: RT 300 AT SITE DRIVE BD SAT

DATE : 10/13/ 5
TIME : 15:11:14

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
35. REC 35	-291.0	-29.0	6.0
36. REC 36	-241.0	-29.0	6.0
37. REC 37	-191.0	-29.0	6.0
38. REC 38	-141.0	-29.0	6.0
39. REC 39	-91.0	-29.0	6.0
40. REC 40	91.0	-29.0	6.0
41. REC 41	141.0	-29.0	6.0
42. REC 42	191.0	-29.0	6.0
43. REC 43	241.0	-29.0	6.0
44. REC 44	291.0	-29.0	6.0

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	*	1.3	1.5	1.6	1.8	1.8	1.9	3.7	3.4	3.5	3.7	3.8	4.1	1.5	1.6	1.7	1.9	1.9	2.1	2.9	2.6
2.	*	1.2	1.3	1.5	1.5	1.7	1.7	3.4	3.2	3.2	3.4	3.5	3.7	1.7	1.7	1.9	2.0	2.1	2.2	3.0	2.8
4.	*	1.1	1.2	1.3	1.4	1.4	1.5	3.2	3.0	3.0	3.0	3.1	3.3	1.7	1.9	2.1	2.2	2.2	2.4	3.2	3.0
6.	*	1.0	1.1	1.1	1.2	1.3	1.3	2.9	2.7	2.6	2.7	2.8	3.0	1.9	2.1	2.2	2.3	2.4	2.4	3.4	3.2
8.	*	0.8	0.9	1.0	1.0	1.1	1.1	2.8	2.4	2.3	2.5	2.5	2.4	2.0	2.2	2.3	2.4	2.5	2.6	3.4	3.4
10.	*	0.7	0.7	0.9	0.9	0.9	0.9	2.4	2.1	1.9	2.1	2.1	2.2	2.1	2.3	2.4	2.5	2.6	2.7	3.5	3.6
12.	*	0.6	0.6	0.7	0.8	0.8	0.8	2.2	2.0	1.9	1.8	1.9	1.8	2.1	2.3	2.5	2.5	2.7	2.7	3.7	3.5
14.	*	0.5	0.5	0.6	0.6	0.6	0.6	2.1	1.8	1.6	1.6	1.5	1.6	2.2	2.4	2.5	2.6	2.7	2.8	3.6	3.5
16.	*	0.4	0.4	0.5	0.5	0.5	0.5	1.8	1.5	1.4	1.3	1.3	1.3	2.3	2.4	2.6	2.6	2.7	2.7	3.6	3.7
18.	*	0.4	0.4	0.4	0.4	0.4	0.4	1.8	1.4	1.2	1.2	1.1	1.1	2.3	2.5	2.5	2.7	2.7	2.7	3.6	3.6
20.	*	0.3	0.3	0.3	0.4	0.4	0.4	1.6	1.3	1.2	1.1	1.0	0.9	2.3	2.4	2.5	2.6	2.6	2.6	3.6	3.7
22.	*	0.3	0.3	0.3	0.3	0.3	0.3	1.6	1.2	1.1	0.9	0.9	0.9	2.4	2.4	2.5	2.6	2.6	2.6	3.6	3.7
24.	*	0.2	0.2	0.3	0.3	0.3	0.3	1.5	1.2	0.9	0.9	0.8	0.8	2.3	2.4	2.5	2.5	2.5	2.5	3.5	3.6
26.	*	0.2	0.2	0.2	0.2	0.2	0.2	1.5	1.0	0.9	0.8	0.7	0.7	2.3	2.4	2.5	2.5	2.5	2.5	3.5	3.7
28.	*	0.2	0.2	0.2	0.2	0.2	0.2	1.5	1.0	0.9	0.8	0.7	0.7	2.3	2.4	2.4	2.4	2.4	2.4	3.5	3.9
30.	*	0.2	0.2	0.2	0.2	0.2	0.2	1.3	1.0	0.8	0.7	0.6	0.6	2.3	2.4	2.4	2.4	2.4	2.4	3.5	3.8
32.	*	0.2	0.2	0.2	0.2	0.2	0.2	1.3	1.0	0.8	0.7	0.6	0.6	2.2	2.3	2.3	2.3	2.3	2.3	3.6	3.9
34.	*	0.1	0.1	0.2	0.2	0.2	0.2	1.3	1.0	0.8	0.7	0.6	0.6	2.2	2.3	2.3	2.3	2.3	2.3	3.6	3.6
36.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.4	1.0	0.8	0.7	0.6	0.6	2.3	2.3	2.3	2.3	2.3	2.3	3.4	3.7
38.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.4	0.9	0.8	0.7	0.6	0.6	2.2	2.2	2.2	2.2	2.2	2.2	3.5	3.8
40.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.4	0.9	0.8	0.7	0.6	0.6	2.1	2.2	2.2	2.2	2.2	2.2	3.5	3.6
42.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.4	0.9	0.7	0.6	0.5	0.5	2.1	2.2	2.2	2.2	2.2	2.1	3.6	3.8
44.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.4	0.9	0.7	0.6	0.5	0.5	2.0	2.0	2.0	2.0	2.0	2.0	3.6	3.8
46.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.5	0.9	0.7	0.6	0.5	0.5	2.0	2.0	2.0	2.0	2.0	2.0	3.6	3.7
48.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.6	0.9	0.7	0.6	0.5	0.4	2.0	2.0	2.0	2.0	2.0	2.0	3.7	3.8
50.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.6	0.9	0.7	0.6	0.5	0.4	1.9	1.9	1.9	1.9	1.9	1.9	3.6	3.7
52.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.6	0.9	0.7	0.6	0.5	0.4	1.9	1.9	1.9	1.9	1.9	1.9	3.7	3.7
54.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.6	0.9	0.7	0.6	0.5	0.4	1.9	1.9	1.9	1.9	1.9	2.0	3.7	3.8
56.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.7	0.9	0.7	0.6	0.5	0.4	1.9	1.9	1.9	1.9	1.9	2.0	3.9	3.7
58.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.7	0.9	0.7	0.6	0.5	0.4	1.8	1.8	1.8	1.8	1.8	2.0	3.8	3.7
60.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.7	0.9	0.6	0.4	0.3	0.3	1.8	1.8	1.8	1.8	1.8	1.9	3.9	3.6
62.	*	0.1	0.1	0.1	0.1	0.1	0.1	1.7	0.9	0.6	0.4	0.3	0.2	1.8	1.8	1.8	1.8	1.8	1.9	4.0	3.6
64.	*	0.1	0.1	0.1	0.1	0.1	0.2	1.8	0.9	0.6	0.4	0.3	0.2	1.8	1.8	1.8	1.8	1.8	2.0	4.0	3.6
66.	*	0.0	0.0	0.0	0.0	0.0	0.1	1.8	0.9	0.6	0.4	0.3	0.2	1.8	1.8	1.8	1.8	1.8	2.0	4.0	3.6
68.	*	0.0	0.0	0.0	0.0	0.0	0.1	1.7	0.9	0.6	0.4	0.2	0.1	1.7	1.7	1.7	1.7	1.7	2.1	4.2	3.6
70.	*	0.0	0.0	0.0	0.0	0.0	0.1	1.8	0.8	0.5	0.3	0.2	0.1	1.7	1.7	1.7	1.7	1.7	2.1	4.2	3.6
72.	*	0.0	0.0	0.0	0.0	0.0	0.1	1.8	0.7	0.4	0.3	0.2	0.1	1.7	1.7	1.7	1.7	1.7	2.2	4.3	3.6
74.	*	0.0	0.0	0.0	0.0	0.0	0.1	1.8	0.6	0.3	0.2	0.0	0.0	1.7	1.7	1.7	1.7	1.7	2.2	4.5	3.6
76.	*	0.0	0.0	0.0	0.0	0.0	0.2	1.8	0.6	0.3	0.1	0.0	0.0	1.7	1.7	1.7	1.7	1.7	2.4	4.4	3.5
78.	*	0.0	0.0	0.0	0.0	0.0	0.2	1.7	0.6	0.3	0.1	0.0	0.0	1.8	1.8	1.8	1.8	1.9	2.4	4.5	3.5
80.	*	0.0	0.0	0.0	0.0	0.0	0.3	1.7	0.5	0.2	0.1	0.0	0.0	1.8	1.8	1.8	1.8	1.9	2.5	4.4	3.5
82.	*	0.0	0.0	0.0	0.0	0.0	0.4	1.7	0.4	0.2	0.0	0.0	0.0	1.8	1.8	1.8	1.8	1.9	2.7	4.6	3.4

JOB: RT 300 AT SITE DRIVE BD SAT   RUN: RT 300 AT SITE DRIVE BD SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	*	0.0	0.0	0.0	0.0	0.0	0.5	1.6	0.4	0.1	0.0	0.0	0.0	1.8	1.8	1.8	1.8	1.9	2.7	4.6	3.4
86.	*	0.0	0.0	0.0	0.0	0.1	0.6	1.4	0.3	0.1	0.0	0.0	0.0	1.8	1.8	1.8	1.8	2.1	2.8	4.3	3.4
88.	*	0.0	0.0	0.0	0.0	0.1	0.6	1.3	0.3	0.1	0.0	0.0	0.0	1.8	1.8	1.8	1.9	2.1	2.9	4.2	3.3
90.	*	0.0	0.0	0.0	0.0	0.1	0.8	1.1	0.3	0.0	0.0	0.0	0.0	1.8	1.8	1.8	1.9	2.1	3.0	4.1	3.2
92.	*	0.0	0.0	0.0	0.0	0.2	0.9	1.1	0.1	0.0	0.0	0.0	0.0	1.8	1.8	1.8	1.9	2.2	3.2	4.0	3.2
94.	*	0.0	0.0	0.0	0.1	0.3	0.9	1.0	0.1	0.0	0.0	0.0	0.0	1.8	1.8	1.8	2.0	2.3	3.3	3.9	3.0
96.	*	0.0	0.0	0.0	0.1	0.3	1.1	0.8	0.1	0.0	0.0	0.0	0.0	1.8	1.8	1.9	2.0	2.4	3.3	3.8	3.0
98.	*	0.0	0.0	0.0	0.1	0.3	1.1	0.7	0.1	0.0	0.0	0.0	0.0	1.8	1.8	1.9	2.1	2.4	3.5	3.5	3.0
100.	*	0.0	0.0	0.0	0.2	0.4	1.2	0.6	0.0	0.0	0.0	0.0	0.0	1.8	1.8	2.0	2.1	2.4	3.5	3.4	2.8
102.	*	0.0	0.0	0.1	0.2	0.5	1.3	0.5	0.0	0.0	0.0	0.0	0.0	1.8	1.8	1.9	2.0	2.4	3.4	3.3	2.8
104.	*	0.0	0.0	0.1	0.2	0.5	1.3	0.3	0.0	0.0	0.0	0.0	0.0	1.7	1.8	1.9	2.1	2.4	3.4	3.2	2.8
106.	*	0.0	0.0	0.1	0.3	0.5	1.3	0.2	0.0	0.0	0.0	0.0	0.0	1.7	1.8	1.9	2.2	2.4	3.6	3.1	2.8
108.	*	0.0	0.0	0.2	0.3	0.5	1.3	0.3	0.1	0.1	0.1	0.1	0.1	1.7	1.9	2.0	2.2	2.5	3.6	3.1	2.8
110.	*	0.0	0.1	0.2	0.3	0.7	1.4	0.2	0.1	0.1	0.1	0.1	0.1	1.8	1.9	2.0	2.2	2.6	3.5	3.1	2.9
112.	*	0.0	0.1	0.2	0.4	0.7	1.3	0.2	0.1	0.1	0.1	0.1	0.1	1.9	1.9	2.0	2.2	2.6	3.5	3.1	2.9
114.	*	0.0	0.2	0.2	0.4	0.7	1.3	0.2	0.1	0.1	0.1	0.1	0.1	2.0	2.0	2.2	2.3	2.6	3.7	3.1	2.9
116.	*	0.2	0.3	0.4	0.5	0.8	1.4	0.2	0.1	0.1	0.1	0.1	0.1	2.0	2.0	2.2	2.4	2.7	3.6	3.1	3.0
118.	*	0.2	0.3	0.4	0.5	0.8	1.4	0.1	0.1	0.1	0.1	0.1	0.1	2.0	2.1	2.2	2.4	2.7	3.5	3.2	3.0
120.	*	0.3	0.3	0.4	0.5	0.8	1.4	0.1	0.1	0.1	0.1	0.1	0.1	2.0	2.1	2.2	2.4	2.7	3.7	3.2	3.0
122.	*	0.3	0.3	0.5	0.5	0.8	1.3	0.2	0.2	0.2	0.2	0.2	0.2	2.0	2.2	2.2	2.4	2.7	3.8	3.2	3.2
124.	*	0.3	0.3	0.5	0.6	0.8	1.3	0.2	0.2	0.2	0.2	0.2	0.2	2.1	2.3	2.3	2.5	2.7	3.8	3.3	3.2
126.	*	0.3	0.3	0.5	0.6	0.8	1.2	0.2	0.2	0.2	0.2	0.2	0.2	2.1	2.3	2.3	2.5	2.8	3.7	3.3	3.2
128.	*	0.3	0.3	0.5	0.6	0.8	1.2	0.2	0.2	0.2	0.2	0.2	0.2	2.1	2.3	2.3	2.5	2.6	3.9	3.3	3.3
130.	*	0.3	0.4	0.5	0.5	0.8	1.2	0.2	0.2	0.2	0.2	0.2	0.2	2.1	2.3	2.3	2.6	2.7	4.0	3.4	3.3
132.	*	0.3	0.4	0.5	0.5	0.7	1.2	0.2	0.2	0.2	0.2	0.2	0.2	2.2	2.4	2.4	2.7	2.8	3.9	3.4	3.3
134.	*	0.3	0.5	0.5	0.5	0.7	1.1	0.2	0.2	0.2	0.2	0.2	0.2	2.2	2.4	2.4	2.7	3.0	4.1	3.5	3.4
136.	*	0.3	0.5	0.5	0.5	0.7	1.1	0.2	0.2	0.2	0.2	0.2	0.2	2.2	2.4	2.4	2.6	3.1	4.1	3.6	3.5
138.	*	0.3	0.5	0.5	0.5	0.7	1.1	0.2	0.2	0.2	0.2	0.2	0.2	2.4	2.5	2.5	2.7	3.1	4.2	3.7	3.6
140.	*	0.3	0.5	0.5	0.5	0.7	1.1	0.3	0.3	0.3	0.3	0.3	0.3	2.4	2.6	2.6	2.8	3.2	4.2	3.7	3.6
142.	*	0.3	0.5	0.5	0.5	0.7	1.1	0.3	0.3	0.3	0.3	0.3	0.3	2.4	2.6	2.6	2.9	3.4	4.2	3.8	3.7
144.	*	0.3	0.5	0.5	0.5	0.7	1.1	0.3	0.3	0.3	0.3	0.3	0.3	2.5	2.8	2.6	2.8	3.3	4.3	3.8	3.7
146.	*	0.4	0.6	0.5	0.5	0.7	1.1	0.3	0.3	0.3	0.3	0.3	0.3	2.6	2.7	2.9	2.9	3.5	4.3	3.9	3.8
148.	*	0.4	0.6	0.6	0.6	0.7	1.1	0.3	0.3	0.3	0.3	0.3	0.3	2.6	2.8	2.9	3.2	3.4	4.4	4.1	3.9
150.	*	0.4	0.6	0.6	0.6	0.8	1.2	0.4	0.4	0.3	0.3	0.3	0.3	2.7	3.0	3.0	3.2	3.6	4.6	4.1	4.0
152.	*	0.4	0.6	0.6	0.6	0.8	1.1	0.4	0.4	0.4	0.4	0.4	0.4	2.8	3.0	3.3	3.3	3.9	4.8	4.2	4.0
154.	*	0.4	0.6	0.6	0.7	0.9	1.2	0.4	0.4	0.4	0.4	0.4	0.4	2.9	2.9	3.2	3.6	4.1	4.9	4.3	4.1
156.	*	0.5	0.6	0.7	0.7	0.9	1.3	0.5	0.5	0.5	0.5	0.5	0.5	2.9	3.0	3.3	3.7	4.2	5.0	4.4	4.2
158.	*	0.6	0.8	0.8	0.8	1.0	1.3	0.6	0.6	0.6	0.7	0.7	0.6	3.1	3.2	3.4	3.8	4.4	5.1	4.5	4.3
160.	*	0.6	0.6	0.8	0.9	1.2	1.5	0.8	0.8	0.8	0.8	0.8	0.7	3.2	3.3	3.4	3.9	4.5	5.1	4.5	4.3
162.	*	0.8	0.8	1.1	1.0	1.3	1.6	0.9	0.9	0.9	0.9	0.9	0.8	3.4	3.6	3.7	4.0	4.5	5.2	4.6	4.2
164.	*	1.0	1.0	1.1	1.2	1.4	1.8	1.1	1.1	1.1	1.1	1.1	1.1	3.4	3.5	3.8	4.2	4.5	5.2	4.5	4.1
166.	*	1.1	1.0	1.3	1.5	1.7	2.1	1.4	1.4	1.3	1.3	1.3	1.2	3.6	3.7	4.0	4.3	4.6	5.2	4.5	4.0
168.	*	1.4	1.3	1.6	1.6	1.9	2.2	1.7	1.7	1.7	1.6	1.5	1.5	3.6	3.6	3.9	4.2	4.5	5.2	4.3	3.8
170.	*	1.6	1.5	1.8	1.9	2.1	2.6	2.0	1.9	2.0	1.9	1.9	1.8	3.6	3.8	3.9	4.2	4.2	5.0	4.1	3.6
172.	*	1.9	1.9	2.1	2.1	2.5	2.9	2.3	2.3	2.2	2.3	2.2	2.1	3.6	3.8	3.9	4.0	4.1	4.8	3.9	3.3
174.	*	2.1	2.1	2.4	2.4	2.8	3.3	2.7	2.7	2.7	2.6	2.5	2.4	3.6	3.6	3.8	3.7	3.9	4.5	3.6	3.0
176.	*	2.5	2.4	2.7	2.7	3.1	3.7	3.1	3.1	3.1	3.0	2.9	2.7	3.3	3.4	3.4	3.5	3.7	4.2	3.2	2.7
178.	*	2.7	2.8	2.8	3.1	3.3	4.1	3.5	3.5	3.4	3.4	3.2	3.1	3.2	3.3	3.3	3.3	3.5	4.0	2.9	2.3
180.	*	2.9	2.9	3.0	3.4	3.6	4.3	4.0	3.9	3.8	3.7	3.6	3.4	2.8	3.0	3.1	3.1	3.2	3.6	2.6	2.0
182.	*	3.1	3.1	3.2	3.6	3.9	4.6	4.3	4.2	4.1	4.0	4.0	3.8	2.7	2.6	2.7	2.8	2.8	3.2	2.2	1.7
184.	*	3.3	3.3	3.4	3.7	4.0	4.8	4.5	4.4	4.4	4.3	4.2	4.0	2.3	2.3	2.4	2.5	2.5	2.9	1.9	1.4
186.	*	3.4	3.4	3.6	3.7	4.2	4.9	4.7	4.7	4.6	4.6	4.4	4.3	2.1	2.1	2.0	2.2	2.1	2.6	1.6	1.1

