REEDLEY CITY COUNCIL

☐ Consent
☐ Regular Item
☐ Workshop
☐ Closed Session
☒ Public Hearing

ITEM NO: 14

DATE: April 9, 2024

TITLE: CONSIDER ITEMS ASSOCIATED WITH THE PROPOSED EAST HUNTSMAN AVENUE PROJECT (APN: 370-240-11):

A) ADOPT RESOLUTION NO. 2024-023, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY REQUESTING THE LOCAL AGENCY FORMATION COMMISSION TO TAKE PROCEEDINGS FOR EXPANSION OF THE REEDLEY SPHERE OF INFLUENCE

B) ADOPT RESOLUTION NO. 2024-024, A RESOLUTION OF APPLICATION BY THE CITY OF REEDLEY REQUESTING THE LOCAL AGENCY FORMATION COMMISSION TO TAKE PROCEEDINGS FOR THE EAST HUNTSMAN AVENUE REORGANIZATION

C) ADOPT RESOLUTION NO. 2024-025, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY ADOPTING ENVIRONMENTAL ASSESSMENT NO. 2022-13, A MITIGATED NEGATIVE DECLARATION, DATED JANUARY 29, 2024, AND APPROVING ANNEXATION APPLICATION NO. 2022-01, REZONE APPLICATION NO. 2022-03, SITE PLAN REVIEW APPLICATION NO. 2022-19, AND TENTATIVE PARCEL MAP APPLICATION NO. 6428

D) INTRODUCTION OF ORDINANCE NO. 2024-004, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REEDLEY APPROVING REZONE APPLICATION NO. 2022-03 AND AUTHORIZING THE AMENDMENT OF THE OFFICIAL ZONING MAP OF THE CITY OF REEDLEY

SUBMITTED: Rodney L. Horton, Director
Community Development Department

APPROVED: Nicole R. Zieba
City Manager

RECOMMENDATION

Staff and the Reedley Planning Commission recommends that the City Council conduct a public hearing and take the following actions:

A) Adopt Resolution No. 2024-023, a Resolution of the City Council of the City of

Reedley Requesting the Local Agency Formation Commission to take Proceedings for Expansion of the Reedley Sphere of Influence

B) Adopt Resolution No. 2024-024, a Resolution of Application by the City of Reedley Requesting the Local Agency Formation Commission to take Proceedings for the East Huntsman Avenue Reorganization

C) Adopt Resolution No. 2024-025, a Resolution of the City Council of the City of Reedley Adopting Environmental Assessment No. 2022-13, A Mitigated Negative Declaration, Dated January 29, 2024, and Approving Annexation Application No. 2022-01, Rezone Application No. 2022-03, Site Plan Review Application No. 2022-19, and Tentative Parcel Map Application No. 6428

D) Introduce Ordinance No. 2024-004, an Ordinance of the City Council of the City of Reedley Approving Rezone Application No. 2022-03 and Authorizing the Amendment of the Official Zoning Map of the City of Reedley

EXECUTIVE SUMMARY

Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03 (Ordinance No. 2024-004), Site Plan Review Application No. 2022-19, Tentative Subdivision Map No. 6428, and Environmental Assessment No. 2022-13 pertain to the annexation of approximately 42.52± gross acres into the City of Reedley. This annexation also proposes to detach the subject territory from the Fresno County Fire Protection District and the Kings River Conservation District.

The proposed annexation site is located on the north side of East Huntsman Avenue and is bordered by Traver Creek and the Central Valley Transportation Center to the west, the Reedley Sports Park and agricultural fields to the north, residential homes to the east, and agricultural fields/commercial properties to the south. Site Plan Review Application No. 2022-19 pertains to the development of approximately 16.42± gross acres of the 42.52± gross total acres proposed to be annexed for light industrial use as part of a master plan for the project site.

