```
         CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                  JUNE 1989 VERSION

             JOB: Intersection 13 Bell Road / New Airport Road - Existing 1 hr

             RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide
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I. SITE VARIABLES

```
        U=    .6 M/S            Z0= 100. CM           ALT=   451. (M)
      BRG= WORST CASE           VD=   .0 CM/S
     CLAS=     4 (D)            VS=   .0 CM/S
     MIXH= 1000. M             AMB=  3.0 PPM
    SIGTH=   30. DEGREES       TEMP=  8.3 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A Appr	-149	-19	0	0	AG	47	.3	.0	27.0
B. Link B Appr	-149	-19	0	-7	AG	1073	1.0	.0	27.0
C. Link C Appr	-149	-26	0	-14	AG	28	.3	.0	27.0
D. Link D Appr	3	150	0	0	AG	451	.8	.0	15.0
E. Link E Appr	3	150	-5	9	AG	231	.7	.0	15.0
F. Link F Appr	159	18	9	11	AG	101	.4	.0	27.0
G. Link G Appr	159	18	0	11	AG	992	1.0	.0	27.0
H. Link H Appr	150	13	0	0	AG	96	.4	.0	27.0
I. Link I Appr	-31	-157	10	-14	AG	194	.7	.0	15.0
J. Link J Appr	-31	-157	0	0	AG	51	.6	.0	15.0
K. Link S Dep	0	0	-36	-146	AG	252	.2	.0	15.0
L. Link W Dep	0	0	-150	-12	AG	175	.2	.0	27.0
M. Link E Dep	0	0	156	6	AG	1247	1.0	.0	27.0
N. Link N Dep	0	0	150	7	AG	1590	1.0	.0	15.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. House	-410	-50	1.8
2. 3 Meter	-2	-2	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. House	83.	3.0	.0	.0	.0	.0	.0	.0	.0	.0
2. 3 Meter	81.	3.3	.0	.0	.0	.0	.0	.0	.0	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N
1. House	.0	.0	.0	.0	.0	.0
2. 3 Meter	.0	.0	.0	.0	.0	.1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Intersection 13 Bell Road / New Airport Road - Existing 1 hr - Existing + Project 3.0ppm
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.6 M/S	Z0=	100. CM	ALT=	451. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	4 (D)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	3.0 PPM		
SIGTH=	30. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A Appr	-149	-19	0	0	AG	47	.3	.0	27.0
B. Link B Appr	-149	-19	0	-7	AG	1073	1.0	.0	27.0
C. Link C Appr	-149	-26	0	-14	AG	28	.3	.0	27.0
D. Link D Appr	3	150	0	0	AG	454	.8	.0	15.0
E. Link E Appr	3	150	-5	9	AG	231	.7	.0	15.0
F. Link F Appr	159	18	9	11	AG	101	.3	.0	27.0
G. Link G Appr	159	18	0	11	AG	992	1.0	.0	27.0
H. Link H Appr	150	13	0	0	AG	99	.3	.0	27.0
I. Link I Appr	-31	-157	10	-14	AG	197	.7	.0	15.0
J. Link J Appr	-31	-157	0	0	AG	54	.6	.0	15.0
K. Link S Dep	0	0	-36	-146	AG	258	.2	.0	15.0
L. Link W Dep	0	0	-150	-12	AG	178	.2	.0	27.0
M. Link E Dep	0	0	150	6	AG	1247	1.0	.0	27.0
N. Link N Dep	0	0	150	7	AG	1593	1.0	.0	15.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. House	-410	-50	1.8
2. 3 Meter	-2	-2	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. House	83.	3.0	.0	.0	.0	.0	.0	.0	.0	.0
2. 3 Meter	81.	3.3	.0	.0	.0	.0	.0	.0	.0	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N
1. House	.0	.0	.0	.0	.0	.0
2. 3 Meter	.0	.0	.0	.0	.0	.1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Intersection 13 Bell Road / New Airport Road - Existing 1 hr - Existing + Project 3.3ppm
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.6 M/S	Z0=	100. CM	ALT=	451. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	4 (D)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	3.3 PPM		
SIGTH=	30. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A Appr	-149	-19	0	0	AG	47	.3	.0	27.0
B. Link B Appr	-149	-19	0	-7	AG	1073	1.0	.0	27.0
C. Link C Appr	-149	-26	0	-14	AG	28	.3	.0	27.0
D. Link D Appr	3	150	0	0	AG	454	.8	.0	15.0
E. Link E Appr	3	150	-5	9	AG	231	.7	.0	15.0
F. Link F Appr	159	18	9	11	AG	101	.3	.0	27.0
G. Link G Appr	159	18	0	11	AG	992	1.0	.0	27.0
H. Link H Appr	150	13	0	0	AG	99	.3	.0	27.0
I. Link I Appr	-31	-157	10	-14	AG	197	.7	.0	15.0
J. Link J Appr	-31	-157	0	0	AG	54	.6	.0	15.0
K. Link S Dep	0	0	-36	-146	AG	258	.2	.0	15.0
L. Link W Dep	0	0	-150	-12	AG	178	.2	.0	27.0
M. Link E Dep	0	0	150	6	AG	1247	1.0	.0	27.0
N. Link N Dep	0	0	150	7	AG	1593	1.0	.0	15.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. House	-410	-50	1.8
2. 3 Meter	-2	-2	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. House	83.	3.3	.0	.0	.0	.0	.0	.0	.0	.0
2. 3 Meter	81.	3.6	.0	.0	.0	.0	.0	.0	.0	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N
1. House	.0	.0	.0	.0	.0	.0
2. 3 Meter	.0	.0	.0	.0	.0	.1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Intersection 13 Bell Road / New Airport Road - Existing 8hr
RUN: (MULTI-RUN/WORST CASE HYBRID)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