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR) * REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	*	3.5	3.5	3.5	3.9	4.4	5.1	4.8	4.9	4.8	4.8	4.6	4.6	1.8	1.8	1.7	1.9	1.9	2.3	1.3	0.9
190.	*	3.5	3.7	3.8	3.8	4.3	5.1	5.0	5.0	4.9	4.8	4.8	4.7	1.5	1.5	1.5	1.5	1.6	2.0	1.0	0.7
192.	*	3.3	3.6	3.7	4.0	4.3	5.0	5.1	5.0	5.0	5.0	4.9	4.9	1.2	1.2	1.3	1.4	1.4	1.7	0.8	0.5
194.	*	3.3	3.5	3.6	3.8	4.4	5.0	5.0	5.1	5.0	5.1	5.1	4.9	1.1	1.0	1.0	1.2	1.2	1.5	0.7	0.4
196.	*	3.2	3.2	3.6	3.9	4.2	5.0	5.0	5.1	5.0	5.0	5.1	5.0	0.9	0.9	0.9	1.0	1.0	1.4	0.6	0.4
198.	*	3.1	3.3	3.5	3.7	4.0	4.8	4.9	5.0	5.1	5.0	5.0	5.0	0.7	0.7	0.8	0.9	0.8	1.2	0.4	0.2
200.	*	3.0	3.1	3.3	3.5	3.9	4.6	4.7	4.8	4.9	4.9	4.9	4.9	0.7	0.6	0.6	0.7	0.7	1.0	0.3	0.2
202.	*	2.9	3.0	3.2	3.4	3.7	4.6	4.7	4.8	4.8	4.8	4.9	4.9	0.5	0.5	0.6	0.7	0.6	1.0	0.3	0.2
204.	*	2.9	3.0	2.9	3.3	3.5	4.5	4.6	4.7	4.8	4.7	4.8	4.8	0.5	0.5	0.4	0.6	0.6	0.9	0.3	0.1
206.	*	2.8	2.8	2.9	3.1	3.5	4.4	4.5	4.6	4.6	4.7	4.7	4.8	0.4	0.4	0.4	0.5	0.6	0.9	0.2	0.1
208.	*	2.7	2.7	2.7	2.9	3.4	4.1	4.4	4.4	4.5	4.6	4.7	4.7	0.4	0.4	0.4	0.5	0.5	0.9	0.2	0.1
210.	*	2.6	2.7	2.8	2.8	3.3	4.0	4.3	4.3	4.4	4.5	4.6	4.7	0.4	0.4	0.4	0.5	0.5	0.8	0.2	0.1
212.	*	2.5	2.5	2.6	2.7	2.9	4.0	4.1	4.2	4.3	4.4	4.4	4.5	0.4	0.4	0.4	0.5	0.4	0.8	0.2	0.1
214.	*	2.4	2.5	2.5	2.6	2.8	3.8	4.1	4.2	4.3	4.3	4.4	4.4	0.4	0.4	0.4	0.5	0.4	0.8	0.2	0.1
216.	*	2.4	2.4	2.5	2.6	2.9	3.7	4.0	4.1	4.1	4.2	4.3	4.4	0.3	0.3	0.3	0.4	0.4	0.8	0.2	0.1
218.	*	2.4	2.3	2.4	2.3	2.7	3.5	3.9	4.0	4.0	4.1	4.2	4.3	0.3	0.3	0.3	0.4	0.5	0.9	0.2	0.1
220.	*	2.3	2.3	2.3	2.5	2.7	3.5	3.8	3.9	4.0	4.1	4.2	4.2	0.3	0.3	0.3	0.4	0.5	0.9	0.2	0.1
222.	*	2.3	2.3	2.3	2.5	2.7	3.4	3.8	3.8	3.9	4.0	4.0	4.1	0.3	0.3	0.3	0.4	0.5	0.9	0.2	0.1
224.	*	2.2	2.2	2.2	2.4	2.5	3.3	3.7	3.7	3.8	3.8	3.9	4.0	0.3	0.3	0.3	0.4	0.5	0.9	0.1	0.1
226.	*	2.2	2.2	2.2	2.3	2.4	3.3	3.6	3.7	3.7	3.8	3.9	4.0	0.3	0.3	0.3	0.4	0.5	0.9	0.1	0.1
228.	*	2.2	2.2	2.2	2.3	2.3	3.2	3.5	3.6	3.6	3.7	3.8	3.8	0.3	0.3	0.3	0.4	0.6	1.0	0.1	0.1
230.	*	2.1	2.1	2.1	2.2	2.3	3.0	3.5	3.6	3.6	3.7	3.8	3.8	0.3	0.3	0.3	0.4	0.6	1.0	0.1	0.1
232.	*	2.0	2.0	2.0	2.1	2.2	3.0	3.5	3.4	3.5	3.6	3.6	3.7	0.3	0.3	0.3	0.4	0.6	1.0	0.1	0.0
234.	*	1.9	2.0	2.0	2.1	2.2	2.9	3.4	3.4	3.5	3.6	3.6	3.7	0.2	0.3	0.3	0.4	0.6	1.1	0.1	0.0
236.	*	1.9	2.0	2.0	2.1	2.1	2.8	3.4	3.3	3.4	3.4	3.5	3.6	0.2	0.3	0.3	0.4	0.6	1.1	0.1	0.0
238.	*	1.9	2.0	2.0	2.1	2.1	2.9	3.3	3.3	3.4	3.4	3.5	3.5	0.2	0.3	0.3	0.4	0.6	1.1	0.1	0.0
240.	*	1.9	2.0	2.0	2.1	2.0	2.8	3.3	3.3	3.4	3.4	3.5	3.5	0.2	0.3	0.3	0.4	0.6	1.1	0.1	0.0
242.	*	1.8	1.8	1.9	2.0	2.0	2.7	3.2	3.2	3.2	3.3	3.3	3.4	0.2	0.2	0.3	0.4	0.6	1.0	0.1	0.0
244.	*	1.7	1.8	1.9	2.0	2.0	2.7	3.2	3.2	3.2	3.3	3.3	3.4	0.1	0.2	0.3	0.4	0.6	1.1	0.0	0.0
246.	*	1.7	1.8	1.9	2.0	2.0	2.6	3.2	3.1	3.1	3.2	3.2	3.3	0.1	0.2	0.3	0.4	0.6	1.1	0.0	0.0
248.	*	1.7	1.8	1.9	1.9	2.0	2.6	3.1	3.1	3.1	3.2	3.2	3.3	0.0	0.1	0.2	0.3	0.5	1.1	0.0	0.0
250.	*	1.7	1.7	1.8	1.9	2.0	2.7	3.2	3.1	3.1	3.2	3.2	3.3	0.0	0.0	0.1	0.3	0.4	1.1	0.1	0.0
252.	*	1.7	1.7	1.8	1.9	2.0	2.7	3.2	3.1	3.1	3.2	3.2	3.3	0.0	0.0	0.1	0.2	0.4	1.1	0.1	0.0
254.	*	1.7	1.7	1.8	1.9	2.0	2.7	3.1	3.1	3.1	3.2	3.2	3.3	0.0	0.0	0.1	0.2	0.4	1.2	0.1	0.0
256.	*	1.7	1.7	1.8	1.9	2.0	2.6	3.2	3.1	3.1	3.2	3.2	3.3	0.0	0.0	0.1	0.2	0.4	1.2	0.1	0.0
258.	*	1.7	1.7	1.7	1.8	2.0	2.5	3.4	3.1	3.1	3.2	3.2	3.3	0.0	0.0	0.0	0.1	0.3	1.1	0.3	0.0
260.	*	1.7	1.7	1.7	1.8	2.0	2.5	3.5	3.2	3.2	3.3	3.3	3.4	0.0	0.0	0.0	0.1	0.3	1.1	0.3	0.0
262.	*	1.7	1.7	1.7	1.8	1.9	2.5	3.5	3.2	3.2	3.3	3.3	3.4	0.0	0.0	0.0	0.1	0.3	1.0	0.3	0.0
264.	*	1.7	1.7	1.7	1.7	1.9	2.3	3.5	3.2	3.2	3.3	3.3	3.4	0.0	0.0	0.0	0.1	0.3	1.0	0.4	0.0
266.	*	1.8	1.8	1.8	1.8	1.9	2.4	3.8	3.4	3.3	3.4	3.4	3.5	0.0	0.0	0.0	0.0	0.2	0.9	0.5	0.0
268.	*	1.8	1.8	1.8	1.8	1.9	2.3	3.9	3.5	3.3	3.4	3.4	3.5	0.0	0.0	0.0	0.0	0.1	0.9	0.6	0.1
270.	*	1.8	1.8	1.8	1.8	1.9	2.2	3.9	3.5	3.3	3.4	3.4	3.5	0.0	0.0	0.0	0.0	0.1	0.8	0.6	0.2
272.	*	1.8	1.8	1.8	1.8	1.9	2.2	4.2	3.5	3.3	3.4	3.4	3.5	0.0	0.0	0.0	0.0	0.1	0.6	0.8	0.2
274.	*	1.8	1.8	1.8	1.8	1.8	2.2	4.2	3.5	3.3	3.4	3.4	3.5	0.0	0.0	0.0	0.0	0.1	0.6	0.8	0.2
276.	*	1.7	1.7	1.7	1.7	1.7	1.9	4.2	3.3	3.3	3.3	3.3	3.4	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.2
278.	*	1.7	1.7	1.7	1.7	1.7	1.9	4.3	3.3	3.4	3.2	3.3	3.4	0.0	0.0	0.0	0.0	0.0	0.5	0.9	0.2
280.	*	1.7	1.7	1.7	1.7	1.7	1.8	4.3	3.5	3.4	3.2	3.3	3.4	0.0	0.0	0.0	0.0	0.0	0.4	1.0	0.2
282.	*	1.7	1.7	1.7	1.7	1.7	1.8	4.3	3.4	3.3	3.2	3.2	3.3	0.0	0.0	0.0	0.0	0.0	0.2	1.0	0.4
284.	*	1.7	1.7	1.7	1.7	1.7	1.7	4.4	3.5	3.3	3.4	3.2	3.3	0.0	0.0	0.0	0.0	0.0	0.2	1.0	0.4
286.	*	1.7	1.7	1.7	1.7	1.7	1.7	4.4	3.5	3.3	3.4	3.2	3.3	0.0	0.0	0.0	0.0	0.0	0.1	1.0	0.4
288.	*	1.7	1.7	1.7	1.7	1.7	1.7	4.3	3.5	3.3	3.4	3.2	3.3	0.0	0.0	0.0	0.0	0.0	0.1	1.0	0.4
290.	*	1.7	1.7	1.7	1.7	1.7	1.7	4.5	3.5	3.3	3.4	3.2	3.3	0.0	0.0	0.0	0.0	0.0	0.1	1.0	0.4

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	*	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	*	1.7	1.7	1.7	1.7	1.7	1.7	4.5	3.5	3.4	3.4	3.5	3.3	0.0	0.0	0.0	0.0	0.0	0.1	0.9	0.4
294.	*	1.7	1.7	1.7	1.7	1.7	1.7	4.3	3.5	3.5	3.4	3.5	3.3	0.1	0.1	0.1	0.1	0.1	0.2	0.9	0.4
296.	*	1.7	1.7	1.7	1.7	1.7	1.7	4.3	3.6	3.6	3.5	3.6	3.5	0.1	0.1	0.1	0.1	0.1	0.1	0.9	0.4
298.	*	1.7	1.7	1.7	1.7	1.7	1.7	4.5	3.6	3.6	3.6	3.6	3.6	0.1	0.1	0.1	0.1	0.1	0.1	0.9	0.4
300.	*	1.8	1.8	1.8	1.8	1.8	1.8	4.3	3.6	3.6	3.7	3.7	3.8	0.1	0.1	0.1	0.1	0.1	0.1	0.9	0.4
302.	*	1.8	1.8	1.8	1.8	1.8	1.8	4.2	3.8	3.7	3.7	3.8	3.8	0.1	0.1	0.1	0.1	0.1	0.1	0.9	0.5
304.	*	1.8	1.8	1.8	1.8	1.8	1.8	4.3	3.8	3.7	3.7	3.8	3.8	0.1	0.1	0.1	0.1	0.1	0.1	0.9	0.5
306.	*	1.8	1.8	1.8	1.8	1.8	1.8	4.3	3.9	3.8	3.8	3.9	4.0	0.1	0.1	0.1	0.1	0.1	0.1	0.9	0.5
308.	*	1.8	1.8	1.8	1.9	1.9	1.9	4.2	3.9	3.8	3.8	3.9	4.0	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.5
310.	*	1.9	1.9	1.9	1.9	1.9	1.9	4.2	3.8	3.9	3.9	4.0	4.1	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.5
312.	*	2.0	2.0	2.0	2.0	2.0	2.0	4.3	4.1	3.9	4.0	4.1	4.1	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.5
314.	*	2.0	2.0	2.0	2.0	2.0	2.0	4.3	4.1	4.1	4.1	4.2	4.3	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.5
316.	*	2.0	2.0	2.0	2.0	2.0	2.0	4.3	4.1	4.1	4.1	4.2	4.3	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.5
318.	*	2.1	2.1	2.1	2.1	2.1	2.1	4.3	4.2	4.2	4.2	4.3	4.4	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.5
320.	*	2.1	2.1	2.1	2.1	2.1	2.1	4.1	4.1	4.2	4.3	4.4	4.6	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.5
322.	*	2.1	2.1	2.2	2.2	2.2	2.2	4.0	4.2	4.2	4.4	4.5	4.6	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.5
324.	*	2.2	2.2	2.2	2.2	2.2	2.2	4.2	4.3	4.4	4.5	4.6	4.7	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.5
326.	*	2.2	2.2	2.2	2.2	2.2	2.2	4.2	4.4	4.3	4.5	4.7	4.8	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.5
328.	*	2.2	2.2	2.3	2.3	2.3	2.3	4.3	4.3	4.4	4.6	4.8	4.9	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.5
330.	*	2.3	2.3	2.3	2.3	2.4	2.4	4.1	4.5	4.5	4.8	4.9	5.1	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.5
332.	*	2.2	2.3	2.3	2.3	2.4	2.4	4.2	4.4	4.6	4.8	5.0	5.2	0.2	0.2	0.2	0.2	0.2	0.2	0.9	0.5
334.	*	2.2	2.3	2.4	2.4	2.5	2.5	4.3	4.3	4.7	4.8	5.0	5.2	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.5
336.	*	2.2	2.4	2.4	2.4	2.5	2.5	4.2	4.6	4.7	4.9	5.1	5.4	0.3	0.3	0.3	0.3	0.3	0.3	0.8	0.6
338.	*	2.2	2.3	2.4	2.5	2.5	2.6	4.3	4.4	4.8	5.0	5.2	5.6	0.3	0.3	0.3	0.3	0.3	0.3	0.9	0.7
340.	*	2.2	2.3	2.5	2.5	2.5	2.6	4.3	4.4	4.7	5.0	5.3	5.5	0.3	0.4	0.4	0.4	0.4	0.4	0.9	0.7
342.	*	2.2	2.4	2.4	2.6	2.6	2.7	4.4	4.6	4.8	5.1	5.3	5.5	0.4	0.4	0.4	0.4	0.4	0.4	1.1	0.8
344.	*	2.1	2.3	2.4	2.5	2.6	2.6	4.4	4.6	4.9	5.2	5.4	5.6	0.5	0.5	0.5	0.5	0.5	0.5	1.2	0.9
346.	*	2.1	2.3	2.4	2.5	2.5	2.7	4.4	4.4	4.7	5.0	5.3	5.5	0.5	0.6	0.6	0.6	0.6	0.6	1.4	1.1
348.	*	2.0	2.2	2.3	2.5	2.5	2.6	4.5	4.4	4.7	4.9	5.3	5.6	0.6	0.7	0.7	0.8	0.9	0.9	1.6	1.3
350.	*	1.9	2.2	2.2	2.4	2.4	2.6	4.3	4.2	4.4	4.8	5.2	5.4	0.7	0.8	0.9	1.0	1.0	1.0	1.7	1.4
352.	*	1.8	2.0	2.2	2.3	2.4	2.4	4.3	4.2	4.3	4.6	4.9	5.2	0.9	1.0	1.1	1.1	1.1	1.2	2.0	1.6
354.	*	1.8	1.9	2.1	2.2	2.3	2.4	4.2	4.0	4.2	4.5	4.7	5.0	1.1	1.1	1.2	1.2	1.4	1.4	2.1	1.8
356.	*	1.6	1.8	1.9	2.0	2.2	2.2	4.0	3.9	4.1	4.2	4.5	4.6	1.2	1.3	1.4	1.5	1.5	1.6	2.4	2.1
358.	*	1.5	1.6	1.8	1.9	2.0	2.1	3.9	3.7	3.8	4.0	4.2	4.4	1.3	1.5	1.6	1.6	1.8	1.8	2.6	2.3
360.	*	1.3	1.5	1.6	1.8	1.8	1.9	3.7	3.4	3.5	3.7	3.8	4.1	1.5	1.6	1.7	1.9	1.9	2.1	2.9	2.6
MAX	*	3.5	3.7	3.8	4.0	4.4	5.1	5.1	5.1	5.1	5.2	5.4	5.6	3.6	3.8	4.0	4.3	4.6	5.2	4.6	4.3
DEGR.	*	188	190	190	192	188	190	192	194	198	344	344	338	166	172	166	166	166	162	82	158

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	2.3	2.2	2.1	2.1	0.0	0.0	0.0	0.1	0.4	0.3	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.7	1.0	1.6
2.	*	2.5	2.5	2.4	2.3	0.0	0.0	0.0	0.1	0.4	0.3	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.7	1.0	1.5
4.	*	2.8	2.6	2.8	2.7	0.0	0.0	0.0	0.1	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.8	1.2	1.5
6.	*	3.0	3.2	3.0	2.9	0.0	0.0	0.0	0.2	0.6	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.9	1.3	1.3
8.	*	3.5	3.4	3.2	3.0	0.0	0.0	0.1	0.3	0.7	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.7	0.9	1.4	1.3
10.	*	3.6	3.6	3.4	3.2	0.0	0.0	0.1	0.3	0.8	0.1	0.0	0.0	0.0	0.0	0.6	0.6	0.8	1.0	1.5	1.3
12.	*	3.7	3.6	3.4	3.4	0.0	0.0	0.2	0.4	0.9	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.8	1.1	1.5	1.2
14.	*	3.8	3.7	3.6	3.4	0.0	0.1	0.2	0.5	0.9	0.0	0.0	0.0	0.0	0.0	0.6	0.7	0.9	1.1	1.7	1.2
16.	*	3.8	3.5	3.5	3.6	0.0	0.1	0.3	0.5	1.1	0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.9	1.2	1.7	1.2
18.	*	3.8	3.6	3.7	3.6	0.0	0.2	0.3	0.6	1.1	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.9	1.3	1.7	1.2
20.	*	3.8	3.6	3.6	3.6	0.1	0.2	0.3	0.7	1.1	0.0	0.0	0.0	0.0	0.0	0.7	0.9	1.1	1.3	1.8	1.2
22.	*	3.8	3.8	3.6	3.6	0.1	0.2	0.5	0.7	1.2	0.0	0.0	0.0	0.0	0.0	0.8	0.9	1.1	1.4	1.9	1.2
24.	*	3.7	3.8	3.7	3.6	0.2	0.3	0.5	0.8	1.2	0.0	0.0	0.0	0.0	0.0	0.8	0.9	1.1	1.4	1.9	1.2
26.	*	3.9	3.8	3.7	3.5	0.2	0.3	0.5	0.8	1.2	0.0	0.0	0.0	0.0	0.0	0.8	1.0	1.1	1.5	1.9	1.2
28.	*	3.8	3.8	3.7	3.5	0.2	0.3	0.5	0.8	1.2	0.0	0.0	0.0	0.0	0.0	1.0	1.1	1.4	1.6	1.9	1.2
30.	*	3.8	3.8	3.5	3.5	0.3	0.4	0.5	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.0	1.2	1.4	1.6	1.9	1.2
32.	*	3.7	3.7	3.6	3.4	0.3	0.5	0.7	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.0	1.2	1.4	1.6	1.9	1.2
34.	*	3.7	3.7	3.5	3.4	0.3	0.5	0.7	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.4	1.6	1.9	1.2
36.	*	3.7	3.7	3.5	3.4	0.4	0.5	0.7	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.4	1.6	1.9	1.3
38.	*	3.6	3.6	3.5	3.4	0.4	0.5	0.7	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.1	1.2	1.4	1.6	1.9	1.3
40.	*	3.7	3.5	3.4	3.3	0.4	0.5	0.7	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.2	1.3	1.4	1.6	1.9	1.3
42.	*	3.7	3.5	3.4	3.3	0.4	0.5	0.7	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.2	1.3	1.4	1.6	1.9	1.3
44.	*	3.6	3.5	3.3	3.3	0.4	0.5	0.7	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.3	1.4	1.5	1.6	2.0	1.3
46.	*	3.6	3.4	3.2	3.2	0.5	0.6	0.7	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.3	1.4	1.5	1.7	2.0	1.4
48.	*	3.6	3.4	3.2	3.2	0.5	0.6	0.7	0.9	1.2	0.0	0.0	0.0	0.0	0.0	1.3	1.4	1.5	1.7	2.0	1.5
50.	*	3.5	3.3	3.2	3.1	0.5	0.6	0.7	0.9	1.1	0.0	0.0	0.0	0.0	0.0	1.3	1.4	1.5	1.6	1.9	1.5
52.	*	3.4	3.3	3.2	3.1	0.5	0.6	0.7	0.9	1.1	0.0	0.0	0.0	0.0	0.0	1.3	1.4	1.5	1.7	1.8	1.5
54.	*	3.4	3.2	3.2	3.0	0.5	0.6	0.7	0.9	1.1	0.0	0.0	0.0	0.0	0.0	1.4	1.5	1.6	1.7	2.1	1.5
56.	*	3.5	3.2	3.2	3.0	0.5	0.5	0.7	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.4	1.4	1.5	1.7	2.2	1.6
58.	*	3.4	3.2	3.0	3.0	0.5	0.5	0.7	0.8	1.1	0.0	0.0	0.0	0.0	0.0	1.4	1.4	1.6	1.7	2.1	1.6
60.	*	3.3	3.2	3.0	2.9	0.5	0.5	0.7	0.8	1.0	0.0	0.0	0.0	0.0	0.0	1.3	1.4	1.6	1.7	2.3	1.6
62.	*	3.3	3.1	3.0	2.8	0.5	0.5	0.7	0.8	1.0	0.0	0.0	0.0	0.0	0.0	1.3	1.5	1.6	1.9	2.5	1.6
64.	*	3.3	3.0	2.9	2.8	0.5	0.5	0.6	0.7	1.1	0.1	0.0	0.0	0.0	0.0	1.3	1.5	1.7	2.0	2.5	1.7
66.	*	3.3	3.0	2.9	2.7	0.5	0.5	0.6	0.7	1.1	0.1	0.1	0.1	0.1	0.1	1.4	1.5	1.9	1.9	2.4	1.7
68.	*	3.3	3.0	2.9	2.7	0.6	0.6	0.7	0.8	1.1	0.1	0.1	0.1	0.1	0.1	1.4	1.7	1.8	2.0	2.6	1.7
70.	*	3.3	3.0	2.9	2.7	0.5	0.6	0.8	0.9	1.1	0.1	0.1	0.1	0.1	0.1	1.5	1.7	1.8	2.1	2.7	1.8
72.	*	3.3	3.0	2.7	2.6	0.5	0.7	0.8	0.9	1.3	0.1	0.1	0.1	0.1	0.1	1.8	1.8	1.7	2.2	2.8	1.8
74.	*	3.1	2.9	2.8	2.6	0.6	0.7	0.8	0.9	1.3	0.1	0.1	0.1	0.1	0.1	1.8	1.8	1.9	2.1	2.7	1.8
76.	*	3.1	2.9	2.8	2.6	0.7	0.9	0.9	1.1	1.5	0.2	0.2	0.2	0.1	0.1	1.7	1.8	2.0	2.3	2.9	1.8
78.	*	3.1	2.8	2.7	2.6	0.8	0.9	1.1	1.1	1.5	0.2	0.2	0.2	0.2	0.2	1.7	2.0	2.0	2.4	3.0	1.7
80.	*	3.1	2.9	2.7	2.6	0.9	0.9	1.1	1.2	1.5	0.3	0.3	0.2	0.2	0.2	1.7	1.9	2.2	2.4	3.1	1.7
82.	*	3.1	2.9	2.7	2.6	1.0	1.2	1.3	1.4	1.8	0.4	0.3	0.3	0.3	0.2	1.8	1.7	2.2	2.3	2.9	1.6