While the subject parcel is located outside of the City's Sphere of Influence, the Reedley General Plan Update 2030 designates the subject territory with a Light Industrial Land Use Designation. The proposed entitlement applications are consistent with the Reedley General Plan and Zoning Ordinance. Furthermore, the Subdivision Map Act (California Government Code Section 66400 et. seq.) findings can be made to approve Tentative Subdivision Map No. 6428. Annexation Application No. 2022-01 is consistent with the Memorandum of Understanding between the County of Fresno and the City of Reedley. Staff has determined that a Mitigated Negative Declaration is appropriate for the project, through Environmental Assessment 2022-13. In accordance with State CEQA Guidelines, the appropriate posting, filing and noticing of such has taken place.

The Reedley Planning Commission held a public hearing on Thursday, March 7, 2024, to consider a recommendation on the totality of the proposed project. Upon the conclusion of the public hearing, the Planning Commission unanimously recommended that the City Council approve Environmental Assessment No. 2022-13, Sphere of Influence Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03 (Ordinance No. 2024-004), Site Plan Review Application No. 2022-19, and Tentative Subdivision Map No. 6428.

PROJECT DESCRIPTION

The project site entails one parcel totaling approximately 42.5± gross acres of county land. The parcel is Fresno County Assessor's Parcel Number (APN): 370-240-11. The parcel is located

outside of the City of Reedley's Sphere of Influence and is currently within the jurisdiction of the County of Fresno. Reedley city limits is located to the west and north of the subject property. The site is bordered by Traver Creek and the Central Valley Transportation Center to the west, the Reedley Sports Park and agricultural fields to the north, residential homes to the east, and agricultural fields/commercial properties to the south.

The proposed project would consist of four components and is described in more detail below:

- Expand the City's Sphere of Influence to include one parcel encompassing approximately 42.52± gross acres of land (Sphere of Influence Expansion Application No. 2022-01)

- Annex one parcel totaling approximately 42.52± gross acres into the City of Reedley (Annexation Application No. 2022-01)

- Pre-zone approximately 42.52± gross acres into the City's Light Industrial (ML) zone district (via Rezone Application No. 2022-03 through Ordinance No. 2024-004)

- Develop approximately 16.42± gross acres for light industrial use as part of a master plan for the project site (Site Plan Review Application No. 2022-19)

- Subdivide approximately 42.52± gross acres into 27 parcels for light industrial uses (Tentative Subdivision Map No. 6428)

Sphere of Influence Expansion Application No. 2022-01: This application proposes to add 1 parcel consisting of approximately 42.52± gross acres of land into the City's Sphere of Influence. The proposed expansion is consistent with expansion areas identified within the Reedley General Plan Update 2030 and the executed City of Reedley – County of Fresno Memorandum of Understanding. In the instant matter, the request to expand the City's Sphere of Influence will be considered by the City Council at the same time the annexation application and other entitlement applications will be presented.

Annexation Application No. 2022-01: The project would annex one parcel (APNs 370-240-11) totaling approximately 42.52± gross acres from the County of Fresno into the City of Reedley. The proposed annexation area abuts to and is adjacent to the existing City of Reedley City Limits on the west and north sides of the affected parcel. The property is not located within the City of Reedley's adopted SOI. However, the parcel is located on the General Plan Land Use Map. The subject property has a Light Industrial planned land use designation pursuant to the City of Reedley 2030 General Plan.

Rezone Application No. 2022-03 (Ordinance No. 2024-004): As part of the process to annex the property into the City, the project would pre-zone the site consistent with the City of Reedley's 2030 General Plan Land Use Map as part of the annexation process. The parcel would be pre-zoned into the ML (Light Industrial) zone district.

Site Plan Review Application No. 2022-19: The application pertains to the construction of roughly nineteen office/light-industrial buildings. The entire development proposes the construction of 410 parking stalls to accommodate employee-parking needs. The applicant estimates that the proposed development could employ up to 650-individuals. At this time, it is not known who the developer or tenant(s) will be. Based on the uses allowed within the ML (Light Industrial) zone district, the applicant anticipates that future businesses could operate 24-hours a day, seven days per week.