VD= .0 CM/S Z0= 100. CM ALT= 451. (M)
VS= .0 CM/S

II. METEOROLOGICAL CONDITIONS

RUN	U (M/S)	BRG (DEG)	CLASS	AMB (PPM)	MIXH (M)	SIGTH (DEG)	TEMP (C)
1. Hour 1	.6	WORST	4 (D)	3.0	1000.	30.00	38.0
2. Hour 2	.9	WORST	7 (G)	3.0	1000.	30.00	35.0
3. Hour 3	1.0	WORST	7 (G)	3.0	1000.	30.00	33.3
4. Hour 4	1.0	WORST	7 (G)	3.0	1000.	30.00	28.6
5. Hour 5	.7	WORST	7 (G)	3.0	1000.	30.00	23.2
6. Hour 6	.9	WORST	7 (G)	3.0	1000.	20.00	18.7
7. Hour 7	1.2	WORST	7 (G)	3.0	1000.	20.00	19.3
8. Hour 8	1.2	WORST	7 (G)	3.0	1000.	20.00	19.8

III. LINK GEOMETRY

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	H (M)	W (M)
A. Link A Appr	-149	-19	0	0	AG	.0	27.0
B. Link B Appr	-149	-19	0	-7	AG	.0	27.0
C. Link C Appr	-149	-26	0	-14	AG	.0	27.0
D. Link D Appr	3	150	0	0	AG	.0	15.0
E. Link E Appr	3	150	-5	9	AG	.0	15.0
F. Link F Appr	159	18	9	11	AG	.0	27.0
G. Link G Appr	159	18	0	11	AG	.0	27.0
H. Link H Appr	150	13	0	0	AG	.0	27.0
I. Link I Appr	-31	-157	10	-14	AG	.0	15.0
J. Link J Appr	-31	-157	0	0	AG	.0	15.0
K. Link S Dep	0	0	-36	-146	AG	.0	15.0
L. Link W Dep	0	0	-150	-12	AG	.0	27.0
M. Link E Dep	0	0	156	6	AG	.0	27.0
N. Link N Dep	0	0	150	7	AG	.0	15.0

IV. EMISSIONS AND VEHICLE VOLUMES

RUN	LINK A	B	C	D	E	F	G	H	I	J
1 VPH	47	1073	28	451	231	101	992	96	194	51
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
2 VPH	47	1073	28	451	231	101	992	96	194	51
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
3 VPH	47	1073	28	451	231	101	992	96	194	51
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
4 VPH	47	1073	28	451	231	101	992	96	194	51
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
5 VPH	47	1073	28	451	231	101	992	96	194	51
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.

6 VPH	47	1073	28	451	231	101	992	96	194	51
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
7 VPH	47	1073	28	451	231	101	992	96	194	51
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
8 VPH	47	1073	28	451	231	101	992	96	194	51
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.