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84.	*	3.1	2.8	2.7	2.6	1.4	1.2	1.4	1.6	1.8	0.5	0.5	0.3	0.3	0.3	1.7	1.7	2.0	2.3	2.9	1.5
86.	*	3.0	2.8	2.7	2.6	1.5	1.5	1.6	1.7	2.1	0.6	0.5	0.5	0.4	0.3	1.7	1.8	1.9	2.3	2.9	1.4
88.	*	3.0	2.8	2.7	2.6	1.6	1.6	1.7	1.9	2.2	0.6	0.6	0.6	0.5	0.4	1.7	1.9	2.0	2.3	2.8	1.3
90.	*	3.0	2.8	2.7	2.6	1.5	1.6	1.9	2.0	2.4	0.8	0.7	0.6	0.6	0.6	1.8	1.7	1.9	2.3	2.7	1.1
92.	*	2.8	2.8	2.7	2.6	1.7	1.8	2.0	2.2	2.6	0.9	0.8	0.7	0.7	0.6	1.5	1.7	1.9	2.2	2.6	1.0
94.	*	2.8	2.7	2.7	2.6	1.9	1.8	2.1	2.2	2.4	0.9	0.9	0.9	0.7	0.7	1.3	1.6	1.7	1.9	2.5	0.8
96.	*	2.8	2.7	2.7	2.6	1.9	1.9	2.1	2.3	2.6	1.1	1.0	0.9	0.9	0.7	1.3	1.4	1.5	1.8	2.3	0.7
98.	*	2.8	2.7	2.7	2.6	1.8	2.0	2.1	2.4	2.7	1.1	1.1	1.0	0.9	0.8	1.2	1.4	1.5	1.8	2.2	0.6
100.	*	2.8	2.7	2.7	2.6	2.0	2.1	2.3	2.5	2.8	1.2	1.1	1.1	1.0	0.9	1.1	1.2	1.4	1.6	2.3	0.5
102.	*	2.8	2.7	2.7	2.6	2.1	2.1	2.2	2.5	3.1	1.3	1.2	1.1	1.0	0.9	1.0	1.1	1.3	1.6	2.3	0.4
104.	*	2.8	2.7	2.7	2.6	2.0	2.1	2.4	2.3	2.8	1.3	1.3	1.1	1.1	1.0	1.0	1.0	1.2	1.4	2.2	0.3
106.	*	2.8	2.7	2.7	2.6	2.0	2.2	2.3	2.5	2.9	1.3	1.3	1.3	1.1	1.0	1.0	1.1	1.2	1.5	2.0	0.2
108.	*	2.8	2.7	2.7	2.6	2.0	2.1	2.3	2.4	2.9	1.3	1.3	1.3	1.1	1.1	0.9	1.2	1.2	1.4	1.9	0.2
110.	*	2.8	2.7	2.7	2.6	2.0	2.1	2.2	2.5	2.7	1.2	1.2	1.2	1.2	1.1	0.9	1.1	1.0	1.4	1.9	0.1
112.	*	2.8	2.8	2.7	2.7	2.0	2.0	2.2	2.4	2.9	1.3	1.2	1.2	1.2	1.1	0.8	1.0	1.1	1.4	2.0	0.1
114.	*	2.9	2.8	2.7	2.7	2.0	2.0	2.0	2.5	2.7	1.3	1.2	1.2	1.2	1.2	0.8	1.0	1.2	1.4	1.9	0.1
116.	*	2.9	2.8	2.8	2.7	1.8	2.0	2.1	2.5	2.9	1.3	1.2	1.2	1.2	1.2	0.8	1.0	1.2	1.4	1.9	0.1
118.	*	2.9	2.9	2.8	2.7	1.8	1.9	2.1	2.3	2.9	1.3	1.3	1.2	1.2	1.1	0.8	1.0	1.2	1.4	1.9	0.0
120.	*	3.0	2.9	2.8	2.7	1.8	2.0	2.1	2.2	2.9	1.3	1.3	1.1	1.1	1.1	0.8	1.0	1.2	1.4	1.9	0.0
122.	*	3.1	3.0	2.8	2.7	1.8	2.0	2.1	2.4	2.8	1.2	1.1	1.1	1.1	1.1	0.8	1.0	1.2	1.4	1.9	0.0
124.	*	3.1	3.0	2.9	2.8	1.8	2.0	2.2	2.4	2.6	1.1	1.1	1.1	1.1	1.1	0.8	1.0	1.2	1.4	1.9	0.0
126.	*	3.1	3.0	3.0	2.9	1.8	2.0	2.2	2.2	2.6	1.1	1.1	1.1	1.1	1.1	0.8	1.0	1.2	1.4	1.9	0.0
128.	*	3.2	3.1	3.0	2.9	1.7	1.9	2.1	2.2	2.8	1.1	1.1	1.1	1.1	1.1	0.8	1.0	1.2	1.4	1.9	0.0
130.	*	3.2	3.1	3.0	2.9	1.7	1.9	2.1	2.2	2.8	1.1	1.1	1.1	1.1	1.1	0.8	1.0	1.2	1.4	1.9	0.0
132.	*	3.2	3.1	3.0	2.9	1.7	1.9	2.0	2.3	2.8	1.1	1.1	1.1	1.1	1.1	0.8	1.0	1.2	1.4	2.0	0.0
134.	*	3.3	3.2	3.1	3.0	1.6	1.8	2.0	2.3	2.9	1.0	1.0	1.0	1.0	1.0	0.8	1.0	1.2	1.5	2.0	0.0
136.	*	3.4	3.3	3.2	3.0	1.6	1.8	2.0	2.3	2.7	1.0	1.0	1.0	1.0	1.0	0.8	1.0	1.2	1.5	2.1	0.0
138.	*	3.4	3.3	3.2	3.1	1.6	1.8	2.0	2.3	2.9	1.0	1.0	1.0	1.0	1.0	0.8	1.0	1.2	1.5	2.1	0.0
140.	*	3.5	3.4	3.2	3.1	1.6	1.8	2.0	2.3	2.9	1.0	1.0	1.0	1.0	1.0	0.7	0.9	1.2	1.5	2.1	0.0
142.	*	3.5	3.4	3.3	3.1	1.6	1.8	2.0	2.3	2.9	1.0	1.0	1.0	1.0	1.0	0.6	0.8	1.2	1.5	2.1	0.0
144.	*	3.6	3.4	3.3	3.1	1.3	1.7	1.9	2.2	2.9	1.0	1.0	1.0	1.0	1.0	0.6	0.8	1.2	1.5	2.1	0.0
146.	*	3.6	3.5	3.3	3.2	1.3	1.5	1.9	2.2	2.9	1.0	1.0	1.0	1.0	1.0	0.6	0.8	1.0	1.5	2.1	0.0
148.	*	3.8	3.5	3.3	3.1	1.3	1.5	1.9	2.2	2.9	1.0	1.0	1.0	1.0	1.0	0.4	0.7	1.0	1.4	2.1	0.0
150.	*	3.8	3.5	3.4	3.0	1.2	1.5	1.7	2.2	2.9	1.0	1.0	1.0	1.0	1.0	0.4	0.6	1.0	1.4	2.2	0.0
152.	*	3.9	3.6	3.4	3.0	1.1	1.3	1.7	2.2	2.9	0.9	0.9	0.9	0.9	0.9	0.4	0.6	0.9	1.4	2.1	0.0
154.	*	3.9	3.6	3.3	3.0	1.1	1.3	1.7	2.1	2.9	0.9	0.9	0.9	0.9	0.9	0.2	0.4	0.8	1.3	2.1	0.0
156.	*	4.0	3.6	3.3	2.9	0.9	1.3	1.5	2.1	2.9	0.9	0.9	0.9	0.9	0.9	0.2	0.4	0.8	1.2	2.0	0.0
158.	*	3.9	3.6	3.2	2.8	0.9	1.1	1.5	2.0	2.9	0.9	0.9	0.9	0.9	0.9	0.2	0.4	0.6	1.2	2.0	0.0
160.	*	3.9	3.6	3.2	2.6	0.9	1.1	1.3	1.9	2.8	0.9	0.9	0.9	0.9	0.9	0.2	0.2	0.6	1.0	1.9	0.0
162.	*	3.8	3.4	3.0	2.4	0.9	0.9	1.3	1.8	2.7	0.9	0.9	0.9	0.9	0.9	0.0	0.2	0.4	0.9	1.8	0.0
164.	*	3.7	3.2	2.8	2.2	0.7	0.9	1.1	1.6	2.5	0.9	0.9	0.9	0.9	0.9	0.0	0.2	0.4	0.8	1.6	0.0
166.	*	3.5	3.0	2.6	2.0	0.7	0.9	1.1	1.5	2.3	1.0	0.9	0.9	0.9	0.9	0.0	0.2	0.2	0.6	1.5	0.0
168.	*	3.3	2.8	2.3	1.8	0.7	0.9	1.0	1.4	2.3	1.0	0.9	0.9	0.9	0.9	0.0	0.0	0.2	0.6	1.3	0.1
170.	*	3.0	2.5	2.1	1.6	0.7	0.7	0.9	1.3	2.1	1.1	0.9	0.9	0.9	0.9	0.0	0.0	0.2	0.4	1.1	0.2
172.	*	2.8	2.3	1.9	1.4	0.7	0.7	0.9	1.1	1.9	1.2	0.9	0.9	0.9	0.9	0.0	0.0	0.2	0.4	1.0	0.3
174.	*	2.5	2.0	1.6	1.2	0.7	0.7	0.9	1.1	1.7	1.3	1.0	0.9	0.9	0.9	0.0	0.0	0.0	0.2	0.9	0.3
176.	*	2.2	1.8	1.4	1.1	0.7	0.7	0.7	0.9	1.6	1.5	1.2	1.0	1.0	1.0	0.0	0.0	0.0	0.2	0.7	0.5
178.	*	1.9	1.5	1.2	0.9	0.7	0.7	0.7	0.9	1.4	1.6	1.2	1.0	1.0	1.0	0.0	0.0	0.0	0.2	0.5	0.6
180.	*	1.6	1.3	0.9	0.7	0.7	0.7	0.7	0.9	1.2	1.8	1.3	1.1	1.0	1.0	0.0	0.0	0.0	0.1	0.4	0.8
182.	*	1.4	1.0	0.7	0.5	0.7	0.7	0.7	0.8	1.1	2.0	1.3	1.2	1.0	1.0	0.0	0.0	0.0	0.0	0.3	0.9
184.	*	1.1	0.8	0.6	0.4	0.7	0.7	0.7	0.7	1.0	2.2	1.5	1.2	1.0	1.0	0.0	0.0	0.0	0.0	0.2	1.1

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186. *	0.9	0.6	0.5	0.3	0.7	0.7	0.7	0.7	0.9	2.3	1.5	1.1	1.0	0.9	0.0	0.0	0.0	0.0	0.2	1.3
188. *	0.7	0.5	0.3	0.2	0.7	0.7	0.7	0.7	0.9	2.5	1.6	1.2	1.1	0.9	0.0	0.0	0.0	0.0	0.1	1.4
190. *	0.5	0.3	0.2	0.2	0.7	0.7	0.7	0.7	0.8	2.6	1.7	1.3	1.1	0.9	0.0	0.0	0.0	0.0	0.0	1.6
192. *	0.4	0.3	0.2	0.1	0.7	0.7	0.7	0.7	0.7	2.8	1.9	1.4	1.1	1.0	0.0	0.0	0.0	0.0	0.0	1.8
194. *	0.3	0.2	0.1	0.0	0.7	0.7	0.7	0.7	0.7	2.9	1.9	1.4	1.2	1.1	0.0	0.0	0.0	0.0	0.0	1.9
196. *	0.2	0.1	0.1	0.0	0.7	0.7	0.7	0.7	0.7	3.0	2.1	1.6	1.3	1.1	0.0	0.0	0.0	0.0	0.0	2.0
198. *	0.1	0.1	0.0	0.0	0.7	0.7	0.7	0.7	0.7	3.1	2.2	1.6	1.4	1.1	0.0	0.0	0.0	0.0	0.0	2.1
200. *	0.1	0.1	0.0	0.0	0.7	0.7	0.7	0.7	0.7	3.1	2.3	1.8	1.4	1.2	0.0	0.0	0.0	0.0	0.0	2.1
202. *	0.1	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	3.1	2.4	1.9	1.6	1.3	0.0	0.0	0.0	0.0	0.0	2.2
204. *	0.1	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	3.1	2.4	1.9	1.6	1.3	0.0	0.0	0.0	0.0	0.0	2.3
206. *	0.1	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	3.0	2.4	2.0	1.6	1.4	0.0	0.0	0.0	0.0	0.0	2.3
208. *	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	3.0	2.4	2.1	1.7	1.4	0.0	0.0	0.0	0.0	0.0	2.3
210. *	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	3.0	2.5	2.2	1.9	1.7	0.0	0.0	0.0	0.0	0.0	2.3
212. *	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	3.1	2.5	2.2	1.9	1.7	0.0	0.0	0.0	0.0	0.0	2.2
214. *	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	3.1	2.5	2.2	1.9	1.7	0.0	0.0	0.0	0.0	0.0	2.2
216. *	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	3.0	2.5	2.2	2.0	1.7	0.0	0.0	0.0	0.0	0.0	2.1
218. *	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	3.0	2.5	2.2	2.0	1.8	0.0	0.0	0.0	0.0	0.0	2.1
220. *	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	2.9	2.5	2.2	2.0	1.9	0.0	0.0	0.0	0.0	0.0	2.1
222. *	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	2.8	2.5	2.2	2.0	1.9	0.0	0.0	0.0	0.0	0.0	2.1
224. *	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	2.7	2.4	2.2	2.0	1.9	0.0	0.0	0.0	0.0	0.0	2.1
226. *	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.8	0.8	2.8	2.4	2.2	2.0	1.9	0.0	0.0	0.0	0.0	0.0	2.0
228. *	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	2.8	2.4	2.3	2.1	2.0	0.0	0.0	0.0	0.0	0.0	2.0
230. *	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	2.8	2.4	2.2	2.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0
232. *	0.0	0.0	0.0	0.0	0.9	0.9	0.9	0.9	0.9	2.7	2.5	2.2	2.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0
234. *	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	2.5	2.4	2.2	2.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0
236. *	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	2.5	2.3	2.2	2.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0
238. *	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	2.5	2.5	2.1	2.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0
240. *	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	2.4	2.4	2.1	2.0	1.8	0.0	0.0	0.0	0.0	0.0	2.0
242. *	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	2.3	2.4	2.1	2.1	1.9	0.0	0.0	0.0	0.0	0.0	2.0
244. *	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	1.1	2.4	2.4	2.3	2.1	1.9	0.0	0.0	0.0	0.0	0.0	2.0
246. *	0.0	0.0	0.0	0.0	1.0	1.1	1.1	1.1	1.1	2.4	2.1	2.3	2.0	1.9	0.0	0.0	0.0	0.0	0.0	1.9
248. *	0.0	0.0	0.0	0.0	1.0	1.1	1.1	1.1	1.1	2.4	2.1	2.2	2.3	1.9	0.0	0.0	0.0	0.0	0.0	2.0
250. *	0.0	0.0	0.0	0.0	1.0	1.1	1.1	1.1	1.1	2.4	2.2	2.1	2.2	2.1	0.1	0.1	0.1	0.1	0.1	2.0
252. *	0.0	0.0	0.0	0.0	1.0	1.1	1.1	1.1	1.1	2.2	2.3	2.1	2.1	2.2	0.1	0.1	0.1	0.1	0.1	2.0
254. *	0.0	0.0	0.0	0.0	1.0	1.0	1.1	1.1	1.1	2.2	2.1	2.0	2.1	2.0	0.1	0.1	0.1	0.1	0.1	2.0
256. *	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.1	1.1	2.1	2.1	2.0	2.0	2.0	0.1	0.1	0.1	0.1	0.1	2.0
258. *	0.0	0.0	0.0	0.0	0.9	1.0	1.0	1.0	1.1	2.1	2.1	2.0	1.8	1.9	0.1	0.1	0.1	0.2	0.2	2.2
260. *	0.0	0.0	0.0	0.0	0.9	1.0	1.0	1.0	1.0	2.1	1.9	1.9	1.8	1.8	0.2	0.2	0.3	0.3	0.3	2.2
262. *	0.0	0.0	0.0	0.0	0.8	0.9	0.9	1.0	1.0	2.0	1.9	1.6	2.0	1.7	0.2	0.3	0.3	0.3	0.3	2.3
264. *	0.0	0.0	0.0	0.0	0.7	0.9	0.9	0.9	0.9	1.8	1.7	1.7	1.7	1.7	0.3	0.3	0.4	0.4	0.4	2.4
266. *	0.0	0.0	0.0	0.0	0.7	0.7	0.9	0.9	0.9	1.7	1.7	1.6	1.6	1.6	0.4	0.4	0.4	0.4	0.4	2.6
268. *	0.0	0.0	0.0	0.0	0.6	0.7	0.7	0.8	0.9	1.8	1.5	1.7	1.5	1.5	0.4	0.4	0.4	0.6	0.6	2.6
270. *	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.7	0.7	1.7	1.4	1.5	1.4	1.4	0.4	0.5	0.6	0.6	0.6	2.7
272. *	0.0	0.0	0.0	0.0	0.5	0.6	0.6	0.6	0.6	1.6	1.3	1.2	1.3	1.4	0.5	0.6	0.6	0.6	0.7	2.7
274. *	0.0	0.0	0.0	0.0	0.4	0.5	0.5	0.6	0.6	1.6	1.2	1.1	1.1	1.1	0.6	0.6	0.7	0.7	0.8	2.9
276. *	0.0	0.0	0.0	0.0	0.3	0.4	0.5	0.5	0.5	1.4	1.1	1.0	0.9	0.8	0.6	0.7	0.8	0.8	0.8	3.0
278. *	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	1.3	1.1	0.9	0.9	0.8	0.7	0.8	0.8	0.8	0.8	2.9
280. *	0.2	0.0	0.0	0.0	0.2	0.2	0.3	0.3	0.3	1.3	1.1	0.9	0.8	0.7	0.7	0.8	0.8	0.9	1.0	3.1
282. *	0.2	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	1.3	1.0	0.9	0.7	0.6	0.8	0.8	0.9	1.0	1.0	3.1
284. *	0.2	0.0	0.0	0.0	0.1	0.2	0.2	0.2	0.2	1.2	0.9	0.7	0.6	0.6	0.8	0.9	1.0	1.0	1.0	3.1
286. *	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.2	0.9	0.7	0.6	0.5	0.8	0.9	1.0	1.0	1.0	3.1

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288.	*	0.2	0.2	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.2	0.8	0.7	0.7	0.5	0.8	1.0	1.0	1.0	1.0	3.1
290.	*	0.2	0.2	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.1	0.8	0.7	0.7	0.5	0.8	0.9	0.9	1.0	1.0	3.1
292.	*	0.2	0.2	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.1	0.9	0.7	0.7	0.5	0.9	0.9	0.9	0.9	0.9	2.9
294.	*	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.1	0.8	0.7	0.7	0.5	0.9	0.9	0.9	0.9	0.9	2.8
296.	*	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.6	0.4	0.9	0.9	0.9	0.9	0.9	2.9
298.	*	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.6	0.4	0.9	0.9	0.9	0.9	0.9	2.8
300.	*	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.6	0.4	0.9	0.9	0.9	0.9	0.9	2.7
302.	*	0.3	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.6	0.4	0.9	0.9	0.9	0.9	0.9	2.6
304.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.6	0.4	0.9	0.9	0.9	0.9	0.9	2.6
306.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.6	0.4	0.9	0.9	0.9	0.9	0.9	2.6
308.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.6	0.4	0.8	0.8	0.8	0.8	0.8	2.7
310.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.6	0.4	0.8	0.8	0.8	0.8	0.8	2.7
312.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.6	0.4	0.8	0.8	0.8	0.8	0.8	2.4
314.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.6	0.6	0.4	0.8	0.8	0.8	0.8	0.8	2.5
316.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.1	0.9	0.7	0.6	0.4	0.8	0.8	0.8	0.8	0.8	2.5
318.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.9	0.7	0.6	0.4	0.7	0.7	0.7	0.7	0.7	2.5
320.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.9	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	2.4
322.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.9	0.6	0.5	0.4	0.7	0.7	0.7	0.7	0.7	2.4
324.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.9	0.6	0.5	0.3	0.7	0.7	0.7	0.7	0.7	2.5
326.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.9	0.6	0.4	0.3	0.7	0.7	0.7	0.7	0.7	2.4
328.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.9	0.6	0.4	0.2	0.7	0.7	0.7	0.7	0.7	2.4
330.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.9	0.5	0.4	0.2	0.7	0.7	0.7	0.7	0.7	2.5
332.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.8	0.5	0.3	0.2	0.7	0.7	0.7	0.7	0.7	2.4
334.	*	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.7	0.5	0.3	0.2	0.6	0.6	0.6	0.6	0.6	2.4
336.	*	0.3	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	1.2	0.7	0.5	0.2	0.1	0.6	0.6	0.6	0.6	0.6	2.4
338.	*	0.4	0.4	0.3	0.3	0.0	0.0	0.0	0.0	0.0	1.2	0.7	0.4	0.2	0.1	0.6	0.6	0.6	0.6	0.6	2.4
340.	*	0.4	0.4	0.4	0.3	0.0	0.0	0.0	0.0	0.0	1.2	0.7	0.3	0.2	0.0	0.6	0.6	0.6	0.6	0.6	2.4
342.	*	0.5	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	1.1	0.5	0.3	0.1	0.0	0.6	0.6	0.6	0.6	0.6	2.4
344.	*	0.6	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.2	0.1	0.0	0.6	0.6	0.6	0.6	0.6	2.3
346.	*	0.8	0.7	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.9	0.5	0.2	0.0	0.0	0.6	0.6	0.6	0.6	0.6	2.2
348.	*	0.9	0.8	0.8	0.9	0.0	0.0	0.0	0.0	0.0	0.8	0.3	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.6	2.2
350.	*	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.1	0.8	0.3	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.7	2.0
352.	*	1.3	1.3	1.2	1.1	0.0	0.0	0.0	0.0	0.1	0.6	0.3	0.1	0.0	0.0	0.6	0.6	0.6	0.6	0.7	2.0
354.	*	1.5	1.5	1.4	1.5	0.0	0.0	0.0	0.0	0.1	0.6	0.2	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.7	1.8
356.	*	1.7	1.6	1.7	1.6	0.0	0.0	0.0	0.0	0.2	0.4	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.6	0.9	1.8
358.	*	2.1	2.0	1.9	1.8	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.7	0.9	1.7
360.	*	2.3	2.2	2.1	2.1	0.0	0.0	0.0	0.1	0.4	0.3	0.1	0.0	0.0	0.0	0.6	0.6	0.6	0.7	1.0	1.6
MAX	*	4.0	3.8	3.7	3.6	2.1	2.2	2.4	2.5	3.1	3.1	2.5	2.3	2.3	2.2	1.8	2.0	2.2	2.4	3.1	3.1
DEGR.	*	156	28	24	16	102	106	104	114	102	212	232	228	248	252	72	78	80	80	80	280

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	1.3	1.2	1.2	1.2
2.	1.3	1.2	1.2	1.2
4.	1.2	1.2	1.2	1.2
6.	1.2	1.2	1.2	1.2
8.	1.2	1.2	1.2	1.2
10.	1.2	1.2	1.2	1.2
12.	1.2	1.2	1.2	1.2
14.	1.2	1.2	1.2	1.2
16.	1.2	1.2	1.2	1.2
18.	1.2	1.2	1.2	1.2
20.	1.2	1.2	1.2	1.2
22.	1.2	1.2	1.2	1.2
24.	1.2	1.2	1.2	1.2
26.	1.2	1.2	1.2	1.2
28.	1.2	1.2	1.2	1.2
30.	1.2	1.2	1.2	1.2
32.	1.2	1.2	1.2	1.2
34.	1.2	1.2	1.2	1.2
36.	1.3	1.3	1.3	1.3
38.	1.3	1.3	1.3	1.3
40.	1.3	1.3	1.3	1.3
42.	1.3	1.3	1.3	1.3
44.	1.3	1.3	1.3	1.3
46.	1.4	1.4	1.4	1.4
48.	1.5	1.5	1.5	1.5
50.	1.5	1.5	1.5	1.5
52.	1.5	1.5	1.5	1.5
54.	1.5	1.5	1.5	1.5
56.	1.6	1.6	1.6	1.5
58.	1.6	1.6	1.6	1.6
60.	1.6	1.6	1.6	1.6
62.	1.6	1.6	1.6	1.5
64.	1.7	1.7	1.7	1.5
66.	1.7	1.7	1.7	1.6
68.	1.7	1.7	1.6	1.6
70.	1.8	1.7	1.6	1.6
72.	1.8	1.7	1.7	1.6
74.	1.8	1.7	1.7	1.5
76.	1.7	1.7	1.6	1.5
78.	1.7	1.7	1.5	1.5
80.	1.7	1.5	1.5	1.3
82.	1.5	1.5	1.4	1.3