Tentative Subdivision Map No. 6428: The project would subdivide one parcel (APNs 370-240-11) totaling approximately 42.52± gross acres into 27 parcels. Parcels 1 – 26 would be used for

light industrial buildings and accompanying parking stalls. The sizes of the 27 parcels will range between .52± and 2.63± gross acres in size. Parcel 27 will contain the existing residential building and structures.

BORDERING PROPERTY INFORMATION

	Planned Land Use	Existing Zoning	Existing Land Use
North	1. Open Space 2. Service Commercial	1. Resource Conservation & Open Space (RCO) 2. AE20 (County of Fresno – Agricultural)	1. Traver Creek 2. The Reedley Sports Park 3. Agricultural fields
East	Light Industrial	County of Fresno – Agricultural (AE20)	Rural residential properties
South	Light Industrial	County of Fresno – Agricultural (AE20)	Agricultural fields/operations
West	Public/Institutional Facility	Light Industrial (MH)	1. Traver Creek 2. Central Valley Transportation Center

GENERAL PLAN CONSISTENCY

While the project site is located in County of Fresno jurisdiction and is not located within the City of Reedley's Sphere of Influence, the project site is within the growth area identified within the General Plan Update 2030. The affected parcel is shown on the General Plan Land Use Map with a land use designation of Light Industrial. According to the General Plan, the light industrial planned land use is primarily found around the urban area of the City and are designations for limited industrial uses as defined by the zoning ordinance. This land use must be conveniently accessible to transportation networks available to move raw and manufactured products. The proposed project would be consistent with the following 2030 General Plan Update Goals and Land Use Element Policies:

LU 2.7N Expand and diversify the industrial economic base.

LU 2.7O Minimize exposure of the public to toxic air emission and odors from industrial, manufacturing and processing facilities

LU 2.7P Maximize the compatibility of planned industrial areas with surrounding non-industrial uses.

LU 2.7Q Provide adequate sites and acreage for a wide range of industrial development.

LU 2.7.49 Shall restrict land designated for non-intensive manufacturing, processing, and storage activities which do not have a detrimental impact on surrounding properties.

LU 2.7.50 Encourage development of light industrial uses in areas where the proposed use is compatible with the surrounding planned use.

LU 2.7.52 The City should permit only light industrial uses within planned industrial areas adjacent to existing or planned non-industrial property.

The proposed project would be consistent with the following economic development strategies, goals, and policies:

LU 2.8A To provide economic stability and encourage a diversified job base.

LU 2.8C Retain, improve and support expansion of existing businesses in Reedley.

LU 2.8D Maintain an adequate supply of commercial, office and industrial land for potential economic development opportunities.

LU 2.8.1 Ensure the availability of sites, land or buildings that are of sufficient size to accommodate potential new business.

ZONING ORDINANCE CONSISTENCY

The project site parcel is situated within the County of Fresno's jurisdiction and is currently zoned by the County as Exclusive Agricultural (AE20). This zone district is intended to be an exclusive district for agricultural and for those specified uses which are necessary and an integral part of the agricultural operation. The proposed project includes pre-zoning approximately 42.52± gross acres into the Light Industrial (ML) zone district. The proposed pre-zoning is consistent with the GPU Planned Land Use and Zoning District Consistency Matrix (GPU, Table 2-4, Page 30). The 27 lots proposed to be subdivided through Tentative Subdivision Map No. 6428 meet the designation, lot and area requirements for the proposed zone district designations they are in, which confirms consistency with the Reedley Municipal Code.

According to Section 10-9-1 of the Reedley Municipal Code (RMC), the light industrial zone district is intended to reserve appropriately located areas for various types of industrial plants and related activities. The district is designed to protect areas appropriate for industrial use from intrusion by residences and other inharmonious uses; to protect residential and commercial properties and to protect nuisance free nonhazardous industrial uses from noise, odor, dust, dirt, smoke, vibration, heat, glare, fire, explosion, noxious fumes, radiation and other hazardous and objectionable influences incidental to certain industrial uses; to provide opportunities for certain types of industrial plants to concentrate in mutually beneficial relationships to each other; to provide adequate space to meet the needs of modern industrial development, including off street parking and truck loading areas; and to provide industrial employment opportunities for residents of the city.