IV. EMISSIONS AND VEHICLE VOLUMES (CONT.)

RUN	LINK K	L	M	N
1 VPH	252	175	1247	1590
EF	0.	0.	1.	1.
2 VPH	252	175	1247	1590
EF	0.	0.	1.	1.
3 VPH	252	175	1247	1590
EF	0.	0.	1.	1.
4 VPH	252	175	1247	1590
EF	0.	0.	1.	1.
5 VPH	252	175	1247	1590
EF	0.	0.	1.	1.
6 VPH	252	175	1247	1590
EF	0.	0.	1.	1.
7 VPH	252	175	1247	1590
EF	0.	0.	1.	1.
8 VPH	252	175	1247	1590
EF	0.	0.	1.	1.

V. RECEPTOR LOCATIONS AND MULTI-RUN AVERAGE CONCENTRATIONS

RECEPTOR	COORDINATES (M) X	Y	Z	AVG (PPM)
1. House	-410	-50	1.8	3.0
2. 3 Meter	-2	-2	1.8	3.3

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Intersection 13 Bell Road / New Airport Road - Existing 8hr - Existing Plus Project 3.0ppm
RUN: (MULTI-RUN/WORST CASE HYBRID)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

VD= .0 CM/S Z0= 100. CM ALT= 451. (M)
VS= .0 CM/S

II. METEOROLOGICAL CONDITIONS

RUN	U (M/S)	BRG (DEG)	CLASS	AMB (PPM)	MIXH (M)	SIGTH (DEG)	TEMP (C)
1. Hour 1	.6	WORST	4 (D)	3.0	1000.	30.00	38.0
2. Hour 2	.9	WORST	7 (G)	3.0	1000.	30.00	35.0
3. Hour 3	1.0	WORST	7 (G)	3.0	1000.	30.00	33.3
4. Hour 4	1.0	WORST	7 (G)	3.0	1000.	30.00	28.6
5. Hour 5	.7	WORST	7 (G)	3.0	1000.	30.00	23.2
6. Hour 6	.9	WORST	7 (G)	3.0	1000.	20.00	18.7
7. Hour 7	1.2	WORST	7 (G)	3.0	1000.	20.00	19.3
8. Hour 8	1.2	WORST	7 (G)	3.0	1000.	20.00	19.8

III. LINK GEOMETRY

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	H (M)	W (M)
A. Link A Appr	-149	-19	0	0	AG	.0	27.0
B. Link B Appr	-149	-19	0	-7	AG	.0	27.0
C. Link C Appr	-149	-26	0	-14	AG	.0	27.0
D. Link D Appr	3	150	0	0	AG	.0	15.0
E. Link E Appr	3	150	-5	9	AG	.0	15.0
F. Link F Appr	159	18	9	11	AG	.0	27.0
G. Link G Appr	159	18	0	11	AG	.0	27.0
H. Link H Appr	150	13	0	0	AG	.0	27.0
I. Link I Appr	-31	-157	10	-14	AG	.0	15.0
J. Link J Appr	-31	-157	0	0	AG	.0	15.0
K. Link S Dep	0	0	-36	-146	AG	.0	15.0
L. Link W Dep	0	0	-150	-12	AG	.0	27.0
M. Link E Dep	0	0	156	6	AG	.0	27.0
N. Link N Dep	0	0	150	7	AG	.0	15.0

IV. EMISSIONS AND VEHICLE VOLUMES

RUN	LINK A	B	C	D	E	F	G	H	I	J
1 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
2 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
3 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
4 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
5 VPH	47	1073	28	454	231	101	992	99	197	54

```
  EF  *    0.    1.    0.    0.    0.    0.    1.    0.    0.    0.
      *
6 VPH *    47  1073    28   454   231   101   992    99   197    54
  EF  *    0.    1.    0.    0.    0.    0.    1.    0.    0.    0.
      *
7 VPH *    47  1073    28   454   231   101   992    99   197    54
  EF  *    0.    1.    0.    0.    0.    0.    1.    0.    0.    0.
      *
8 VPH *    47  1073    28   454   231   101   992    99   197    54
  EF  *    0.    1.    0.    0.    0.    0.    1.    0.    0.    0.
```

IV. EMISSIONS AND VEHICLE VOLUMES (CONT.)

```
      *            LINK
 RUN  *    K     L     M     N
------*----------------------------
      *
1 VPH *   258   178  1247  1593
  EF  *    0.    0.    1.    1.
      *
2 VPH *   258   178  1247  1593
  EF  *    0.    0.    1.    1.
      *
3 VPH *   258   178  1247  1593
  EF  *    0.    0.    1.    1.
      *
4 VPH *   258   178  1247  1593
  EF  *    0.    0.    1.    1.
      *
5 VPH *   258   178  1247  1593
  EF  *    0.    0.    1.    1.
      *
6 VPH *   258   178  1247  1593
  EF  *    0.    0.    1.    1.
      *
7 VPH *   258   178  1247  1593
  EF  *    0.    0.    1.    1.
      *
8 VPH *   258   178  1247  1593
  EF  *    0.    0.    1.    1.
```