JOB: RT 300 AT SITE DRIVE BD SAT

RUN: RT 300 AT SITE DRIVE BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	1.4	1.4	1.3	1.2
86.	1.4	1.2	1.2	1.1
88.	1.2	1.2	1.1	0.9
90.	1.1	1.1	0.9	0.9
92.	1.0	0.9	0.8	0.8
94.	0.8	0.8	0.7	0.7
96.	0.7	0.7	0.6	0.5
98.	0.6	0.6	0.5	0.4
100.	0.5	0.4	0.4	0.3
102.	0.4	0.3	0.3	0.3
104.	0.3	0.3	0.2	0.2
106.	0.2	0.2	0.2	0.2
108.	0.2	0.2	0.1	0.1
110.	0.1	0.1	0.1	0.1
112.	0.1	0.1	0.1	0.1
114.	0.1	0.1	0.1	0.1
116.	0.1	0.1	0.1	0.1
118.	0.0	0.0	0.0	0.0
120.	0.0	0.0	0.0	0.0
122.	0.0	0.0	0.0	0.0
124.	0.0	0.0	0.0	0.0
126.	0.0	0.0	0.0	0.0
128.	0.0	0.0	0.0	0.0
130.	0.0	0.0	0.0	0.0
132.	0.0	0.0	0.0	0.0
134.	0.0	0.0	0.0	0.0
136.	0.0	0.0	0.0	0.0
138.	0.0	0.0	0.0	0.0
140.	0.0	0.0	0.0	0.0
142.	0.0	0.0	0.0	0.0
144.	0.0	0.0	0.0	0.0
146.	0.0	0.0	0.0	0.0
148.	0.0	0.0	0.0	0.0
150.	0.0	0.0	0.0	0.0
152.	0.0	0.0	0.0	0.0
154.	0.0	0.0	0.0	0.0
156.	0.0	0.0	0.0	0.0
158.	0.0	0.0	0.0	0.0
160.	0.0	0.0	0.0	0.0
162.	0.0	0.0	0.0	0.0
164.	0.0	0.0	0.0	0.0
166.	0.0	0.0	0.0	0.0
168.	0.0	0.0	0.0	0.0
170.	0.0	0.0	0.0	0.0
172.	0.0	0.0	0.0	0.0
174.	0.0	0.0	0.0	0.0
176.	0.1	0.0	0.0	0.0
178.	0.2	0.0	0.0	0.0
180.	0.2	0.0	0.0	0.0
182.	0.3	0.0	0.0	0.0
184.	0.3	0.1	0.0	0.0

JOB: RT 300 AT SITE DRIVE BD SAT　　RUN: RT 300 AT SITE DRIVE BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	0.5	0.2	0.0	0.0
188.	0.5	0.2	0.0	0.0
190.	0.7	0.3	0.1	0.0
192.	0.8	0.3	0.2	0.0
194.	0.9	0.5	0.2	0.0
196.	1.0	0.5	0.2	0.1
198.	1.2	0.7	0.3	0.2
200.	1.2	0.7	0.4	0.2
202.	1.4	0.8	0.5	0.2
204.	1.4	0.9	0.5	0.3
206.	1.5	1.0	0.7	0.4
208.	1.5	1.0	0.7	0.4
210.	1.5	1.1	0.7	0.5
212.	1.5	1.2	0.9	0.5
214.	1.5	1.2	0.9	0.7
216.	1.5	1.2	0.9	0.7
218.	1.5	1.2	0.9	0.7
220.	1.5	1.2	0.9	0.7
222.	1.5	1.2	1.0	0.7
224.	1.5	1.2	1.0	0.9
226.	1.5	1.2	1.0	0.9
228.	1.5	1.2	1.0	0.9
230.	1.5	1.2	0.9	0.9
232.	1.4	1.2	0.9	0.9
234.	1.4	1.2	0.9	0.9
236.	1.4	1.2	0.9	0.9
238.	1.4	1.2	0.9	0.9
240.	1.4	1.2	0.9	0.9
242.	1.4	1.1	0.9	0.9
244.	1.4	1.1	1.0	1.0
246.	1.4	1.2	1.0	1.0
248.	1.5	1.2	1.0	1.0
250.	1.5	1.2	1.0	0.9
252.	1.5	1.2	1.0	1.0
254.	1.5	1.3	1.1	0.9
256.	1.7	1.3	1.1	1.0
258.	1.8	1.6	1.3	1.0
260.	1.8	1.5	1.5	1.3
262.	1.8	1.6	1.5	1.5
264.	1.8	1.7	1.6	1.6
266.	1.9	1.8	1.6	1.7
268.	2.4	2.0	1.9	1.9
270.	2.5	2.2	2.0	1.9
272.	2.4	2.2	2.2	2.0
274.	2.5	2.2	2.2	2.1
276.	2.6	2.4	2.2	2.2
278.	2.5	2.2	2.4	2.2
280.	2.7	2.5	2.5	2.2
282.	2.6	2.6	2.4	2.4
284.	2.6	2.6	2.4	2.5
286.	2.5	2.4	2.4	2.4

JOB: RT 300 AT SITE DRIVE BD SAT RUN: RT 300 AT SITE DRIVE BD SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	2.6	2.4	2.3	2.4
290.	2.7	2.3	2.3	2.3
292.	2.5	2.5	2.2	2.1
294.	2.4	2.4	2.1	2.1
296.	2.4	2.3	2.2	2.1
298.	2.4	2.1	2.2	2.0
300.	2.4	2.1	2.2	2.0
302.	2.5	2.2	2.2	2.0
304.	2.3	2.1	2.1	2.0
306.	2.2	2.1	2.1	1.9
308.	2.2	2.1	2.1	1.9
310.	2.2	2.1	2.1	1.9
312.	2.2	2.1	2.1	1.9
314.	2.1	2.0	2.0	1.8
316.	2.1	2.0	1.9	1.7
318.	2.2	2.0	1.9	1.7
320.	2.2	2.0	1.9	1.7
322.	2.2	2.0	1.9	1.7
324.	2.2	2.0	1.8	1.7
326.	2.1	1.9	1.7	1.6
328.	2.1	1.9	1.7	1.6
330.	2.1	1.8	1.6	1.5
332.	2.1	1.8	1.6	1.5
334.	2.1	1.8	1.6	1.4
336.	2.0	1.7	1.5	1.4
338.	1.9	1.7	1.5	1.4
340.	1.9	1.7	1.4	1.3
342.	1.9	1.5	1.4	1.3
344.	1.8	1.5	1.4	1.2
346.	1.7	1.5	1.3	1.2
348.	1.7	1.4	1.3	1.2
350.	1.5	1.4	1.2	1.2
352.	1.5	1.3	1.2	1.2
354.	1.5	1.3	1.2	1.2
356.	1.4	1.2	1.2	1.2
358.	1.3	1.2	1.2	1.2
360.	1.3	1.2	1.2	1.2
MAX	2.7	2.6	2.5	2.5
DEGR.	280	282	280	284

THE HIGHEST CONCENTRATION OF 5.60 PPM OCCURRED AT RECEPTOR REC12.

JOB: RT 300 AT RT 52 EX SAT RUN: RT 300 AT RT 52 EX SAT

DATE : 10/13/ 5
TIME : 15: 9:26

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. F1 SB 300 TO 52	500.0	12.0	12.0	12.0	488.	270.	AG	700.	26.4	0.0	24.0		
2. F2 SB 300 PAST 52	12.0	12.0	-500.0	12.0	512.	270.	AG	812.	26.4	0.0	24.0		
3. F3 NB 300 TO 52	-500.0	-12.0	12.0	-12.0	512.	90.	AG	830.	26.4	0.0	24.0		
4. F4 NB 300 PAST 52	12.0	-12.0	500.0	-12.0	488.	90.	AG	610.	26.4	0.0	24.0		
5. F5 WB 52 TO 300	12.0	-500.0	12.0	12.0	512.	360.	AG	300.	26.4	0.0	24.0		
6. F6 WB 52 PAST 200	12.0	12.0	500.0	-12.0	489.	93.	AG	523.	26.4	0.0	24.0		
7. F7 EB 52 TO 300	500.0	-12.0	-12.0	-12.0	512.	270.	AG	460.	26.4	0.0	24.0		
8. F8 EB 52 PAST 300	-12.0	12.0	-12.0	-500.0	512.	180.	AG	345.	26.4	0.0	24.0		
9. Q1 SB 300 TO 52 TR	39.0	12.0	191.3	12.0	152.	90.	AG	3.	100.0	0.0	12.0	0.71	7.7
10. Q2 SB 300 TO 52 L	39.0	0.0	65.0	0.0	26.	90.	AG	5.	100.0	0.0	12.0	0.18	1.3
11. Q3 WB 300 TO 52 TR	-39.0	-12.0	-179.7	-12.0	141.	270.	AG	3.	100.0	0.0	12.0	0.65	7.1
12. Q4 NB 300 TO 52 L	-39.0	0.0	-86.4	0.0	47.	270.	AG	11.	100.0	0.0	24.0	0.34	2.4
13. Q5 WB 52 TO 300	12.0	-39.0	12.0	-84.1	45.	180.	AG	8.	100.0	0.0	24.0	0.32	2.3
14. Q6 EB 52 TO 300	-12.0	39.0	-12.0	-30.2	69.	180.	AG	8.	100.0	0.0	24.0	0.52	3.5

JOB: RT 300 AT RT 52 EX SAT RUN: RT 300 AT RT 52 EX SAT

DATE : 10/13/ 5
TIME : 15: 9:26

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Q1 SB 300 TO 52 TR	100	44	5.0	633	1832	2.80	1	3
10. Q2 SB 300 TO 52 L	100	71	5.0	67	1652	2.80	1	3
11. Q3 WB 300 TO 52 TR	100	44	5.0	585	1827	2.80	1	3
12. Q4 NB 300 TO 52 L	100	71	5.0	245	1652	2.80	1	3
13. Q5 WB 52 TO 300	100	55	5.0	300	1252	2.80	1	3
14. Q6 EB 52 TO 300	100	55	5.0	460	1166	2.80	1	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. REC 1	32.0	31.0	6.0
2. REC 2	82.0	31.0	6.0
3. REC 3	132.0	31.0	6.0
4. REC 4	182.0	31.0	6.0
5. REC 5	232.0	31.0	6.0
6. REC 6	282.0	31.0	6.0
7. REC 7	32.0	-31.0	6.0
8. REC 8	82.0	-31.0	6.0
9. REC 9	132.0	-31.0	6.0
10. REC 10	182.0	-31.0	6.0
11. REC 11	232.0	-31.0	6.0
12. REC 12	282.0	-31.0	6.0
13. REC 13	-32.0	-31.0	6.0
14. REC 14	-82.0	-31.0	6.0
15. REC 15	-132.0	-31.0	6.0
16. REC 16	-182.0	-31.0	6.0
17. REC 17	-232.0	-31.0	6.0
18. REC 18	-282.0	-31.0	6.0
19. REC 19	-282.0	32.0	6.0
20. REC 20	-232.0	32.0	6.0
21. REC 21	-182.0	32.0	6.0
22. REC 22	-132.0	32.0	6.0
23. REC 23	-82.0	32.0	6.0
24. REC 24	-32.0	32.0	6.0
25. REC 25	-32.0	282.0	6.0
26. REC 26	-32.0	232.0	6.0
27. REC 27	-32.0	182.0	6.0
28. REC 28	-32.0	132.0	6.0
29. REC 29	-32.0	82.0	6.0
30. REC 30	31.0	282.0	6.0
31. REC 31	31.0	232.0	6.0
32. REC 32	31.0	182.0	6.0
33. REC 33	31.0	132.0	6.0
34. REC 34	31.0	82.0	6.0
35. REC 35	32.0	82.0	6.0
36. REC 36	32.0	132.0	6.0
37. REC 37	32.0	182.0	6.0
38. REC 38	32.0	232.0	6.0
39. REC 39	32.0	282.0	6.0

JOB: RT 300 AT RT 52 EX SAT

RUN: RT 300 AT RT 52 EX SAT

DATE : 10/13/ 5
TIME : 15: 9:26

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
40. REC 40	-31.0	82.0	6.0
41. REC 41	-31.0	132.0	6.0
42. REC 42	-31.0	182.0	6.0
43. REC 43	-31.0	232.0	6.0
44. REC 44	-31.0	282.0	6.0

JOB: RT 300 AT RT 52 EX SAT   RUN: RT 300 AT RT 52 EX SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
2.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.6	1.6	1.6	1.6	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
4.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
6.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
8.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
10.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
12.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.0	1.1	1.1	1.1	1.1	0.0	0.0
14.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.0	1.1	1.1	1.1	1.1	0.0	0.0
16.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.2	1.0	1.1	1.1	1.1	1.1	0.0	0.0
18.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
20.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.2	1.1	1.1	1.1	1.1	1.1	0.0	0.0
22.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.3	1.1	1.1	1.1	1.1	1.1	0.0	0.0
24.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.3	1.1	1.1	1.1	1.1	1.1	0.0	0.0
26.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.4	1.1	1.1	1.1	1.1	1.1	0.0	0.0
28.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.5	1.1	1.1	1.1	1.1	1.1	0.0	0.0
30.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.5	1.1	1.1	1.1	1.1	1.1	0.0	0.0
32.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	1.7	1.1	1.1	1.1	1.1	1.1	0.0	0.0
34.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	1.7	1.1	1.1	1.1	1.1	1.1	0.0	0.0
36.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	1.6	1.1	1.1	1.1	1.1	1.1	0.0	0.0
38.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	1.7	1.1	1.1	1.1	1.1	1.1	0.0	0.0
40.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.8	1.8	1.2	1.3	1.3	1.3	1.3	0.0	0.0
42.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.7	1.8	1.9	1.2	1.3	1.3	1.3	1.3	0.0	0.0
44.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.8	1.8	2.0	1.2	1.3	1.3	1.3	1.3	0.0	0.0
46.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	1.7	1.7	1.8	1.8	1.9	1.2	1.3	1.3	1.3	1.3	0.0	0.0
48.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.8	1.8	1.9	1.9	1.9	2.0	1.3	1.3	1.3	1.3	1.3	0.0	0.0
50.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.8	1.8	1.9	1.9	1.9	2.1	1.3	1.3	1.3	1.3	1.3	0.0	0.0
52.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.8	1.8	1.9	1.9	1.9	2.2	1.4	1.3	1.3	1.4	1.4	0.0	0.0
54.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.8	1.9	1.9	1.9	1.9	2.3	1.5	1.4	1.4	1.4	1.4	0.0	0.0
56.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.9	2.0	2.0	2.0	1.9	2.2	1.6	1.4	1.4	1.4	1.4	0.0	0.0
58.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.2	1.7	1.5	1.4	1.4	1.4	0.0	0.0
60.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.1	2.1	2.1	2.0	2.0	2.4	1.9	1.6	1.4	1.4	1.4	0.0	0.0
62.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.1	2.1	2.1	2.0	2.0	2.5	1.8	1.5	1.5	1.4	1.5	0.0	0.0
64.	0.0	0.0	0.0	0.0	0.0	0.0	2.1	2.1	2.1	2.1	2.0	2.0	2.5	1.9	1.7	1.5	1.5	1.5	0.0	0.0
66.	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2	2.2	2.2	2.0	2.0	2.5	2.0	1.7	1.7	1.6	1.5	0.0	0.0
68.	0.1	0.1	0.1	0.1	0.1	0.0	2.3	2.3	2.2	2.2	2.1	2.0	2.5	2.2	1.8	1.9	1.6	1.6	0.1	0.0
70.	0.1	0.1	0.1	0.1	0.1	0.1	2.3	2.3	2.3	2.2	2.1	2.1	2.6	2.1	1.8	1.8	1.8	1.6	0.1	0.1
72.	0.1	0.1	0.1	0.1	0.1	0.1	2.3	2.3	2.3	2.2	2.2	2.1	2.8	2.1	1.8	1.9	1.9	1.8	0.1	0.1
74.	0.2	0.1	0.1	0.1	0.1	0.1	2.3	2.3	2.2	2.2	2.2	2.0	2.7	2.3	2.1	1.9	1.8	1.9	0.1	0.1
76.	0.3	0.3	0.2	0.2	0.1	0.1	2.3	2.2	2.2	2.2	2.1	1.9	2.7	2.3	2.2	1.8	1.8	1.9	0.3	0.2
78.	0.4	0.3	0.3	0.3	0.2	0.2	2.2	2.2	2.2	2.1	1.9	1.9	2.7	2.3	2.0	1.8	1.9	1.8	0.3	0.4
80.	0.6	0.5	0.5	0.4	0.3	0.2	2.1	2.2	2.1	2.0	1.9	1.9	2.5	2.2	2.0	1.9	1.7	1.8	0.7	0.5
82.	0.8	0.7	0.6	0.5	0.5	0.3	2.0	1.9	1.8	1.8	1.8	1.6	2.6	2.2	2.0	2.0	1.7	1.7	0.8	0.8

JOB: RT 300 AT RT 52 EX SAT   RUN: RT 300 AT RT 52 EX SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

(DEGR)		REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
84.	*	0.8	0.8	0.8	0.7	0.6	0.5	1.9	1.8	1.8	1.7	1.7	1.5	2.4	2.1	2.0	1.8	1.7	1.7	0.9	0.9
86.	*	1.0	0.9	0.9	0.8	0.7	0.7	1.8	1.7	1.7	1.6	1.5	1.4	2.3	1.8	1.9	1.8	1.5	1.6	1.0	1.0
88.	*	1.2	1.1	1.0	0.9	0.8	0.7	1.7	1.6	1.5	1.4	1.4	1.4	2.3	1.7	1.7	1.7	1.5	1.3	1.1	1.1
90.	*	1.4	1.2	1.2	1.1	0.9	0.8	1.3	1.3	1.3	1.3	1.2	1.0	2.0	1.6	1.6	1.5	1.5	1.2	1.3	1.2
92.	*	1.5	1.5	1.4	1.2	1.1	0.9	1.3	1.3	1.2	1.1	1.0	1.0	1.8	1.5	1.5	1.5	1.1	1.2	1.4	1.3
94.	*	1.7	1.6	1.4	1.4	1.1	1.1	1.1	1.1	1.0	1.0	1.0	0.8	1.7	1.3	1.2	1.2	1.1	1.0	1.5	1.5
96.	*	1.8	1.7	1.7	1.5	1.4	1.2	0.9	0.9	0.8	0.7	0.7	0.7	1.4	1.0	1.1	1.0	1.0	0.9	1.5	1.6
98.	*	2.0	1.8	1.7	1.7	1.6	1.3	0.7	0.7	0.7	0.7	0.7	0.5	1.3	1.0	0.9	0.9	0.9	1.0	1.6	1.7
100.	*	2.2	2.0	1.7	1.7	1.6	1.4	0.7	0.6	0.6	0.6	0.5	0.4	1.1	0.9	0.8	0.8	0.8	0.9	1.7	1.7
102.	*	2.2	2.1	2.1	1.9	1.7	1.6	0.6	0.5	0.4	0.4	0.4	0.3	1.1	0.7	0.8	0.8	0.7	0.5	1.7	1.7
104.	*	2.2	2.2	2.1	2.0	1.7	1.6	0.4	0.4	0.3	0.3	0.3	0.3	0.8	0.5	0.5	0.5	0.5	0.3	1.8	1.7
106.	*	2.3	2.2	2.1	2.1	1.9	1.6	0.2	0.2	0.2	0.2	0.2	0.2	0.7	0.5	0.5	0.4	0.3	0.2	1.9	1.8
108.	*	2.3	2.2	2.1	2.1	2.0	1.8	0.2	0.2	0.2	0.2	0.2	0.1	0.7	0.4	0.3	0.3	0.3	0.2	1.9	2.0
110.	*	2.3	2.2	2.1	2.1	1.9	1.8	0.2	0.2	0.2	0.1	0.1	0.1	0.7	0.2	0.3	0.3	0.3	0.2	1.7	1.9
112.	*	2.3	2.2	2.1	2.1	1.9	1.9	0.1	0.1	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.3	0.3	0.2	1.5	1.7
114.	*	2.2	2.1	2.0	2.0	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.5	1.6
116.	*	2.1	2.1	2.0	2.0	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.5	1.6
118.	*	2.1	2.1	2.0	2.0	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.5	1.6
120.	*	2.1	2.0	2.0	2.0	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.5	1.6
122.	*	2.1	2.0	2.0	2.0	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.5	1.6
124.	*	2.1	2.0	2.0	2.0	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.5
126.	*	2.0	1.9	1.9	1.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.5
128.	*	1.9	1.9	1.9	1.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.5
130.	*	1.9	1.9	1.9	1.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.5
132.	*	1.9	1.9	1.9	1.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.5
134.	*	1.9	1.9	1.8	1.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.5
136.	*	1.9	1.9	1.8	1.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.2	0.2	0.2	0.1	1.4	1.5
138.	*	1.9	1.9	1.8	1.8	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.3	1.4
140.	*	1.7	1.7	1.6	1.6	1.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.2	0.1	1.3	1.4
142.	*	1.7	1.6	1.6	1.6	1.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.3	0.2	0.2	0.1	0.0	1.2	1.3
144.	*	1.6	1.5	1.5	1.5	1.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.2	1.3
146.	*	1.6	1.5	1.5	1.5	1.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.1	1.2
148.	*	1.6	1.5	1.5	1.5	1.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.1	1.2
150.	*	1.5	1.5	1.5	1.5	1.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.1	0.0	1.1	1.2
152.	*	1.5	1.5	1.5	1.5	1.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.2	0.0	0.0	1.1	1.2
154.	*	1.5	1.5	1.5	1.5	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.1	0.0	0.0	1.1	1.2
156.	*	1.5	1.5	1.5	1.5	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.1	0.0	0.0	1.0	1.0
158.	*	1.5	1.5	1.5	1.5	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.1	0.0	0.0	1.0	1.0
160.	*	1.5	1.5	1.5	1.5	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.1	0.0	0.0	1.0	1.0
162.	*	1.5	1.5	1.5	1.5	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.2	0.0	0.0	0.0	1.0	1.0
164.	*	1.6	1.5	1.5	1.5	1.4	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.1	0.0	0.0	0.0	1.0	1.0
166.	*	1.6	1.5	1.5	1.5	1.4	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.1	0.0	0.0	0.0	1.0	1.0
168.	*	1.6	1.5	1.5	1.5	1.4	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.1	0.0	0.0	0.0	1.0	1.0
170.	*	1.6	1.5	1.5	1.5	1.4	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.1	0.0	0.0	0.0	1.0	1.0
172.	*	1.7	1.5	1.5	1.5	1.4	1.4	0.2	0.0	0.0	0.0	0.0	0.0	0.6	0.2	0.0	0.0	0.0	0.0	1.0	1.0
174.	*	1.8	1.5	1.5	1.5	1.4	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.0	0.0	0.0	0.0	1.0	1.0
176.	*	1.8	1.5	1.5	1.5	1.4	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	1.0	1.0
178.	*	1.8	1.5	1.5	1.4	1.4	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	1.0	1.0
180.	*	1.9	1.6	1.5	1.4	1.4	1.4	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	1.0	1.0
182.	*	1.9	1.6	1.5	1.4	1.4	1.4	0.4	0.1	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.0	1.0
184.	*	2.0	1.7	1.5	1.4	1.4	1.4	0.5	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	1.0	1.0
186.	*	2.1	1.7	1.5	1.4	1.4	1.4	0.5	0.2	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	1.0	1.0