Typically, if a site plan review application is approved and developed in substantial conformance with the site plan provided, then no further entitlement applications would be required to be submitted unless the use within one of the proposed future parcels, which is not known at this time, requires approval of a conditional use permit application. In the instant matter, the applicant and City staff agreed that a formal site plan review application process will be required for each phase of the project area when ready to develop. Site Plan Review Application No. 2022-19 serves as a master site plan to fulfill the imminent development requirement for annexation. It is important to note that the remaining area to be annexed that is not included in the master plan shall be entitled and developed in accordance with the future project area's General Plan Designation and Zoning Designation. Any future project that is allowed by-right pursuant to the Reedley Municipal Code would not require the noticing of surrounding property owners prior to approval.

ECONOMIC DEVELOPMENT

According to the Fresno County Economic Development Corporation (EDC), demand for industrial real estate is significantly higher now than previous years, especially as the vacancy rate for the industrial sector continues to decrease across Fresno County. The EDC estimates that the vacancy rate dropped below 2% in 2023. The county has seen significant growth in the industrial sector. The industrial sector includes, utilities, manufacturing, wholesale trade, and transportation and warehousing. Over the course of the last five years, jobs in the industrial sector have seen the largest growth in labor income. Based on mapping analysis, 88% of industrially zoned land inside Reedley city limits is already developed. The General Plan encourages the City to support industrial activities that meet the needs of citizens. In order to accomplish this, the City must have adequate supply of industrial land for potential economic development opportunities.

STANDARDS FOR ANNEXATION

In order for territory to be annexed into the City, the Planning Commission and the City Council would have to authorize an application to be submitted to the Fresno Local Agency Formation Commission (LAFCo). LAFCo regulates, through approval or denial, the boundary changes proposed by other public agencies or individuals. If the City Council of the City of Reedley, upon recommendation from the Planning Commission, authorizes the submittal of an annexation/reorganization application to LAFCo, the Fresno Local Agency Formation Commission would take action on the annexation request and record the boundary change if the Commission's action is to approve.

The annexation/reorganization application has to be consistent with a variety of documents and laws, including the City's General Plan, ordinances, and policies; the Cortese-Knox-Hertzberg Local Government Reorganization Act; and the Memorandum of Understanding (MOU) between the County of Fresno and the City of Reedley. As mentioned in the above section, the City of Reedley has determined that the application is consistent with the City's General Plan, ordinances, and policies.

The three main purposes of the Cortese-Knox-Hertzberg Local Government Reorganization Act are to discourage urban sprawl, encourage orderly governmental boundaries, and preserve open-space and prime agricultural lands. The City of Reedley has historically taken a conservative approach to expansion of the Reedley City Limits, thus avoiding premature conversion of farmland. The City continues to take this approach.

The City incentivizes development to occur within city limits and the city center by reducing development impact fees and entitlement application fees. The proposed annexation application is adjacent to the existing Reedley City Limits on its northern and western borders, and is adjacent to urban development on western border (Central Valley Transportation Center). This demonstrates orderly governmental boundaries and efforts to avoid urban sprawl.

Annexation Application No. 2022-01 identifies imminent development within the subject property, with more than 25% of the area proposed for annexation a part of the proposed development through a submitted site plan review application, which complies with the standards of annexation. Therefore, this annexation application is consistent with the General Plan Update 2030 and the Memorandum of Understanding between the County of Fresno and the City of Reedley.

TENTATIVE SUBDIVISION MAP FINDINGS (TENTATIVE SUBDIVISION MAP NO. 6428)

The subdivision map for this project referred to as Tentative Subdivision Map No. 6428. Pursuant to the Subdivision Map Act and Reedley Municipal Code Section 11-2-7-A-5, a tentative map shall be approved if the following findings can be made:

1. That the proposed tentative map is consistent with the general plan or any applicable specific plan as specified in Government Code section 65451.
   As noted in the General Plan Consistency discussion above, the proposed subdivision map is consistent with the 2030 General Plan. Further, pursuant to Title 11 (Subdivision Ordinance) of the RMC, the subdivision design meets the zoning ordinance criteria for development in the existing zone district classifications.