V. RECEPTOR LOCATIONS AND MULTI-RUN AVERAGE CONCENTRATIONS

```
            *     COORDINATES (M)    *  AVG
  RECEPTOR  *     X      Y      Z    * (PPM)
------------*-----------------------*-------
1. House    *    -410    -50    1.8   *   3.0
2. 3 Meter  *      -2     -2    1.8   *   3.3
```

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: Intersection 13 Bell Road / New Airport Road - Existing 8hr - Existing Plus Project 3.3ppm
RUN: (MULTI-RUN/WORST CASE HYBRID)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

VD= .0 CM/S Z0= 100. CM ALT= 451. (M)
VS= .0 CM/S

II. METEOROLOGICAL CONDITIONS

RUN	U (M/S)	BRG (DEG)	CLASS	AMB (PPM)	MIXH (M)	SIGTH (DEG)	TEMP (C)
1. Hour 1	.6	WORST	4 (D)	3.3	1000.	30.00	38.0
2. Hour 2	.9	WORST	7 (G)	3.3	1000.	30.00	35.0
3. Hour 3	1.0	WORST	7 (G)	3.3	1000.	30.00	33.3
4. Hour 4	1.0	WORST	7 (G)	3.3	1000.	30.00	28.6
5. Hour 5	.7	WORST	7 (G)	3.3	1000.	30.00	23.2
6. Hour 6	.9	WORST	7 (G)	3.3	1000.	20.00	18.7
7. Hour 7	1.2	WORST	7 (G)	3.3	1000.	20.00	19.3
8. Hour 8	1.2	WORST	7 (G)	3.3	1000.	20.00	19.8

III. LINK GEOMETRY

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	H (M)	W (M)
A. Link A Appr	-149	-19	0	0	AG	.0	27.0
B. Link B Appr	-149	-19	0	-7	AG	.0	27.0
C. Link C Appr	-149	-26	0	-14	AG	.0	27.0
D. Link D Appr	3	150	0	0	AG	.0	15.0
E. Link E Appr	3	150	-5	9	AG	.0	15.0
F. Link F Appr	159	18	9	11	AG	.0	27.0
G. Link G Appr	159	18	0	11	AG	.0	27.0
H. Link H Appr	150	13	0	0	AG	.0	27.0
I. Link I Appr	-31	-157	10	-14	AG	.0	15.0
J. Link J Appr	-31	-157	0	0	AG	.0	15.0
K. Link S Dep	0	0	-36	-146	AG	.0	15.0
L. Link W Dep	0	0	-150	-12	AG	.0	27.0
M. Link E Dep	0	0	156	6	AG	.0	27.0
N. Link N Dep	0	0	150	7	AG	.0	15.0

IV. EMISSIONS AND VEHICLE VOLUMES

RUN	LINK A	B	C	D	E	F	G	H	I	J
1 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
2 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
3 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
4 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
5 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.

6 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
7 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.
8 VPH	47	1073	28	454	231	101	992	99	197	54
EF	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.

IV. EMISSIONS AND VEHICLE VOLUMES (CONT.)

	LINK			
RUN	K	L	M	N
1 VPH	258	178	1247	1593
EF	0.	0.	1.	1.
2 VPH	258	178	1247	1593
EF	0.	0.	1.	1.
3 VPH	258	178	1247	1593
EF	0.	0.	1.	1.
4 VPH	258	178	1247	1593
EF	0.	0.	1.	1.
5 VPH	258	178	1247	1593
EF	0.	0.	1.	1.
6 VPH	258	178	1247	1593
EF	0.	0.	1.	1.
7 VPH	258	178	1247	1593
EF	0.	0.	1.	1.
8 VPH	258	178	1247	1593
EF	0.	0.	1.	1.

V. RECEPTOR LOCATIONS AND MULTI-RUN AVERAGE CONCENTRATIONS

	COORDINATES (M)			AVG
RECEPTOR	X	Y	Z	(PPM)
1. House	-410	-50	1.8	3.3
2. 3 Meter	-2	-2	1.8	3.6