JOB: RT 300 AT RT 52 EX SAT RUN: RT 300 AT RT 52 EX SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR) * REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
188.	2.1	1.7	1.5	1.4	1.4	1.4	0.5	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.0	1.0
190.	2.0	1.6	1.6	1.5	1.4	1.4	0.6	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.0	1.0
192.	2.0	1.6	1.6	1.5	1.4	1.4	0.6	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.0	1.0
194.	1.9	1.6	1.7	1.5	1.4	1.4	0.6	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.0	1.0
196.	1.9	1.6	1.7	1.5	1.4	1.4	0.6	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.0	1.0
198.	2.0	1.6	1.7	1.5	1.4	1.4	0.6	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
200.	2.1	1.7	1.7	1.6	1.4	1.4	0.6	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
202.	2.1	1.7	1.7	1.7	1.4	1.4	0.6	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
204.	2.1	1.7	1.7	1.7	1.4	1.4	0.6	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
206.	2.1	1.7	1.7	1.7	1.4	1.4	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
208.	2.0	1.7	1.7	1.7	1.4	1.4	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
210.	1.9	1.7	1.7	1.7	1.6	1.4	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
212.	2.0	1.7	1.7	1.7	1.6	1.4	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
214.	2.0	1.7	1.7	1.7	1.7	1.4	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
216.	1.9	1.7	1.7	1.7	1.7	1.4	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
218.	1.9	1.7	1.7	1.8	1.8	1.5	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1
220.	2.1	1.9	1.8	1.8	1.8	1.6	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
222.	2.1	1.9	1.9	1.9	1.9	1.8	0.5	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2
224.	1.8	1.9	1.9	2.0	2.0	2.0	0.5	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
226.	1.9	1.9	1.9	2.0	2.0	2.0	0.5	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
228.	1.9	1.9	1.9	2.0	2.0	2.0	0.5	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
230.	1.8	1.9	1.9	2.0	2.0	2.0	0.5	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
232.	1.8	2.1	2.0	2.0	2.0	2.0	0.5	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
234.	1.8	2.0	2.0	2.0	2.0	1.9	0.5	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
236.	1.8	2.0	2.0	2.0	2.0	1.9	0.5	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
238.	1.9	2.1	2.0	2.1	2.1	2.0	0.5	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.4
240.	1.8	2.2	2.1	2.2	2.1	2.0	0.4	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.4
242.	1.9	2.2	2.2	2.2	2.1	2.0	0.4	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.4
244.	1.7	2.2	2.2	2.2	2.2	2.0	0.4	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.4
246.	1.8	2.2	2.2	2.2	2.2	2.1	0.5	0.2	0.2	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	1.4	1.4
248.	1.8	2.1	2.1	2.3	2.3	2.1	0.5	0.3	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.4	1.4
250.	1.9	2.3	2.2	2.2	2.1	2.2	0.5	0.3	0.3	0.2	0.3	0.2	0.1	0.1	0.1	0.1	0.1	0.1	1.4	1.5
252.	1.8	2.3	2.2	2.3	2.2	2.2	0.5	0.3	0.3	0.4	0.4	0.3	0.1	0.1	0.1	0.1	0.1	0.1	1.3	1.5
254.	1.8	2.2	2.3	2.3	2.1	2.1	0.6	0.3	0.5	0.5	0.5	0.4	0.2	0.2	0.2	0.1	0.1	0.1	1.3	1.5
256.	1.8	2.2	2.4	2.2	2.1	2.1	0.7	0.5	0.6	0.6	0.5	0.4	0.2	0.2	0.2	0.2	0.2	0.2	1.3	1.3
258.	1.6	2.0	2.0	2.0	2.1	2.0	0.8	0.7	0.7	0.6	0.7	0.6	0.4	0.4	0.4	0.2	0.2	0.2	1.3	1.3
260.	1.5	1.9	1.9	2.1	2.0	2.1	0.9	0.8	0.7	0.8	0.7	0.7	0.4	0.4	0.4	0.4	0.4	0.3	1.1	1.3
262.	1.5	1.7	1.8	1.8	1.8	2.0	0.9	0.8	0.9	0.9	0.9	0.9	0.5	0.5	0.5	0.5	0.4	0.4	1.1	1.1
264.	1.3	1.5	1.8	1.7	1.8	1.8	1.1	1.0	1.1	1.0	1.2	1.0	0.7	0.6	0.6	0.5	0.5	0.5	0.9	1.1
266.	1.3	1.5	1.5	1.6	1.6	1.7	1.2	1.0	1.1	1.4	1.3	1.2	0.8	0.8	0.7	0.6	0.6	0.5	0.9	1.0
268.	1.2	1.3	1.5	1.5	1.4	1.6	1.5	1.4	1.3	1.5	1.3	1.3	0.9	0.8	0.8	0.8	0.8	0.6	0.8	0.8
270.	1.0	1.1	1.2	1.3	1.3	1.3	1.5	1.4	1.5	1.6	1.3	1.7	1.0	1.0	0.9	0.9	0.8	0.7	0.6	0.8
272.	1.0	1.1	1.1	1.3	1.2	1.3	1.7	1.6	1.7	1.7	1.7	1.7	1.1	1.1	1.1	1.0	0.9	0.8	0.6	0.6
274.	0.8	0.8	0.9	1.0	1.2	1.1	1.8	1.7	1.8	1.9	1.7	1.8	1.3	1.3	1.1	1.1	1.1	0.9	0.5	0.5
276.	0.7	0.8	0.8	0.8	0.8	0.9	1.8	1.8	2.0	1.9	1.8	2.1	1.4	1.3	1.3	1.2	1.1	1.0	0.4	0.5
278.	0.5	0.6	0.6	0.6	0.7	0.7	2.0	1.9	2.1	2.0	1.9	2.2	1.5	1.4	1.4	1.3	1.2	1.1	0.3	0.4
280.	0.4	0.5	0.5	0.6	0.5	0.5	2.2	2.0	2.1	2.1	2.2	2.2	1.5	1.5	1.4	1.4	1.3	1.2	0.2	0.3
282.	0.4	0.4	0.5	0.4	0.5	0.5	2.2	2.0	2.3	2.0	2.2	2.4	1.6	1.6	1.5	1.4	1.4	1.3	0.2	0.2
284.	0.3	0.3	0.3	0.4	0.3	0.3	2.3	2.2	2.3	2.3	2.2	2.4	1.6	1.6	1.6	1.5	1.4	1.4	0.1	0.2
286.	0.2	0.1	0.2	0.2	0.2	0.2	2.2	2.3	2.1	2.2	2.3	2.4	1.7	1.6	1.6	1.5	1.5	1.4	0.1	0.1
288.	0.1	0.1	0.1	0.2	0.1	0.1	2.3	2.2	2.0	2.2	2.4	2.4	1.7	1.6	1.6	1.6	1.5	1.4	0.1	0.1
290.	0.1	0.1	0.1	0.1	0.1	0.1	2.3	2.1	2.1	2.2	2.3	2.3	1.6	1.5	1.5	1.5	1.5	1.5	0.1	0.1

JOB: RT 300 AT RT 52 EX SAT RUN: RT 300 AT RT 52 EX SAT

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR)* REC1 REC2 REC3 REC4 REC5 REC6 REC7 REC8 REC9 REC10 REC11 REC12 REC13 REC14 REC15 REC16 REC17 REC18 REC19 REC20
REC21 REC22 REC23 REC24 REC25 REC26 REC27 REC28 REC29 REC30 REC31 REC32 REC33 REC34 REC35 REC36 REC37 REC38 REC39 REC40
REC41 REC42 REC43 REC44

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
292.	0.1	0.1	0.0	0.0	0.0	0.1	2.3	2.1	2.0	2.2	2.2	2.2	1.6	1.6	1.5	1.5	1.5	1.5	0.0	0.1
294.	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2.3	2.1	2.1	2.1	2.1	1.6	1.5	1.5	1.5	1.5	1.5	0.0	0.0
296.	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2	2.1	2.2	2.1	2.0	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0
298.	0.0	0.0	0.0	0.0	0.0	0.0	2.1	2.1	2.1	2.1	2.0	2.0	1.5	1.5	1.5	1.5	1.4	1.4	0.0	0.0
300.	0.0	0.0	0.0	0.0	0.0	0.0	2.1	2.1	2.0	2.1	2.0	2.0	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0
302.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	1.9	2.0	2.0	2.0	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0
304.	0.0	0.0	0.0	0.0	0.0	0.0	2.1	2.0	1.9	1.9	1.9	2.0	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0
306.	0.0	0.0	0.0	0.0	0.0	0.0	2.1	1.9	1.9	1.9	1.9	1.9	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0
308.	0.0	0.0	0.0	0.0	0.0	0.0	2.1	1.9	1.8	1.9	1.9	1.9	1.4	1.4	1.4	1.4	1.4	1.3	0.0	0.0
310.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.7	1.8	1.9	1.9	1.9	1.3	1.3	1.3	1.3	1.3	1.3	0.0	0.0
312.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.7	1.8	1.9	1.9	1.9	1.3	1.3	1.3	1.3	1.3	1.3	0.0	0.0
314.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.7	1.7	1.8	1.8	1.8	1.3	1.3	1.3	1.3	1.3	1.3	0.0	0.0
316.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.7	1.7	1.8	1.8	1.8	1.3	1.3	1.3	1.3	1.3	1.3	0.0	0.0
318.	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.7	1.7	1.7	1.8	1.8	1.3	1.3	1.3	1.3	1.3	1.3	0.0	0.0
320.	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.6	1.7	1.7	1.8	1.8	1.2	1.2	1.2	1.2	1.2	1.2	0.0	0.0
322.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.5	1.6	1.6	1.7	1.7	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
324.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.6	1.6	1.6	1.6	1.7	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
326.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.6	1.6	1.6	1.6	1.7	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
328.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.6	1.6	1.6	1.6	1.7	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
330.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
332.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.7	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
334.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
336.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
338.	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
340.	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
342.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
344.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
346.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
348.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
350.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
352.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
354.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
356.	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
358.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
360.	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.6	1.6	1.6	1.6	1.6	1.1	1.1	1.1	1.1	1.1	1.1	0.0	0.0
MAX	2.3	2.3	2.4	2.3	2.3	2.2	2.3	2.3	2.3	2.3	2.4	2.4	2.8	2.3	2.2	2.0	1.9	1.9	1.9	2.0
DEGR.	106	250	256	248	248	250	284	68	284	284	288	282	72	74	76	82	72	74	106	108

JOB: RT 300 AT RT 52 EX SAT RUN: RT 300 AT RT 52 EX SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE * CONCENTRATION (PPM)

(DEGR) *	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
42. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
44. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
48. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
52. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
54. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
56. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
58. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
60. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
64. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
66. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
68. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
70. *	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
72. *	0.1	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
74. *	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
76. *	0.2	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
78. *	0.4	0.4	0.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
80. *	0.6	0.7	0.6	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
82. *	0.7	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

JOB: RT 300 AT RT 52 EX SAT RUN: RT 300 AT RT 52 EX SAT

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR)	*	REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
84.	*	0.9	0.8	0.9	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1
86.	*	1.0	0.9	1.0	1.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1
88.	*	1.0	1.3	1.0	1.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
90.	*	1.3	1.4	1.4	1.4	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.3
92.	*	1.5	1.5	1.4	1.6	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.5
94.	*	1.6	1.5	1.6	1.7	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.1	0.5	0.5	0.1	0.0	0.0	0.0	0.5
96.	*	1.7	1.6	1.7	1.7	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.1	0.5	0.5	0.1	0.0	0.0	0.0	0.5
98.	*	1.7	1.7	1.9	1.9	0.0	0.0	0.0	0.3	0.6	0.0	0.0	0.0	0.1	0.5	0.5	0.1	0.0	0.0	0.0	0.6
100.	*	1.9	1.8	2.0	2.1	0.0	0.0	0.1	0.4	0.8	0.0	0.0	0.0	0.3	0.6	0.6	0.3	0.0	0.0	0.0	0.8
102.	*	1.8	1.8	2.1	2.1	0.0	0.0	0.1	0.4	0.8	0.0	0.0	0.1	0.4	0.8	0.8	0.4	0.1	0.0	0.0	0.8
104.	*	2.0	2.0	2.1	2.1	0.0	0.0	0.1	0.5	0.8	0.0	0.0	0.1	0.4	0.8	0.8	0.4	0.1	0.0	0.0	0.8
106.	*	1.9	2.1	2.2	2.1	0.0	0.0	0.3	0.5	0.9	0.0	0.0	0.1	0.5	0.8	0.8	0.5	0.1	0.0	0.0	0.9
108.	*	1.9	2.1	2.2	2.1	0.0	0.1	0.4	0.5	0.9	0.0	0.0	0.3	0.5	0.9	0.9	0.5	0.3	0.0	0.0	0.9
110.	*	1.9	2.1	2.0	2.1	0.0	0.1	0.4	0.5	1.0	0.0	0.1	0.4	0.5	0.9	0.9	0.5	0.4	0.1	0.0	1.0
112.	*	2.0	1.9	2.0	2.1	0.0	0.3	0.4	0.5	1.0	0.0	0.1	0.4	0.5	0.9	0.9	0.5	0.4	0.1	0.0	1.0
114.	*	1.9	1.9	2.0	2.0	0.1	0.3	0.4	0.7	1.0	0.0	0.2	0.4	0.5	0.9	0.9	0.5	0.4	0.2	0.0	1.0
116.	*	1.8	1.9	1.9	2.1	0.1	0.4	0.5	0.7	1.0	0.1	0.3	0.4	0.7	0.9	0.9	0.7	0.4	0.3	0.1	1.0
118.	*	1.6	1.7	1.9	2.1	0.3	0.4	0.5	0.7	1.0	0.1	0.4	0.4	0.7	0.9	0.9	0.7	0.4	0.4	0.1	1.0
120.	*	1.6	1.7	1.8	2.0	0.3	0.4	0.5	0.7	1.0	0.1	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.1	1.0
122.	*	1.6	1.7	1.8	1.9	0.4	0.4	0.5	0.7	0.9	0.3	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.3	0.9
124.	*	1.5	1.5	1.6	1.9	0.4	0.4	0.5	0.7	0.9	0.3	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.3	0.9
126.	*	1.5	1.5	1.6	1.9	0.4	0.4	0.5	0.7	0.9	0.4	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.4	0.9
128.	*	1.5	1.5	1.6	1.9	0.4	0.4	0.5	0.7	0.9	0.4	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.4	0.9
130.	*	1.5	1.5	1.6	1.8	0.4	0.4	0.5	0.7	0.9	0.4	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.4	0.9
132.	*	1.5	1.5	1.5	1.7	0.4	0.4	0.5	0.7	0.9	0.4	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.4	0.9
134.	*	1.5	1.5	1.5	1.8	0.4	0.4	0.5	0.7	0.9	0.4	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.4	1.0
136.	*	1.5	1.4	1.3	2.0	0.4	0.4	0.5	0.7	0.9	0.4	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.4	0.9
138.	*	1.4	1.4	1.4	1.8	0.4	0.4	0.5	0.7	0.9	0.4	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.4	0.9
140.	*	1.4	1.3	1.4	1.7	0.4	0.4	0.5	0.6	1.0	0.4	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.4	1.0
142.	*	1.3	1.3	1.4	1.7	0.4	0.4	0.5	0.5	0.9	0.4	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.4	0.9
144.	*	1.3	1.3	1.4	1.7	0.4	0.4	0.5	0.5	0.9	0.4	0.4	0.5	0.7	0.9	0.9	0.7	0.5	0.4	0.4	0.9
146.	*	1.3	1.3	1.4	1.7	0.4	0.4	0.4	0.5	0.8	0.4	0.4	0.5	0.6	0.9	0.9	0.6	0.5	0.4	0.4	0.8
148.	*	1.3	1.3	1.4	1.8	0.4	0.4	0.4	0.5	0.9	0.4	0.4	0.5	0.6	0.9	0.9	0.6	0.5	0.4	0.4	0.9
150.	*	1.3	1.3	1.4	1.8	0.4	0.4	0.4	0.5	0.9	0.4	0.4	0.5	0.6	0.9	0.9	0.6	0.5	0.4	0.4	0.9
152.	*	1.3	1.3	1.4	1.7	0.4	0.4	0.4	0.6	0.9	0.4	0.4	0.5	0.6	0.9	0.9	0.6	0.5	0.4	0.4	0.9
154.	*	1.3	1.3	1.4	1.6	0.4	0.4	0.4	0.7	0.9	0.4	0.4	0.5	0.6	0.9	0.9	0.6	0.5	0.4	0.4	0.9
156.	*	1.2	1.2	1.3	1.6	0.4	0.4	0.4	0.8	0.9	0.4	0.4	0.5	0.5	0.8	0.8	0.5	0.5	0.4	0.4	0.9
158.	*	1.1	1.2	1.3	1.6	0.4	0.4	0.5	0.8	1.1	0.4	0.4	0.5	0.5	0.8	0.8	0.5	0.5	0.4	0.4	1.1
160.	*	1.1	1.2	1.3	1.7	0.4	0.4	0.7	0.8	1.2	0.4	0.4	0.5	0.5	0.8	0.8	0.5	0.5	0.4	0.4	1.2
162.	*	1.1	1.2	1.3	1.7	0.4	0.5	0.8	0.8	1.1	0.4	0.4	0.5	0.5	0.8	0.8	0.5	0.5	0.4	0.4	1.1
164.	*	1.0	1.2	1.3	1.7	0.4	0.7	0.8	0.8	1.1	0.4	0.4	0.4	0.5	0.8	0.8	0.5	0.4	0.4	0.4	1.1
166.	*	1.0	1.1	1.2	1.7	0.6	0.8	0.8	0.7	1.0	0.4	0.4	0.4	0.5	0.9	0.9	0.5	0.4	0.4	0.4	1.0
168.	*	1.0	1.1	1.2	1.7	0.7	0.8	0.8	0.8	1.0	0.4	0.4	0.4	0.6	0.9	0.9	0.6	0.4	0.4	0.4	1.0
170.	*	1.0	1.1	1.2	1.6	0.6	0.7	0.7	0.7	1.0	0.4	0.4	0.5	0.6	0.9	0.9	0.6	0.5	0.4	0.4	1.0
172.	*	1.0	1.0	1.2	1.6	0.5	0.5	0.5	0.8	1.0	0.4	0.5	0.6	0.7	1.0	1.0	0.7	0.6	0.5	0.4	1.0
174.	*	1.0	1.0	1.2	1.6	0.4	0.4	0.4	0.7	0.9	0.6	0.6	0.6	0.7	1.0	1.0	0.7	0.6	0.6	0.5	1.0
176.	*	1.0	1.0	1.1	1.4	0.4	0.4	0.4	0.7	0.8	0.6	0.6	0.6	0.7	1.0	1.0	0.7	0.6	0.6	0.6	0.8
178.	*	1.0	1.0	1.1	1.4	0.4	0.4	0.4	0.7	0.9	0.6	0.6	0.6	0.7	1.0	1.0	0.7	0.6	0.6	0.6	0.9
180.	*	1.0	1.0	1.1	1.4	0.4	0.4	0.5	0.7	0.9	0.6	0.8	0.8	0.8	1.1	1.1	0.8	0.8	0.7	0.6	0.9
182.	*	1.0	1.0	1.1	1.4	0.4	0.4	0.5	0.6	0.9	0.6	0.8	0.8	0.8	1.1	1.1	0.8	0.8	0.8	0.6	0.9
184.	*	1.0	1.0	1.0	1.3	0.4	0.4	0.6	0.6	0.9	0.5	0.8	0.8	0.8	1.2	1.2	0.8	0.8	0.8	0.5	0.9