2. That the design or improvement of the proposed subdivision is consistent with the general plan or any applicable specific plan.
   The proposed subdivision map, with its design and improvements, is consistent with the Reedley General Plan Update 2030 because its design helps achieve many of the General Plan's adopted goals and policies, including maximizing the compatibility of planned industrial areas with surrounding non-industrial uses.

3. That the site of the proposed subdivision is physically suitable for the type of development.
   This site is physically suitable for the proposed type and density of development, because the conditions of approval prepared would ensure adequate access and drainage on and off the site; and, that development shall occur in accordance with adopted standards, goals, objectives, and policies for development in the City of Reedley.

4. That the site of the proposed subdivision is physically suitable for the proposed density of development.
   The site is physically suitable for the proposed density of development because the project distributes 19 buildings over approximately 42.52± gross acres and includes adequate parking for the proposed light industrial uses.

5. That the design of the proposed subdivision or the proposed improvements are not likely to cause significant and unavoidable impacts to fish, wildlife or their habitat.
   The subject property has been previously identified for urban conversion, and has been actively utilized in agricultural production, which limited the area's overall ability to sustain and attract wildlife or provide a suitable habitat to species.

6. That the design of the proposed subdivision or type of improvements are not likely to cause serious public health problems.
   The proposed subdivision design and improvements are not likely to cause serious public health and safety problems because the conditions of approval have shown and would ensure that the subdivision conforms to City health and safety standards, specifications, and policies.

7. That the design of the proposed subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.
   The proposed subdivision design would not conflict with public easements within or through the site, because the project design and conditions of approval would assure noninterference with any existing or proposed easements on the subject property.

8. That the tentative map meets or performs any of the requirements or conditions imposed by the subdivision map act or this title.
   The tentative map is subject to conditions of approval imposed by the subdivision map and the Reedley Municipal Code, therefore the development of the tentative map is required to comply with all conditions, standards, and policies.

9. Pursuant to Government Code Section 66473.1, the design of a subdivision for which a tentative map is required pursuant to Section 66426 shall provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.
The design of the subdivision provides, to the extent feasible, for future passive and natural heating or cooling opportunities in the subdivision. Furthermore, the project will be conditioned to allow for the appropriate use and placement of landscaping plant materials that would enhance shading and natural cooling opportunities.

The subdivision map, subject to the recommended conditions of approval, complies with the design and property development standards of the Zoning Ordinance and local Subdivision Ordinance. Based upon the plans and information submitted by the applicant and the recommended conditions of project approval, staff has determined that these findings can be made.

Therefore, the appropriateness of the proposed project has been examined with respect to its consistency with guiding land use principles, goals and policies of the Reedley General Plan Update 2030 and regulatory standards set forth in the Reedley Municipal Code and its compatibility with surrounding existing or proposed uses. These factors have been evaluated as described above. Upon consideration of this evaluation, it can be concluded that Vesting Tentative Subdivision Map No. 6408 is appropriate for the subject property.

ENVIRONMENTAL REVIEW

The City of Reedley has conducted an environmental analysis for the above-described project (Environmental Assessment No. 2022-13). The project has been determined to be a subsequent project that is not fully within the scope of the certified Program Environmental Impact Report (SCH No. 2010031106) prepared for the Reedley General Plan 2030 Update (GPU). Therefore, the City of Reedley, as the lead agency, proposes to adopt a Mitigated Negative Declaration for this project. The completed environmental impact checklist, the associated narrative, and any proposed mitigation measure(s) reflect applicable comments of responsible and trustee agencies, as well as research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the project application and its related environmental assessment application, responses to requests for comment, checklist and initial study narrative combine to form the record indicating that an initial study has been completed in compliance with the California Environmental Quality Act and the CEQA Guidelines.