JOB: RT 300 AT RT 52 EX SAT   RUN: RT 300 AT RT 52 EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
186.	*	1.0	1.0	1.0	1.3	0.3	0.3	0.6	0.6	0.9	0.4	0.5	0.8	0.9	1.1	1.1	0.9	0.8	0.5	0.4	0.9
188.	*	1.0	1.0	1.0	1.2	0.3	0.3	0.5	0.5	0.8	0.4	0.5	0.8	0.9	1.1	1.1	0.9	0.8	0.5	0.4	0.8
190.	*	1.0	1.0	1.0	1.1	0.2	0.3	0.5	0.5	0.7	0.4	0.4	0.6	0.9	1.1	1.1	0.9	0.6	0.4	0.4	0.7
192.	*	1.0	1.0	1.0	1.1	0.2	0.2	0.5	0.5	0.7	0.4	0.4	0.4	0.9	1.1	1.1	0.9	0.5	0.4	0.4	0.7
194.	*	1.0	1.0	1.0	1.1	0.2	0.2	0.4	0.5	0.7	0.3	0.4	0.4	0.7	1.0	1.0	0.8	0.4	0.4	0.3	0.7
196.	*	1.0	1.0	1.0	1.1	0.2	0.2	0.4	0.4	0.7	0.3	0.3	0.4	0.7	1.2	1.1	0.6	0.4	0.3	0.3	0.7
198.	*	1.0	1.0	1.0	1.0	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.7	1.2	1.2	0.7	0.4	0.3	0.2	0.6
200.	*	1.0	1.0	1.0	1.0	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.6	1.1	1.1	0.6	0.4	0.3	0.2	0.6
202.	*	1.0	1.0	1.0	1.0	0.2	0.3	0.4	0.4	0.6	0.2	0.2	0.5	0.6	1.0	1.0	0.6	0.5	0.2	0.2	0.6
204.	*	1.0	1.0	1.0	1.0	0.2	0.3	0.4	0.4	0.6	0.2	0.2	0.5	0.5	1.0	1.0	0.5	0.5	0.2	0.2	0.6
206.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.2	0.4	0.5	0.9	0.9	0.5	0.4	0.2	0.2	0.6
208.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.2	0.4	0.5	0.9	0.9	0.5	0.4	0.2	0.2	0.6
210.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.5	0.8	0.8	0.5	0.4	0.3	0.2	0.6
212.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.4	0.7	0.7	0.4	0.4	0.3	0.2	0.6
214.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.4	0.7	0.7	0.4	0.4	0.3	0.2	0.6
216.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.4	0.7	0.7	0.4	0.4	0.3	0.2	0.6
218.	*	1.1	1.1	1.1	1.1	0.2	0.3	0.4	0.4	0.6	0.2	0.3	0.4	0.4	0.7	0.7	0.4	0.4	0.3	0.2	0.6
220.	*	1.2	1.2	1.2	1.2	0.2	0.4	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.7	0.7	0.4	0.4	0.4	0.2	0.6
222.	*	1.2	1.2	1.2	1.2	0.2	0.4	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.7	0.7	0.4	0.4	0.4	0.2	0.6
224.	*	1.3	1.3	1.3	1.3	0.2	0.4	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.6	0.6	0.4	0.4	0.4	0.2	0.6
226.	*	1.3	1.3	1.3	1.3	0.2	0.3	0.4	0.4	0.7	0.2	0.4	0.4	0.4	0.6	0.6	0.4	0.4	0.4	0.2	0.7
228.	*	1.3	1.3	1.3	1.3	0.2	0.3	0.4	0.4	0.7	0.2	0.4	0.4	0.5	0.7	0.7	0.5	0.4	0.4	0.2	0.7
230.	*	1.3	1.3	1.3	1.3	0.2	0.3	0.4	0.5	0.7	0.2	0.4	0.4	0.5	0.7	0.7	0.5	0.4	0.4	0.2	0.7
232.	*	1.3	1.3	1.3	1.3	0.2	0.3	0.4	0.5	0.7	0.2	0.3	0.4	0.5	0.7	0.7	0.5	0.4	0.3	0.2	0.7
234.	*	1.3	1.3	1.3	1.3	0.2	0.2	0.4	0.5	0.7	0.2	0.3	0.4	0.5	0.7	0.7	0.5	0.4	0.3	0.2	0.7
236.	*	1.3	1.3	1.3	1.3	0.2	0.2	0.4	0.5	0.7	0.2	0.3	0.4	0.5	0.7	0.7	0.5	0.4	0.3	0.2	0.7
238.	*	1.4	1.4	1.4	1.4	0.2	0.2	0.4	0.5	0.7	0.2	0.2	0.4	0.5	0.7	0.7	0.5	0.4	0.2	0.2	0.7
240.	*	1.4	1.4	1.4	1.4	0.2	0.2	0.4	0.5	0.7	0.2	0.2	0.4	0.5	0.7	0.7	0.5	0.4	0.2	0.2	0.7
242.	*	1.4	1.4	1.4	1.4	0.2	0.2	0.3	0.5	0.7	0.2	0.2	0.4	0.5	0.7	0.7	0.5	0.4	0.2	0.2	0.7
244.	*	1.4	1.4	1.4	1.5	0.1	0.2	0.3	0.4	0.7	0.2	0.2	0.4	0.5	0.7	0.7	0.5	0.4	0.2	0.2	0.7
246.	*	1.4	1.4	1.5	1.6	0.0	0.2	0.2	0.4	0.7	0.2	0.2	0.3	0.4	0.7	0.7	0.5	0.3	0.2	0.2	0.7
248.	*	1.5	1.5	1.6	1.6	0.0	0.2	0.2	0.4	0.7	0.1	0.2	0.3	0.4	0.7	0.7	0.4	0.3	0.2	0.1	0.7
250.	*	1.5	1.5	1.6	1.6	0.0	0.1	0.2	0.4	0.7	0.0	0.2	0.2	0.4	0.7	0.7	0.4	0.2	0.2	0.0	0.7
252.	*	1.5	1.5	1.6	1.6	0.0	0.1	0.2	0.3	0.7	0.0	0.2	0.2	0.4	0.7	0.7	0.4	0.2	0.2	0.0	0.7
254.	*	1.5	1.5	1.5	1.6	0.0	0.0	0.2	0.3	0.7	0.0	0.1	0.2	0.4	0.7	0.7	0.4	0.2	0.1	0.0	0.7
256.	*	1.5	1.5	1.5	1.5	0.0	0.0	0.2	0.3	0.5	0.0	0.0	0.2	0.3	0.7	0.7	0.3	0.2	0.0	0.0	0.5
258.	*	1.3	1.5	1.5	1.5	0.0	0.0	0.1	0.2	0.5	0.0	0.0	0.2	0.3	0.5	0.5	0.3	0.2	0.0	0.0	0.5
260.	*	1.3	1.3	1.4	1.5	0.0	0.0	0.0	0.2	0.5	0.0	0.0	0.1	0.2	0.5	0.5	0.2	0.1	0.0	0.0	0.5
262.	*	1.3	1.3	1.3	1.4	0.0	0.0	0.0	0.2	0.5	0.0	0.0	0.0	0.2	0.5	0.5	0.2	0.0	0.0	0.0	0.5
264.	*	1.1	1.2	1.3	1.3	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.2	0.4	0.4	0.2	0.0	0.0	0.0	0.3
266.	*	1.0	1.1	1.1	1.2	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.3
268.	*	1.0	1.0	1.0	1.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	0.3
270.	*	0.8	0.8	1.0	1.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.2
272.	*	0.7	0.8	0.8	0.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.2
274.	*	0.6	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1
276.	*	0.5	0.5	0.5	0.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1
278.	*	0.4	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
280.	*	0.4	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
282.	*	0.2	0.3	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
284.	*	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
286.	*	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

JOB: RT 300 AT RT 52 EX SAT

RUN: RT 300 AT RT 52 EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
288. *	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
290. *	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
292. *	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
294. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
296. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
298. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
300. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
302. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
304. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
306. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
308. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
310. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
312. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
314. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
316. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
318. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
320. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
322. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
324. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
326. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
328. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
330. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
332. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
334. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
336. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
338. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
340. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
342. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
344. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
346. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
348. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
350. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
352. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
354. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
356. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
358. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
360. *	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX *	2.0	2.1	2.2	2.1	0.7	0.8	0.8	0.8	1.2	0.6	0.8	0.8	0.9	1.2	1.2	0.9	0.8	0.8	0.6	1.2
DEGR. *	104	108	106	100	168	166	162	156	160	174	180	180	186	184	184	186	180	182	176	160

JOB: RT 300 AT RT 52 EX SAT RUN: RT 300 AT RT 52 EX SAT

MODEL RESULTS

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

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
0.	*	0.0	0.0	0.0	0.0
2.	*	0.0	0.0	0.0	0.0
4.	*	0.0	0.0	0.0	0.0
6.	*	0.0	0.0	0.0	0.0
8.	*	0.0	0.0	0.0	0.0
10.	*	0.0	0.0	0.0	0.0
12.	*	0.0	0.0	0.0	0.0
14.	*	0.0	0.0	0.0	0.0
16.	*	0.0	0.0	0.0	0.0
18.	*	0.0	0.0	0.0	0.0
20.	*	0.0	0.0	0.0	0.0
22.	*	0.0	0.0	0.0	0.0
24.	*	0.0	0.0	0.0	0.0
26.	*	0.0	0.0	0.0	0.0
28.	*	0.0	0.0	0.0	0.0
30.	*	0.0	0.0	0.0	0.0
32.	*	0.0	0.0	0.0	0.0
34.	*	0.0	0.0	0.0	0.0
36.	*	0.0	0.0	0.0	0.0
38.	*	0.0	0.0	0.0	0.0
40.	*	0.0	0.0	0.0	0.0
42.	*	0.0	0.0	0.0	0.0
44.	*	0.0	0.0	0.0	0.0
46.	*	0.0	0.0	0.0	0.0
48.	*	0.0	0.0	0.0	0.0
50.	*	0.0	0.0	0.0	0.0
52.	*	0.0	0.0	0.0	0.0
54.	*	0.0	0.0	0.0	0.0
56.	*	0.0	0.0	0.0	0.0
58.	*	0.0	0.0	0.0	0.0
60.	*	0.0	0.0	0.0	0.0
62.	*	0.0	0.0	0.0	0.0
64.	*	0.0	0.0	0.0	0.0
66.	*	0.0	0.0	0.0	0.0
68.	*	0.0	0.0	0.0	0.0
70.	*	0.0	0.0	0.0	0.0
72.	*	0.0	0.0	0.0	0.0
74.	*	0.0	0.0	0.0	0.0
76.	*	0.0	0.0	0.0	0.0
78.	*	0.0	0.0	0.0	0.0
80.	*	0.0	0.0	0.0	0.0
82.	*	0.0	0.0	0.0	0.0

JOB: RT 300 AT RT 52 EX SAT

RUN: RT 300 AT RT 52 EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
84.	0.0	0.0	0.0	0.0
86.	0.0	0.0	0.0	0.0
88.	0.0	0.0	0.0	0.0
90.	0.0	0.0	0.0	0.0
92.	0.1	0.0	0.0	0.0
94.	0.1	0.0	0.0	0.0
96.	0.1	0.0	0.0	0.0
98.	0.3	0.0	0.0	0.0
100.	0.4	0.1	0.0	0.0
102.	0.4	0.1	0.0	0.0
104.	0.5	0.1	0.0	0.0
106.	0.5	0.3	0.0	0.0
108.	0.5	0.4	0.1	0.0
110.	0.5	0.4	0.1	0.0
112.	0.5	0.4	0.3	0.0
114.	0.7	0.4	0.3	0.1
116.	0.7	0.5	0.4	0.1
118.	0.7	0.5	0.4	0.3
120.	0.7	0.5	0.4	0.3
122.	0.7	0.5	0.4	0.4
124.	0.7	0.5	0.4	0.4
126.	0.7	0.5	0.4	0.4
128.	0.7	0.5	0.4	0.4
130.	0.7	0.5	0.4	0.4
132.	0.7	0.5	0.4	0.4
134.	0.7	0.5	0.4	0.4
136.	0.7	0.5	0.4	0.4
138.	0.7	0.5	0.4	0.4
140.	0.6	0.5	0.4	0.4
142.	0.5	0.5	0.4	0.4
144.	0.5	0.5	0.4	0.4
146.	0.5	0.5	0.4	0.4
148.	0.5	0.4	0.4	0.4
150.	0.6	0.4	0.4	0.4
152.	0.6	0.4	0.4	0.4
154.	0.6	0.4	0.4	0.4
156.	0.8	0.4	0.4	0.4
158.	0.8	0.5	0.4	0.4
160.	0.8	0.7	0.4	0.4
162.	0.8	0.8	0.5	0.4
164.	0.8	0.8	0.7	0.4
166.	0.8	0.8	0.8	0.6
168.	0.8	0.8	0.8	0.7
170.	0.7	0.7	0.7	0.6
172.	0.7	0.5	0.5	0.5
174.	0.7	0.4	0.4	0.4
176.	0.7	0.4	0.4	0.4
178.	0.7	0.4	0.4	0.4
180.	0.7	0.5	0.4	0.4
182.	0.6	0.5	0.4	0.4
184.	0.6	0.5	0.4	0.4

JOB: RT 300 AT RT 52 EX SAT   RUN: RT 300 AT RT 52 EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
186.	*	0.6	0.6	0.3	0.3
188.	*	0.6	0.5	0.3	0.3
190.	*	0.5	0.5	0.3	0.2
192.	*	0.5	0.5	0.2	0.2
194.	*	0.5	0.4	0.2	0.2
196.	*	0.4	0.4	0.2	0.2
198.	*	0.4	0.4	0.3	0.2
200.	*	0.4	0.4	0.3	0.2
202.	*	0.4	0.4	0.3	0.2
204.	*	0.4	0.4	0.3	0.2
206.	*	0.4	0.4	0.3	0.2
208.	*	0.4	0.4	0.3	0.2
210.	*	0.4	0.4	0.3	0.2
212.	*	0.4	0.4	0.3	0.2
214.	*	0.4	0.4	0.3	0.2
216.	*	0.4	0.4	0.3	0.2
218.	*	0.4	0.4	0.3	0.2
220.	*	0.4	0.4	0.4	0.2
222.	*	0.4	0.4	0.4	0.2
224.	*	0.4	0.4	0.4	0.2
226.	*	0.4	0.4	0.3	0.2
228.	*	0.4	0.4	0.3	0.2
230.	*	0.5	0.4	0.3	0.2
232.	*	0.5	0.4	0.3	0.2
234.	*	0.5	0.4	0.2	0.2
236.	*	0.5	0.4	0.2	0.2
238.	*	0.5	0.4	0.2	0.2
240.	*	0.5	0.4	0.2	0.2
242.	*	0.5	0.3	0.2	0.2
244.	*	0.4	0.3	0.2	0.1
246.	*	0.4	0.2	0.2	0.0
248.	*	0.4	0.2	0.2	0.0
250.	*	0.4	0.2	0.1	0.0
252.	*	0.3	0.2	0.1	0.0
254.	*	0.3	0.2	0.0	0.0
256.	*	0.3	0.2	0.0	0.0
258.	*	0.2	0.1	0.0	0.0
260.	*	0.2	0.0	0.0	0.0
262.	*	0.2	0.0	0.0	0.0
264.	*	0.1	0.0	0.0	0.0
266.	*	0.1	0.0	0.0	0.0
268.	*	0.0	0.0	0.0	0.0
270.	*	0.0	0.0	0.0	0.0
272.	*	0.0	0.0	0.0	0.0
274.	*	0.0	0.0	0.0	0.0
276.	*	0.0	0.0	0.0	0.0
278.	*	0.0	0.0	0.0	0.0
280.	*	0.0	0.0	0.0	0.0
282.	*	0.0	0.0	0.0	0.0
284.	*	0.0	0.0	0.0	0.0
286.	*	0.0	0.0	0.0	0.0

JOB: RT 300 AT RT 52 EX SAT RUN: RT 300 AT RT 52 EX SAT

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC41	REC42	REC43	REC44
288.	*	0.0	0.0	0.0	0.0
290.	*	0.0	0.0	0.0	0.0
292.	*	0.0	0.0	0.0	0.0
294.	*	0.0	0.0	0.0	0.0
296.	*	0.0	0.0	0.0	0.0
298.	*	0.0	0.0	0.0	0.0
300.	*	0.0	0.0	0.0	0.0
302.	*	0.0	0.0	0.0	0.0
304.	*	0.0	0.0	0.0	0.0
306.	*	0.0	0.0	0.0	0.0
308.	*	0.0	0.0	0.0	0.0
310.	*	0.0	0.0	0.0	0.0
312.	*	0.0	0.0	0.0	0.0
314.	*	0.0	0.0	0.0	0.0
316.	*	0.0	0.0	0.0	0.0
318.	*	0.0	0.0	0.0	0.0
320.	*	0.0	0.0	0.0	0.0
322.	*	0.0	0.0	0.0	0.0
324.	*	0.0	0.0	0.0	0.0
326.	*	0.0	0.0	0.0	0.0
328.	*	0.0	0.0	0.0	0.0
330.	*	0.0	0.0	0.0	0.0
332.	*	0.0	0.0	0.0	0.0
334.	*	0.0	0.0	0.0	0.0
336.	*	0.0	0.0	0.0	0.0
338.	*	0.0	0.0	0.0	0.0
340.	*	0.0	0.0	0.0	0.0
342.	*	0.0	0.0	0.0	0.0
344.	*	0.0	0.0	0.0	0.0
346.	*	0.0	0.0	0.0	0.0
348.	*	0.0	0.0	0.0	0.0
350.	*	0.0	0.0	0.0	0.0
352.	*	0.0	0.0	0.0	0.0
354.	*	0.0	0.0	0.0	0.0
356.	*	0.0	0.0	0.0	0.0
358.	*	0.0	0.0	0.0	0.0
360.	*	0.0	0.0	0.0	0.0
MAX	*	0.8	0.8	0.8	0.7
DEGR.	*	156	162	166	168

THE HIGHEST CONCENTRATION OF 2.80 PPM OCCURRED AT RECEPTOR REC13.

Appendix J

Wetland Mitigation Plans and Specifications

Wetland Mitigation Specifications and Drawing Notes
Newburgh Marketplace

The mitigation sites for impacts to regulated wetlands at the Newburgh Marketplace proposal include areas of adjacent upland buffer area as well as floodplain area associated with Quassaic Creek. All areas will be accessible once rough grading for the proposed access roads is complete.

Wetland mitigation plans for six separate areas were prepared. These plans show expanded wetlands associated with Wetland A in the northwest corner of the site, and the floodplain of Quassaic Creek in the eastern portion of the site. In total, these six plans will add an additional 1.79 acres of wetland to the project site.

Table 1
Wetland Mitigation Areas
Marketplace at Newburgh

Wetland Mitigation ID	Location	Area (Ac.)
WMA 1	North of proposed access road from Route 300	0.56
WMA 2	Adjacent to Route 52 and proposed access road	0.13
WMA 3	Adjacent to Route 52 and proposed access road	0.40
WMA 4	South of proposed stormwater basins, west of proposed access road from Route 52	0.53
WMA 5	Adjacent to Quassaic Creek	0.13
WMA 6	Adjacent to Quassaic Creek	0.05

Wetland Mitigation Areas 1 through 4 are upland areas adjacent to Wetland A in close proximity to impact areas. These locations are currently upland areas that will be excavated generally to the grades shown on the attached plans. Where necessary, field adjustments will be made preserve existing mature trees as topographic “islands” within the created wetland.

Wetland Mitigation Areas 5 and 6 are floodplain areas adjacent to the Quassaic Creek in the eastern portion of the property. These areas are also in close proximity to proposed wetland fills associated with the access road.

Site Grading

Soil erosion and sediment control fencing will be installed at the outer and down slope limits of the proposed wetland expansions. The locations will be cleared as necessary, but with an eye toward preserving large trees within the proposed wetland to the extent possible. Some trees will be removed due to an inability to survive the future inundations. Other trees, specifically large elms, red maples and green ash, will be preserved since periodic inundation is typical for this species. Removed vegetative materials will be hauled to the general construction stockpile areas for recycling on site or for off-site disposal.

Where available, the upper one foot of topsoil will be stripped from the site and set aside from other site grading materials. The temporary storage area will be an upland site either removed from wetlands by 100 feet, within other areas cleared for site development and/or separated from same by a soil erosion and sediment control fence.

The topsoil material will be free from all stones larger that 3 inches and any recognizable vegetative materials exceeding one foot in length.

All excavations will be to finished grade elevations as indicated in the mitigation drawings. Per the above, topsoil will be stripped from the site and stockpiled for use in finishing grading.

Grading will proceed from one edge backward to the far edge. To gain access for topsoil placement, such material will be used to create temporary "roadways" at least one foot deep and the topsoil spread laterally from such access locations. Only tracked equipment will be used and always on a minimum of one foot of material. The contractor will notify the property owner's engineer/environmental monitor, who will make an inspection of the soil and hydrological conditions prior to the topsoil placement work. The stockpiled topsoil will be returned to the site to create a planting surface for the wetland mitigation as described above. Finished soils at the invert of the mitigation sites will be of landscape quality.

If necessary, the planting area associated with the mitigation proposal will receive an application of lime several weeks to one month prior to planting. The finished surfaces will be smooth within specified tolerances in uniform levels or slopes between points where elevations are indicated or between such point and existing grades. The accepted grading tolerance will be a smooth and even surface, free of voids, and within 0.25 feet of the specified elevation. Where necessary to preserve existing trees, site grading modifications will be acceptable. During the course of earthwork, inspections will be schedule at a frequency to be determined by the engineer/environmental consultant but no less than weekly.

Any deviation from this grading specification will be obtained in writing from the Office of the Town Engineer and Tim Miller Associates.

Planting Details

Planting specifications for the mitigation wetland were defined according to the newly graded elevations within each wetland. Mitigation areas were designed in some instances to have low-lying depression areas which will retain shallow open water habitat and a surrounding flat emergent habitat. All wetland planting (except for the outer edges) will proceed by hand. Materials will be brought to the site in good condition (see below) and then placed in central drop locations. The materials will then be hand-carried to their planting locations and in turn, planted by hand. Only rounded, shallow planting shovels will be used in this effort.

Criteria for selecting plant material included (1) the plant's ability to withstand saturation and inundation; (2) its demonstrated survival on this site and other nearby sites; (3) its successful establishment in other wetland replacement projects; (4) the plant must be native and non-invasive; and (5) whether the plant material is available at nurseries in the same region as the site. See Table 2 for complete plant species list.

Table 2 Plant Species for Mitigation Areas	
Species Name	**Common Name**
AR - Acer rubrum	Red maple
AS - Alnus serrulata	Speckled alder
AA - Aronia arbutifolia	Red chokeberry
CO - Cephalanthus occidentalis	Buttonbush
CR - Cornus racemosa	Gray dogwood
CSe - Cornus sericea	Redosier dogwood
FP - Fraxinus pennsylvanica	Green ash
IV - Ilex verticillata	Winterberry
LB - Lindera benzoin	Spicebush
NS - Nyssa sylvatica	Black tupelo
PO - Platanus occidentalis	Sycamore
SC - Sambucus canadensis	Elderberry
VC - Vaccinium corymbosum	Highbush blueberry
VD - Viburnum dentatum	Southern arrowwood
CS - Carex stricta	Tussock sedge
CC - Carex crinita	Fringed sedge
JE - Juncus effusus	Soft rush
LO - Leerzia ozyroides	Rice cutgrass
OS - Onoclea sensibilis	Sensitive fern
OR - Osmunda regalis	Royal fern
OC - Osmunda cinnamomea	Cinnamon fern
ST - Scirpus tabernaemontanii	Softstem bulrush
SE - Sparganium eurycarpum	Giant burreed
SAm - Sparganium americanum	American burreed
SF - Symplocarpus foetidus	Skunk cabbage

It must be noted that field adjustments are always necessary in these types of projects, and although the plant quantities will not change, their exact location in the field may change based on final grading and site conditions.

Once the appropriate planting locations are cleared and excavated, the planting bed will be prepared. This will include the addition of approximately six inches of the topsoil layer that was either previously removed and stockpiled or imported to the site. This layer will provide a nutrient-rich environment in which to plant peat pots, seedlings (plugs) and saplings.

Planting will be done in spring or early summer (between April 1 and July 1). Shrubs may also be planted in the late summer to early fall (September 1 to October 30). In all cases, a hole will be dug twice as deep as either the peat pot or root ball. The only shovels allowed are rounded, shallow spades. A small amount of slow release, (10-5-5 or equivalent) fertilizer will be placed in each hole. The hole will then be backfilled with a thin layer of rich, organic topsoil, the plant placed inside, the hole backfilled to the top and then gently tamped down. Trees will be planted on 12 to 15 foot centers and alternated with shrubs on 6 foot centers. Herbaceous species will be planted in clumps of 2 to 3 individuals on 3 foot centers.

Fiber or peat pots will be either planted immediately after being delivered to the job site or stored in a secure, central location. If stored before planting, they will be out of direct exposure to the sun and wind and kept moist until the time for planting (i.e., a means of watering will be provided and watering will occur daily). Plants will be well rooted through the sides and bottoms of peats, and firmly contained therein. Herbaceous species will have three stems per pot; shrubs will be erect and 3 -4 feet tall. Plugs will also be planted immediately upon delivery. If this is not possible, they will be stored out of direct exposure to the sun and wind and kept moist (i.e., a means of watering will then be provided and watering will occur daily). The plugs will have solid soil/root masses with the soil in place and the roots will appear clean and white in coloration. Plugs containing shoots that are soft and mushy or appear otherwise rotten and stems that are brittle will not be accepted. Plug cell size will not be less than 1.25 by 1.25 inches.