All new development activity and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this project toward cumulative impacts is not considered substantial or significant in itself, and/or that cumulative impacts accruing from this project may be mitigated to less than significant with application of feasible mitigation measures.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to potentially be of concern without mitigation to reduce the level of significance. Such an effect may be inherent in nature and magnitude of the project. The completed environmental checklist form indicated whether an impact would be less than significant, or less than significant with mitigation. Effects so rated are not sufficient in themselves to require the preparation of an Environmental Impact Report, and have been mitigated to the extent reasonably feasible as required by CEQA. The City has proposed to self-regulate urban growth, which has a direct impact on premature and an unnecessary conversion of agricultural lands, by committing to annexing a maximum of five hundred (500) acres from within the existing SOI (See Policy LY 2.5.18) before implementing the Farmland Preservation Program.

The project is not located on a site which is included on any of the lists enumerated under Section 65962.5 of the Government Code including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, hazardous waste disposal sites and others, and the information in the Hazardous Waste and Substance Statement required under subdivision (f) of that Section. The initial study has concluded that the proposed project would not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines.

With the project specific mitigation imposed, there is no substantial evidence in the record that this project may have additional significant direct, indirect or cumulative effects on the environment that are significant and that were not identified and analyzed in the certified Program Environmental Impact Report prepared for the Reedley General Plan Update 2030. After conducting a review of the adequacy of the Program Environmental Impact Report (SCH No. 2010031106) pursuant to Public Resources Code Section 21083.3, as the lead agency, finds that no substantial changes have occurred with respect to circumstances under which the Program Environmental Impact Report (SCH No. 2010031106) was certified, and that no new information which was not known and could not have been know at the time that the Program Environmental Impact Report (SCH No. 2010031106) was certified, has become available.

Pursuant to the California Environmental Quality Act and CEQA Guidelines, a Notice of Intent to adopt a Mitigated Negative Declaration was filed with the County of Fresno and with the California Office of Planning and Research (OPR), on January 30, 2024. The comment period expired on February 29, 2024 at 5:00 p.m. Comment letters were received by interested parties and were reviewed by City staff. While not required, a response to the written comments were prepared and included in the project record.

Based on the comments received, the only change to the document involves the correction of a minor typographical error. The typographical error in the document involves the reference to a pistachio processing facility. The proposed project was evaluated consistent with the Project Description and included 351,560 square feet of uses consistent with the ML (Light Industrial) zone district as well as a 705-space vehicular parking lot. The full analysis was based on the Project Description, and not on the pistachio plant. The Initial Study/Mitigated Negative Declaration has been revised to correct the typographical error.

PUBLIC NOTICING

Pursuant to the Government Code Section 65091 (Planning and Zoning Law) and Reedley Municipal Code, §10-22, it is required that a notice be published in a newspaper and be sent to surrounding property owners. The public hearing notice was mailed to surrounding property owners on March 11, 2024, and the notice was published in the Mid-Valley Times on March 14, 2024.

FISCAL IMPACT

The project applicant is responsible for all entitlement application fees prior to public hearings associated with approval of this project. The applicant will also pay the Fresno Local Agency Formation Commission annexation application processing fees.

ATTACHMENTS & EXHIBITS

1. Resolution No. 2024-023, a Resolution of the City Council of the City of Reedley Requesting the Local Agency Formation Commission to take Proceedings for Expansion of the Reedley Sphere of Influence
    a. Exhibit "A" – Map of the proposed SOI Expansion Area
    b. Exhibit "B" – Written Description of proposed SOI Expansion Area

2. Resolution No. 2024-024, a Resolution of Application by the City of Reedley Requesting the Local Agency Formation Commission to take Proceedings for the East Huntsman Avenue Reorganization
    a. Exhibit "A" – East Huntsman Avenue Reorganization (Annexation No. 2022-01), Area of Reorganization
    b. Exhibit "B" – East Huntsman Avenue Reorganization (Annexation No. 2022-01), Geographic Description