Container-grown plant material delivered to the job site will be inspected to assure moist soil/root masses. Any dry and light weight plants will not be accepted. As with peat pots and plugs, if not planted immediately the container will be stored out of the sun and wind and kept moist (i.e., a means of watering then will be provided and watering will occur daily). When removed from the containers, the plants will be the size of the specified container. If in leaf, the plants will appear healthy with no spots, leaf damage, discoloration, insects or fungus. If not in leaf, the buds will be firm and free of damage, discoloration, insects or fungus. Containers will be a minimum of quart size for shrubs and gallon size for trees. The contractor/inspector will not and follow the added size specification in that area.

Bare roots plants will be shipped from the nursery immediately after lifting from the field and will be planted immediately upon arrival at the site. If they cannot be planted as soon as arriving at the site, they will be stored in the shade, protected from sun and wind, and kept moist by the use of straw, peat moss, compost, or other suitable materials. Plants not having an abundance of well developed terminal buds on the leaders and branches will be rejected. The stems and branches of all plants will be turgid and the cambium healthy or the plants rejected. Any bare root plants that are in leaf or have leaflets will be rejected.

Stockpiled hydric soils stripped from filled wetland areas on site will be used as appropriate to provide an organic topsoil in areas where re-grading leaves sandy subsoils on the surface. This will also provide a seedbank from existing site plants for natural re-vegetation of mitigation areas. Healthy trees located in the mitigation areas that have a wetland indicator status of FAC or FACW (common wooded wetland species) will be preserved where possible, including red maple, American elm, and green ash. Wetland tolerant shrub species that are common on the site, including spicebush, witch hazel and winterberry will be planted under the remaining canopy as necessary. Other northeast species that are not common on this site but provide wildlife and aesthetic values will also be used, including highbush blueberry, American cranberrybush, arrowwood and wild raisin.

Monitoring and Maintenance

At least one pre-construction meeting will occur between the chosen grading and/or planting contractor/subcontractor and the site environmental monitor prior to beginning construction (a) on site and (b) on the mitigation site. Monitoring during active construction will take place daily on the first three to seven days and then on a weekly basis thereafter. One to three days of daily inspection will re-occur at the beginning of grading, construction, final grading and placement of topsoil, fertilization of the planting surface, planting delivery and beginning of the planting. The construction monitor will have experience in wetland construction and a Bachelor of Science degree in Natural and/or Physical Resources.

Monitoring and maintenance efforts for the mitigation wetlands will take place over a three year period following construction, and thereafter as needed depending on the results of the initial monitoring. This will include bi-weekly visits for the first growing season, and then twice a year for the next two years, with additional inspections as required depending on conditions. The applicant's environmental monitor will conduct a survey of the site and site conditions will be noted and adjusted as necessary.

Monitoring Reports

Monitoring will be based on the target objectives established for the wetland creation/pond expansion area. Hydrology, vegetation and observed functions will be documented and reported on twice annually for the first two years following construction and annually for the remaining three years unless released from this requirement by the reviewing agencies. The natural vegetation, provision of wildlife habitat, and nutrient uptake processes that the basin is designed to support will be monitored annually through simple observation of the new wetlands. Photographs of the mitigation areas will be taken at least once per year during the growing season (July and August are preferred times from established photo stations). Inspection of the new wetlands will include assessment of:

1. Percent vegetative cover of the wetland by submerged and emergent vegetation; percent of vegetative cover in the shrub planting areas. A vegetative cover of at least 80 percent total coverage with 70 percent species survival will be achieved in all created wetlands by the end of the second growing season. The percent coverage and any need for replacement plantings shall include consideration for any native wetland species which have "volunteered" onto the site. When this criteria is met it will be assumed that nutrient uptake is high, based on biomass and plant success.

2. Percent of shrub species plantings that produce flowers and fruits during each growing season. By the end of the first full growing season, 25 percent of the fruiting species will have bloomed and produced fruit. By the end of the second growing season, the survival will be up to 50 percent.

3. Percent cover of exotic invasive species (Purple loose strife or Common reed) within the wetlands. Invasive species shall be removed by hand when observed, or selectively treated with a general herbicide by a qualified wetland professional during the appropriate season.

4. Survival of planted species will be calculated, with a mitigation goal of at least 75 percent of the species planted.

5. Use of the wetland and its surrounding shrub plantings by songbird species, amphibians, and reptiles will be noted. Evidence of wetland dependent mammals will also be noted. Coarse woody debris (logs and branches) may be left within the mitigation wetlands to provide additional habitat.

Wetland monitoring data forms (attached) will be filled out for each monitoring plot within the created wetland during each inspection. Copies of the Wetland Monitoring Data Forms will be submitted to the Town after completion. Inspections will be summarized in an annual report, including photographs, which shall be submitted to the regulatory agencies. Field changes to grading within the wetland, replanting, or modifications to the hydrology within the wetland will be reviewed by the appropriate regulatory agencies and described in the annual report.

Constructed Wetland Assessment Form

Project: ______________________________ Date of Assessment: ____________________

Location: ____

Wetland Creation _______ Wetland Restoration _______ and/or Wetland Enhancement _______ .

Person(s) conducting the assessment. ____ .

Initial evaluation. ______ . Semiannual. ______ . Annual. ______ .

Hydrology:

Has adequate wetland hydrology been achieved in the Assessment Area? yes____ no____ partial ____ .
If partial, what percentage of the Assessment Area has adequate Wetland Hydrology? _______%.
What percentage of the Assessment Area will be inundated or have open water for three weeks or more during the growing season? ______ %. Range of depths of inundation:_____________ to __________________ .

Remarks: (Sources of hydrology, vernal pools, islands, etc.)

____

____

____

____

Vegetation:

Have all disturbed nonaquatic areas been revegetated? Yes ____ No ____ . Approximate areal cover. ________%.
Is the assessment area adequately protected from significant erosion? Yes _____ No _____. Will additional plantings/seedings or structures be necessary to achieve adequate erosion control? Yes _____ No _____. Have aquatic species been planted? Yes _____ No _____. Have any aquatic species volunteered? Yes _____ No _____.

Indicate the dominant species found within the assessment area. As practical, include aquatic species also. [Indicate if planted (P) or apparent volunteer (V).]

____

____

____

____

____

Percent of dominants that are FAC, FACW, or OBL species. ______%.
Is the plant community a wetland? Yes _____ No _____. Will additional plantings/seedings be necessary to create a hydrophyte dominated community? Yes _____ No _____.

Function and Value:

Indicate the wetland functions currently observable in the Assessment Area and their relative value in the Assessment Area wetland system (low, moderate, or high). What additional wetland functions can be projected for the Assessment Area?

____

____

____

____

Is the constructed/restored wetland a success? Yes _____ No _____. If no, describe the actions necessary to salvage or improve the Assessment Area to create a functioning wetland system. (Use the back of this page.)

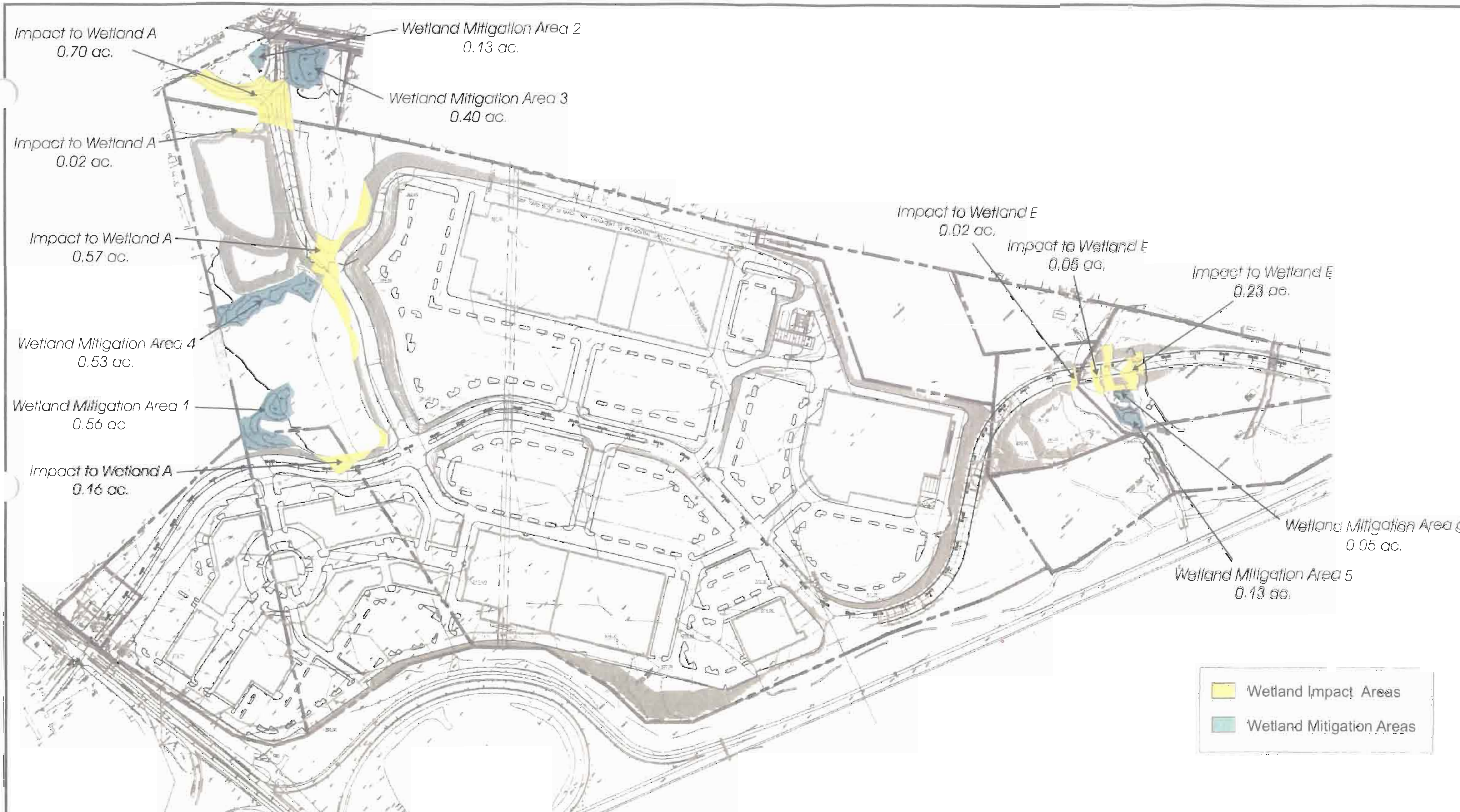
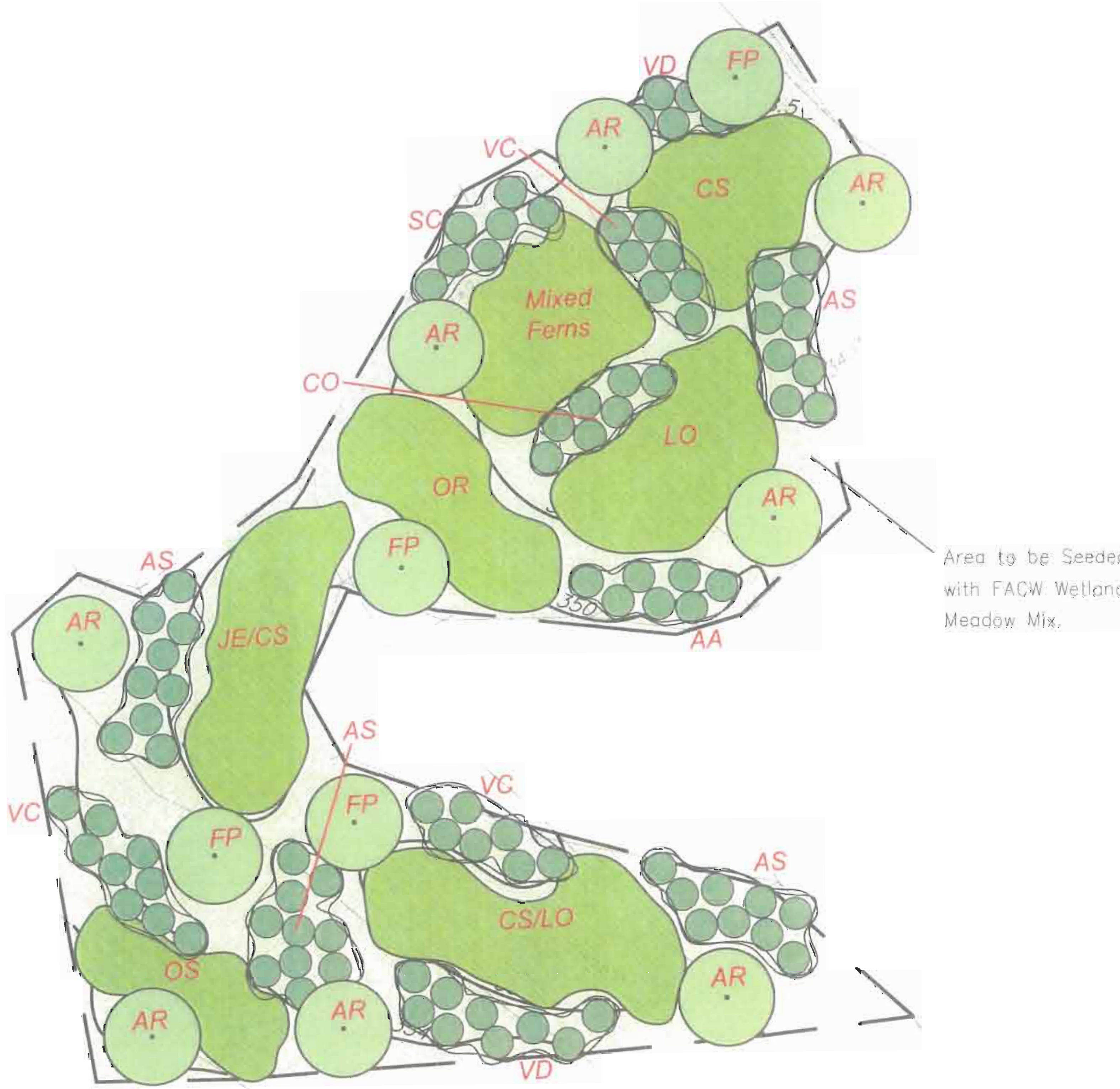
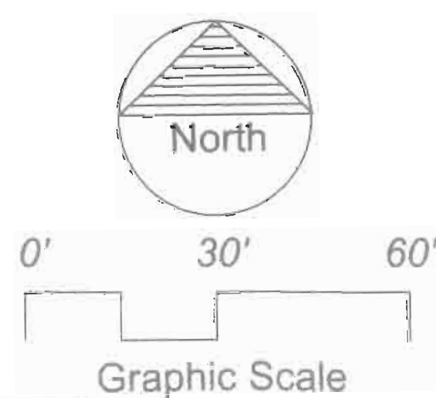


Figure 5: Wetland Impact and Mitigation Areas
The Marketplace at Newburgh
Town of Newburgh, Orange County, New York
Base: Divney Tung Schwalbe, 2005
Approx. Scale: 1 inch = 400 feet

File 04011 10/28/05
JS/04011



Species Name	Common Name	Quantity
AR - Acer rubrum	Red maple	8
AS - Alnus serrulata	Speckled alder	37
AA - Aronia arbutifolia	Red chokeberry	7
CO - Cephalanthus occidentalis	Buttonbush	7
FP - Fraxinus pennsylvanica	Green ash	4
SC - Sambucus canadensis	Elderberry	7
VC - Vaccinium corymbosum	Highbush blueberry	23
VD - Viburnum dentatum	Southern arrowwood	14
CS - Carex stricta	Tussock sedge	300
JE - Juncus effusus	Soft rush	100
LO - Leerzia oryzoides	Rice cutgrass	250
OS - Onoclea sensibilis	Sensitive fern	150
OR - Osmunda regalis	Royal fern	200
OC - Osmunda cinnamomea	Cinnamon fern	50



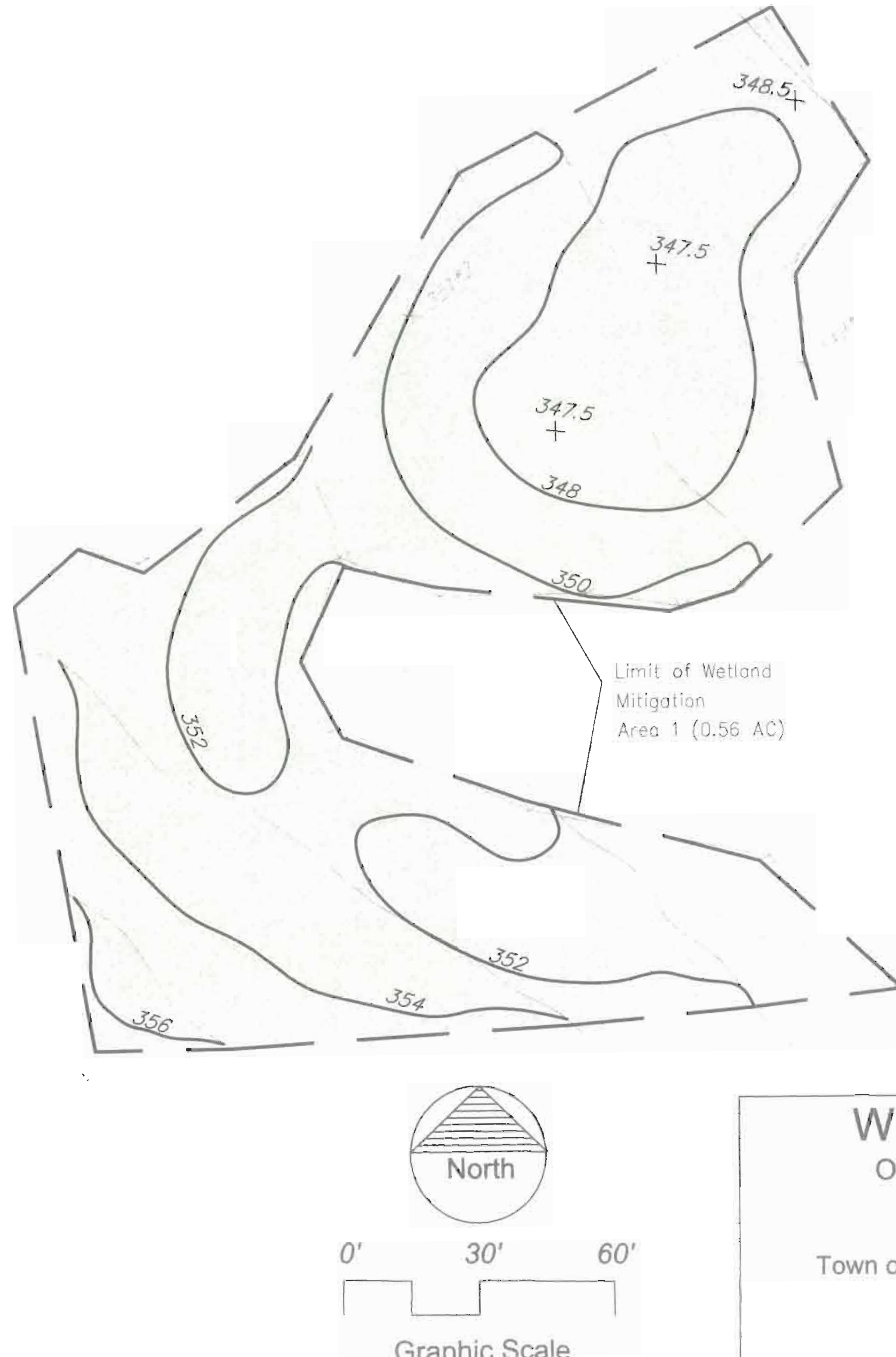
WMA 1 - Planting Plan

On-Site Wetland Mitigation Plan
prepared for

Marketplace

Town of Newburgh, Orange County, New York

Prepared by:
Tim Miller Associates, Inc.
02/16/06 Scale 1" = 30'



Notes

1. See Wetland Mitigation Specification Narrative for grading notes.
2. See Wetland Impact and Mitigation Areas Plan for WMA location.

WMA 1 - Grading Plan

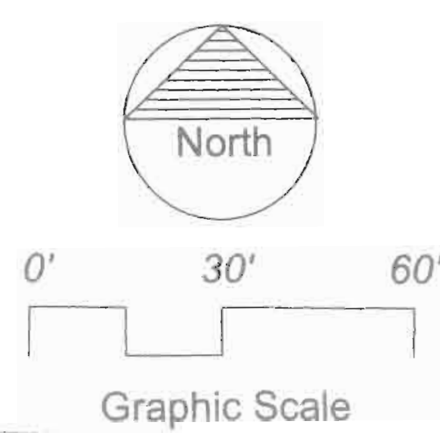
On-Site Wetland Mitigation Plan
prepared for

Marketplace

Town of Newburgh, Orange County, New York

Prepared by:
Tim Miller Associates, Inc.
02/16/06 Scale 1" = 30'

Species Name	Common Name	Quantity
AR - Acer rubrum	Red maple	6
AS - Alnus serrulata	Speckled alder	20
AA - Aronia arbutifolia	Red chokeberry	7
CR - Cornus racemosa	Gray dogwood	14
CSe - Cornus sericea	Redosier dogwood	16
LB - Lindera benzoin	Spicebush	7
VC - Vaccinium corymbosum	Highbush blueberry	16
CS - Carex stricta	Tussock sedge	350
JE - Juncus effusus	Soft rush	150
OS - Onoclea sensibilis	Sensitive fern	125
OR - Osmunda regalis	Royal fern	150
OC - Osmunda cinnamomea	Cinnamon fern	50
SF - Symplocarpus foetidus	Skunk cabbage	250



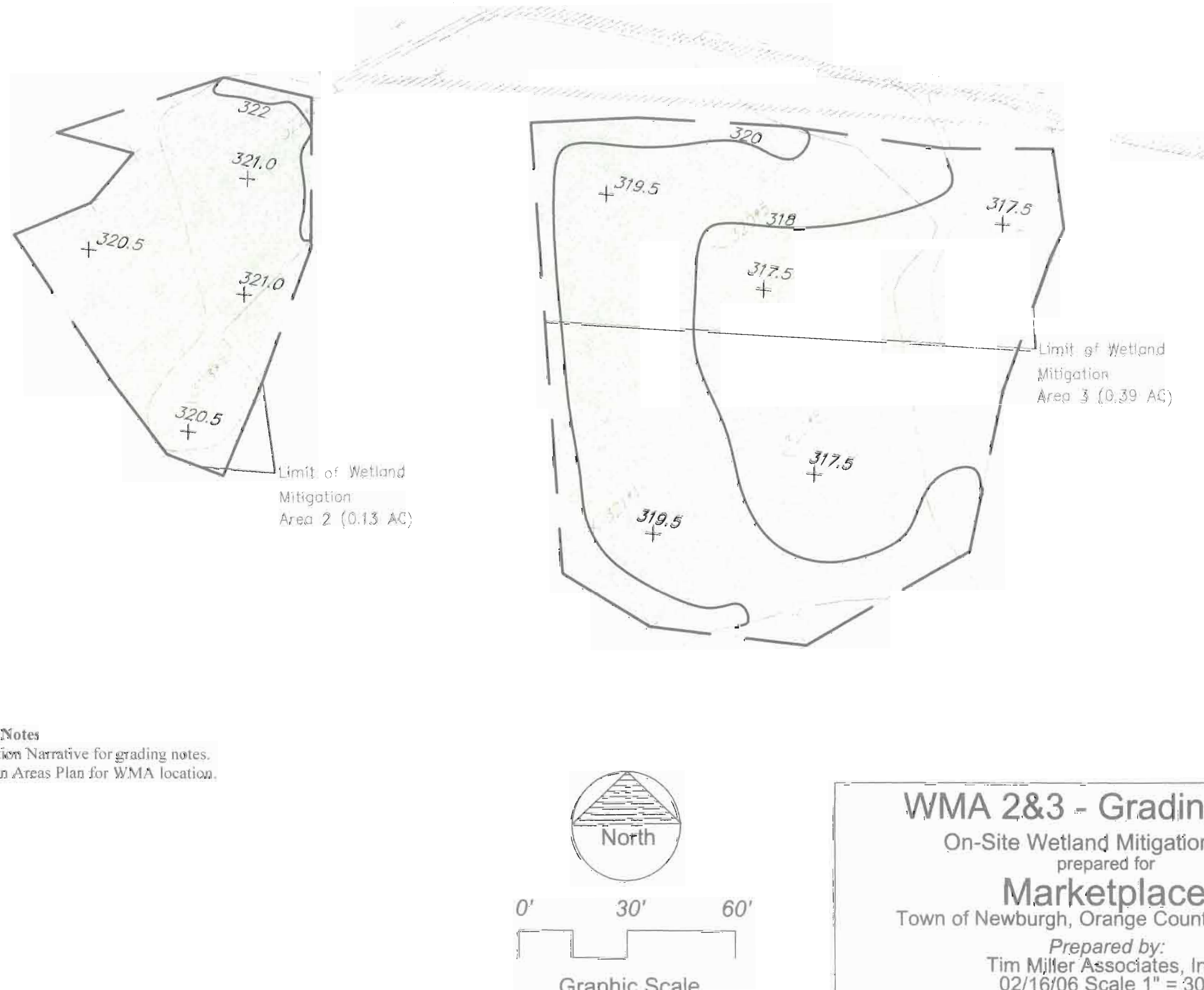
WMA 2&3 - Planting Plan

On-Site Wetland Mitigation Plan
prepared for

Marketplace

Town of Newburgh, Orange County, New York

Prepared by:
Tim Miller Associates, Inc.
02/16/06 Scale 1" = 30'



Notes

1. See Wetland Mitigation Specification Narrative for grading notes.
2. See Wetland Impact and Mitigation Areas Plan for WMA location.

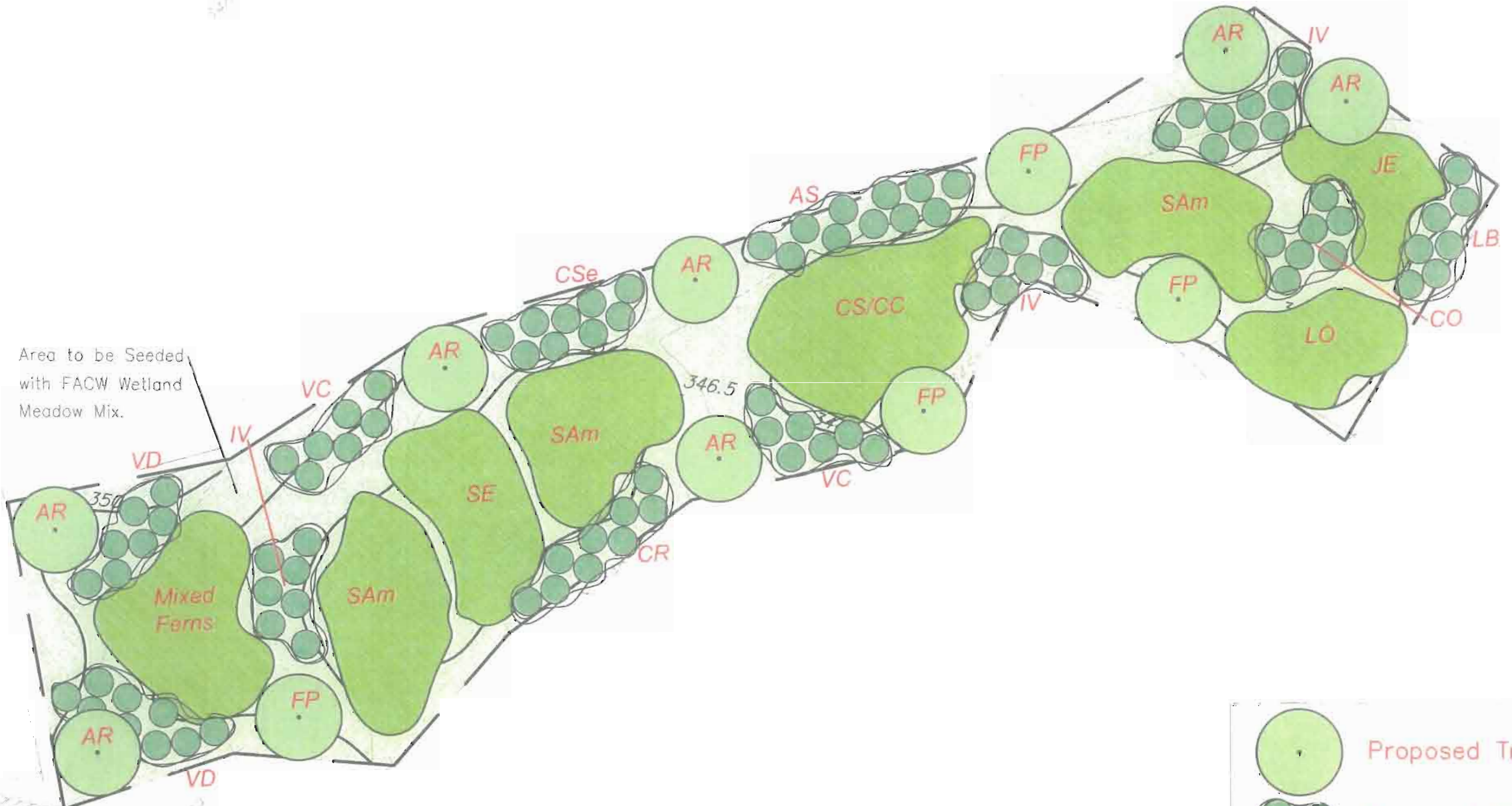
WMA 2&3 - Grading Plan

On-Site Wetland Mitigation Plan
prepared for

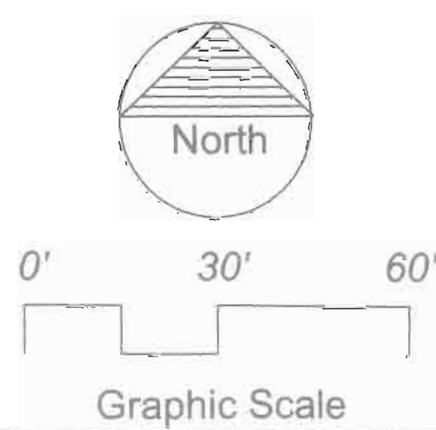
Marketplace

Town of Newburgh, Orange County, New York

Prepared by:
Tim Miller Associates, Inc.
02/16/06 Scale 1" = 30'



Species Name	Common Name	Quantity
AR - Acer rubrum	Red maple	7
AS - Alnus serrulata	Speckled alder	11
CO - Cephalanthus occidentalis	Buttonbush	7
CR - Cornus racemosa	Gray dogwood	9
CSe - Cornus sericea	Redosier dogwood	9
FP - Fraxinus pennsylvanica	Green ash	4
IV - Ilex verticillata	Winterberry	23
LB - Lindera benzoin	Spicebush	7
VC - Vaccinium corymbosum	Highbush blueberry	14
VD - Viburnum dentatum	Southern arrowwood	16
CS - Carex stricta	Tussock sedge	125
CC - Carex crinita	Fringed sedge	125
JE - Juncus effusus	Soft rush	125
LO - Leerzia ozyroides	Rice cutgrass	125
OS - Onoclea sensibilis	Sensitive fern	50
OR - Osmunda regalis	Royal fern	50
OC - Osmunda cinnamomea	Cinnamon fern	50
SE - Sparganium eurycarpum	Giant burreed	150
SAm - Sparganium americanum	American burreed	400



WMA 4 - Planting Plan

On-Site Wetland Mitigation Plan

prepared for

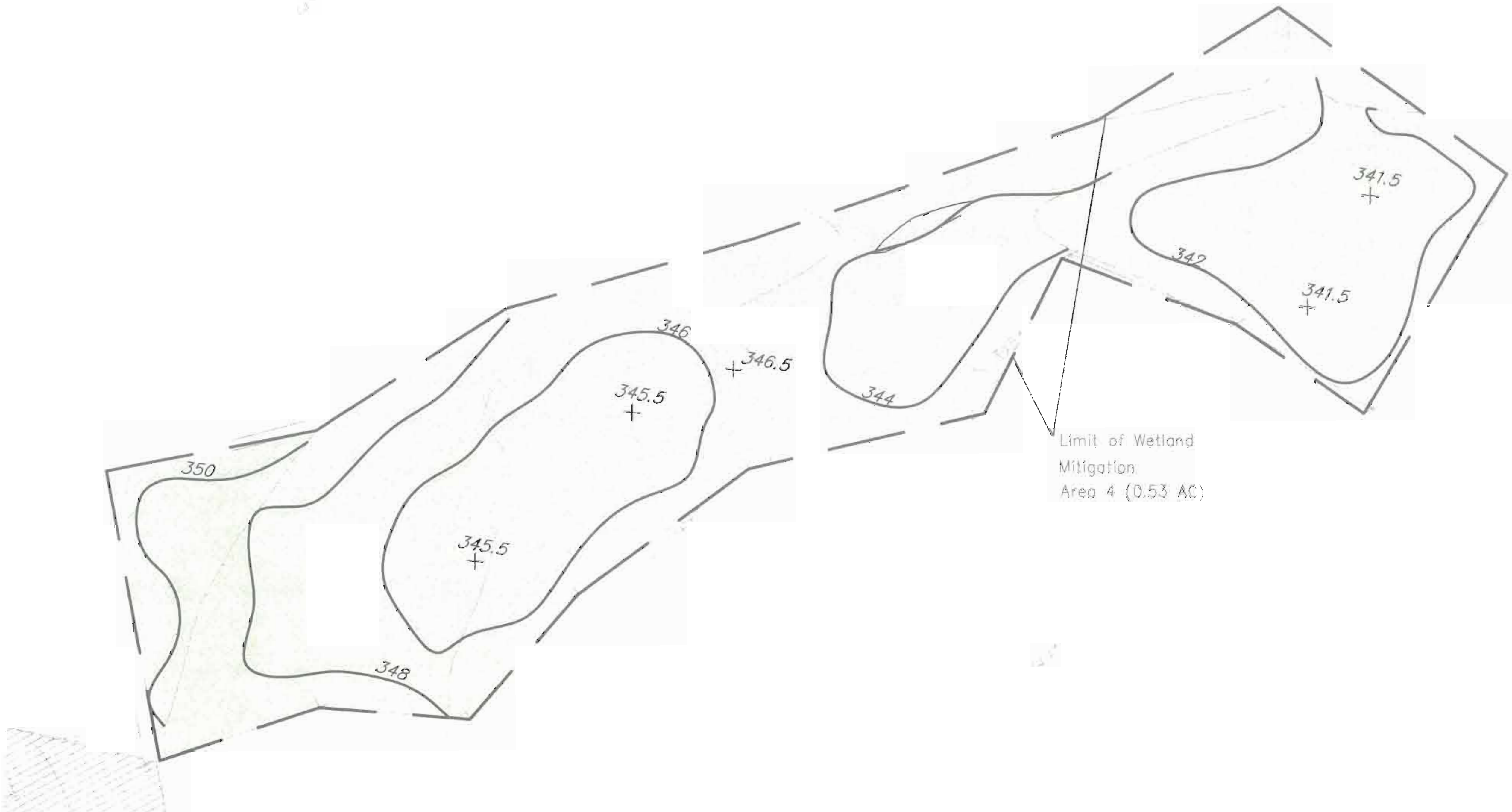
Marketplace

Town of Newburgh, Orange County, New York

Prepared by:

Tim Miller Associates, Inc.

02/16/06 Scale 1" = 30'



Notes

1. See Wetland Mitigation Specification Narrative for grading notes.
2. See Wetland Impact and Mitigation Areas Plan for WMA location.

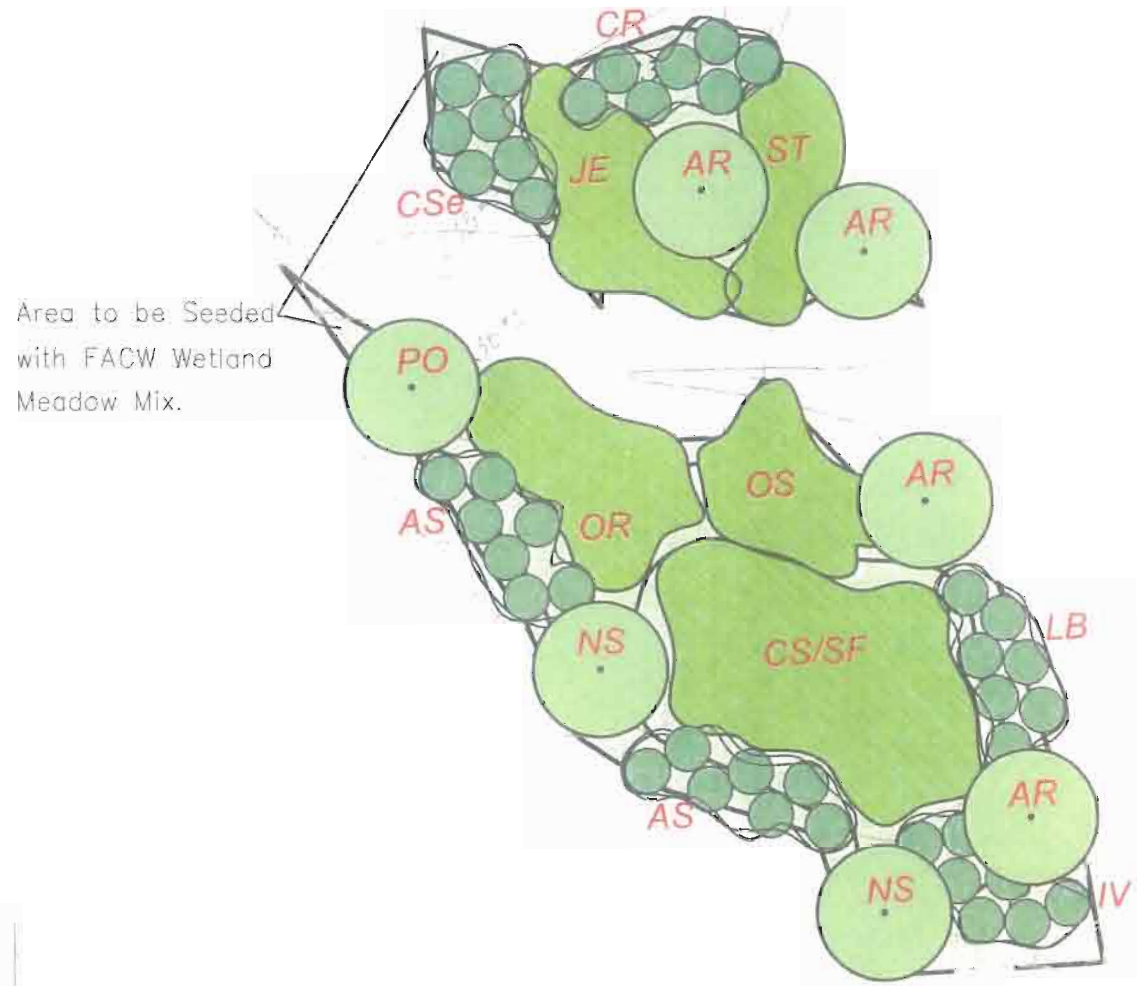
WMA 4 - Grading Plan

On-Site Wetland Mitigation Plan
prepared for

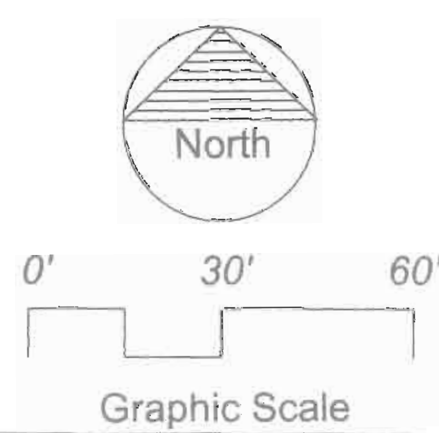
Marketplace

Town of Newburgh, Orange County, New York

Prepared by:
Tim Miller Associates, Inc.
02/16/06 Scale 1" = 30'



Species Name	Common Name	Quantity
AR - Acer rubrum	Red maple	4
AS - Alnus serrulata	Speckled alder	14
CR - Cornus racemosa	Gray dogwood	7
CSe - Cornus sericea	Redosier dogwood	7
IV - Ilex verticillata	Winterberry	7
LB - Lindera benzoin	Spicebush	7
NS - Nyssa sylvatica	Black tupelo	2
PO - Platanus occidentalis	Sycamore	1
CS - Carex stricta	Tussock sedge	75
JE - Juncus effusus	Soft rush	75
OS - Onoclea sensibilis	Sensitive fern	50
OR - Osmunda regalis	Royal fern	75
ST - Scirpus tabernaemontanii	Softstem bulrush	50
SF - Symplocarpus foetidus	Skunk cabbage	75



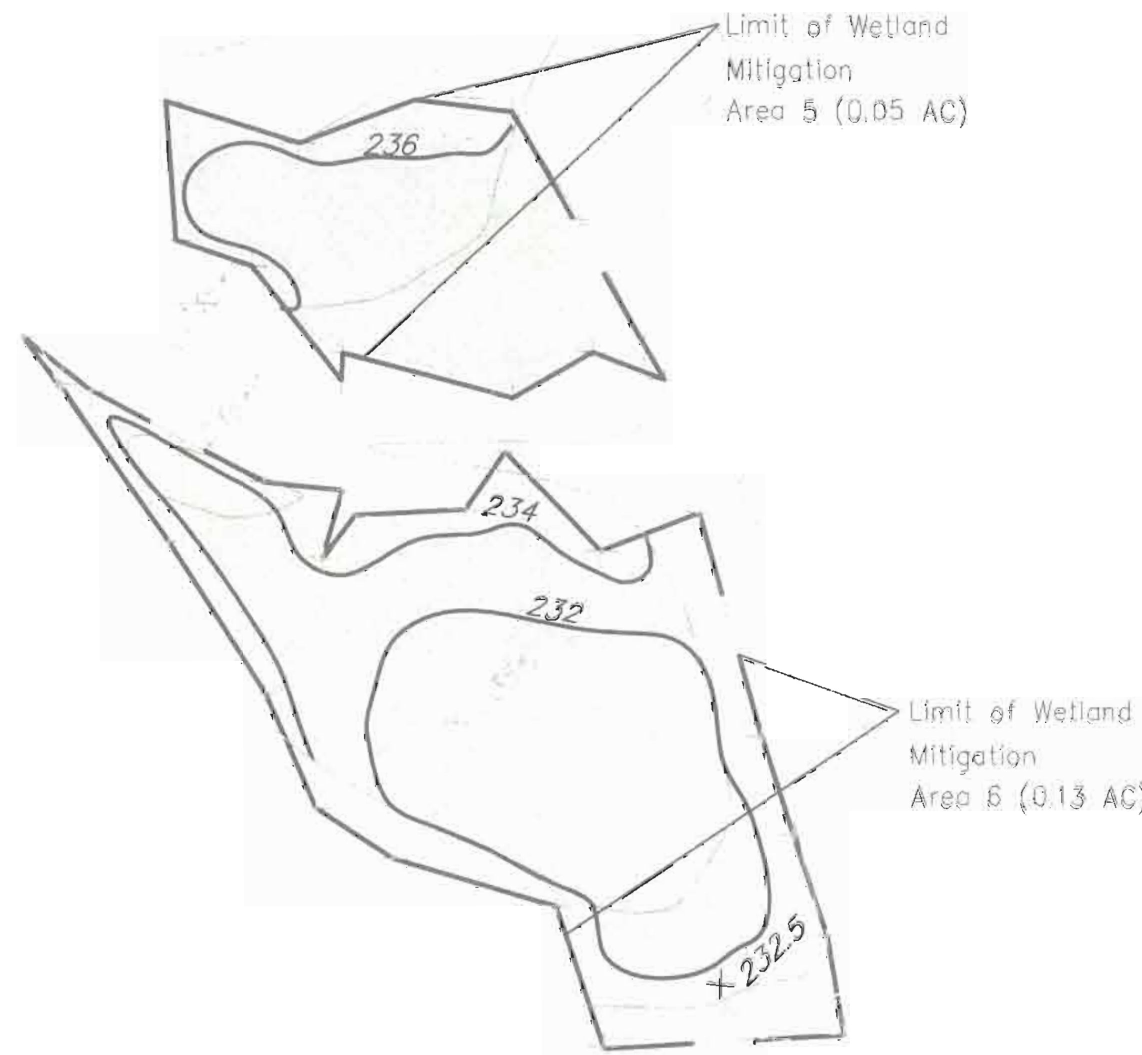
WMA 5&6 - Planting Plan

On-Site Wetland Mitigation Plan
prepared for

Marketplace

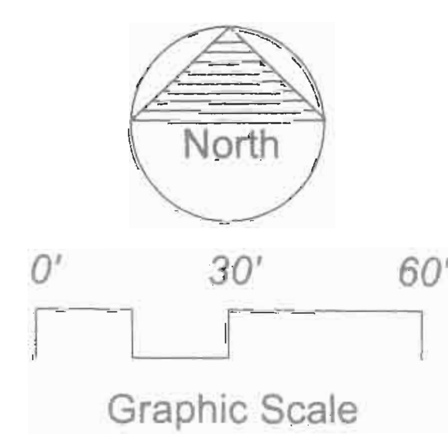
Town of Newburgh, Orange County, New York

Prepared by:
Tim Miller Associates, Inc.
02/16/06 Scale 1" = 30'



Notes

1. See Wetland Mitigation Specification Narrative for grading notes.
2. See Wetland Impact and Mitigation Areas Plan for WMA location.



WMA 5&6 - Grading Plan

On-Site Wetland Mitigation Plan
prepared for

Marketplace

Town of Newburgh, Orange County, New York

Prepared by:
Tim Miller Associates, Inc.
02/16/06 Scale 1" = 30'