3. Resolution No. 2024-025, a Resolution of the City Council of the City of Reedley Adopting Environmental Assessment No. 2022-13, A Mitigated Negative Declaration, Dated January 29, 2024, and Approving Annexation Application No. 2022-01, Rezone Application No. 2022-03, Site Plan Review Application No. 2022-19, and Tentative Parcel Map Application No. 6428
    a. Annexation Application No. 2022-01
    b. Rezone Application No. 2022-03
    c. Site Plan Review Application No. 2022-19 and Vesting Tentative Subdivision Map No. 6428, Conditions of Approval dated April 9, 2024
    d. Initial Study/Mitigated Negative Declaration, dated January 29, 2024

4. Ordinance No. 2024-004, an Ordinance of the City Council of the City of Reedley Approving Rezone Application No. 2022-03 and Authorizing the Amendment of the Official Zoning Map of the City of Reedley
    a. Map of affected parcel related to Rezone Application No. 2022-03

5. Memorandum of Understanding between the City of Reedley and County of Fresno

6. Proof of Publication and Public Noticing Map

RESOLUTION NO. 2024-023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY REQUESTING THE LOCAL AGENCY FORMATION COMMISSION TO TAKE PROCEEDINGS FOR EXPANSION OF THE REEDLEY SPHERE OF INFLUENCE

WHEREAS, the City of Reedley desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Division 3, commencing with Section 56000 of the California Government Code, for a sphere of influence (SOI) amendment; and

WHEREAS, the specific changes to the SOI are being requested to ensure orderly and efficient patterns of land use and provision of services within the agency's planning boundary; and

WHEREAS, the proposed changes are consistent with master infrastructure plans currently adopted for the city; and

WHEREAS, the proposed change is consistent with implementation of the Reedley General Plan 2030; and

WHEREAS, the proposed change is consistent with the terms and conditions set forth in the Memorandum of Understanding between the County of Fresno and the City of Reedley; and

WHEREAS, a map and written description of the boundary of the territory is set forth in Exhibit's A and B and is the same description of the proposed annexation area, attached hereto and by this reference incorporated herein; and

WHEREAS, City staff shall cooperate with Fresno LAFCO on needed updates to the existing Municipal Service Review (MSR) addressing the city's ability to provide services to persons and businesses within the new boundary; and

WHEREAS, the City Council has considered and approves Environmental Assessment No. 2022-13, a Mitigated Negative Declaration dated January 29, 2024, prepared for the totality of the proposed project, including Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03 (Ordinance No. 2024-004), Site Plan Review Application No. 2022-19, and Tentative Subdivision Map Application No. 6428.

NOW, THEREFORE, this Resolution of Request is hereby adopted and approved by the City Council of the City of Reedley, and the Local Agency Formation Commission of Fresno County is hereby requested to initiate proceedings for the expansion of the Reedley Sphere of Influence as described in Exhibit A in the manner provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

* *

This foregoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Reedley held on the 9th day of April, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Anita Betancourt, Mayor

ATTEST:

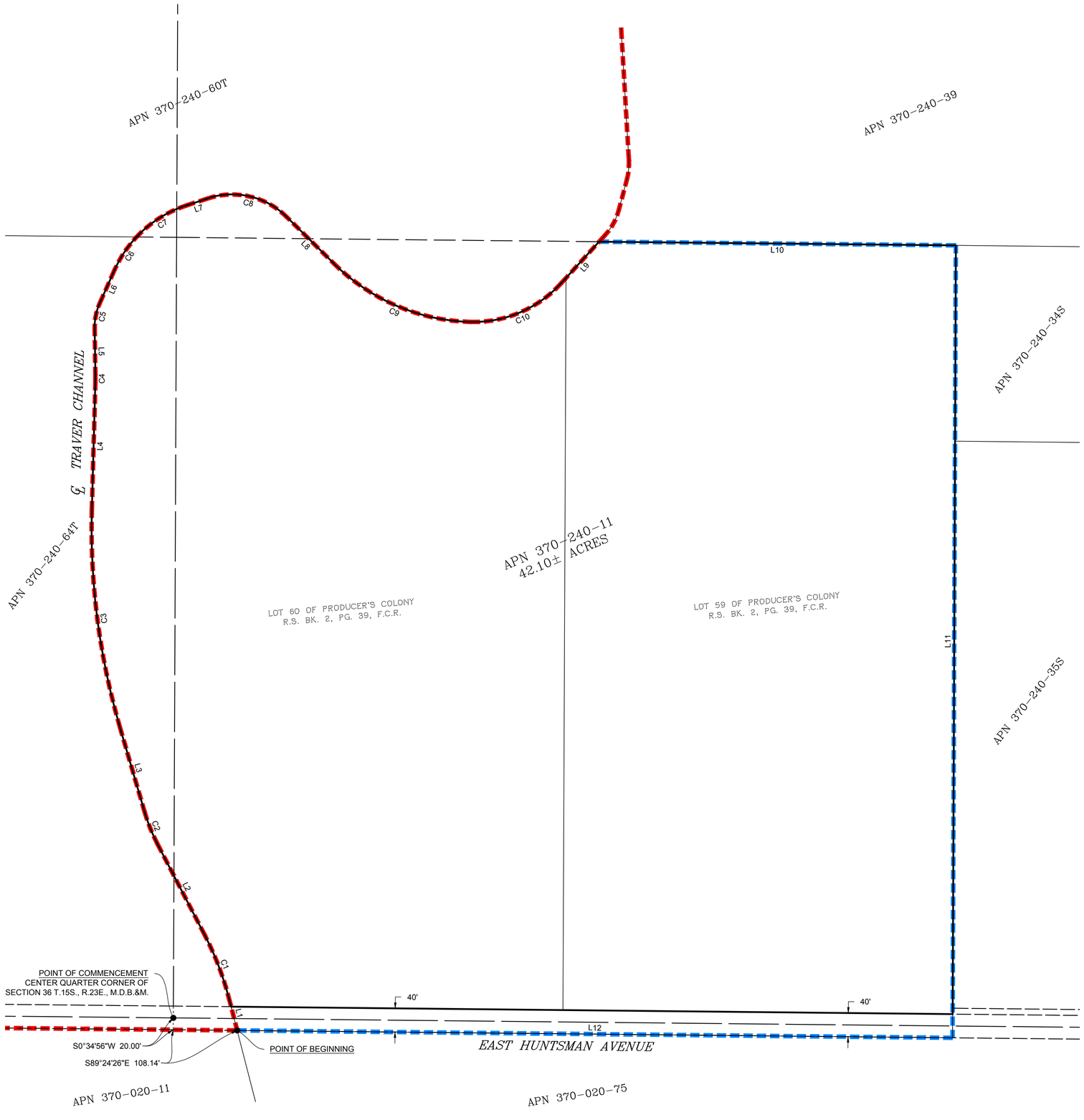
_____
Ruthie Greenwood, City Clerk

Attachments

EXHIBIT “A” – Map of the proposed SOI Expansion Area

EXHIBIT “B” – Written Description of proposed SOI Expansion Area

Resolution No. 2024-023 - Exhibit "A"



"EAST HUNTSMAN AVENUE REORGANIZATION ANNEXATION TO THE CITY OF REEDLEY AND DETACHMENT FROM THE FRESNO COUNTY FIRE PROTECT DISTRICT AND THE KINGS RIVER CONSERVATION DISTRICT"

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N14°25'13"W	56.41'
L2	N27°24'21"W	174.59'
L3	N16°15'47"W	148.38'
L4	N01°35'57"E	213.25'
L5	N00°57'36"W	78.44'
L6	N23°59'53"E	61.46'
L7	N71°45'38"E	39.50'
L8	S45°22'00"E	113.31'
L9	N42°21'47"E	95.32'
L10	S89°24'37"E	602.58'
L11	S00°14'09"W	1338.95'
L12	N89°24'26"W	1208.45'

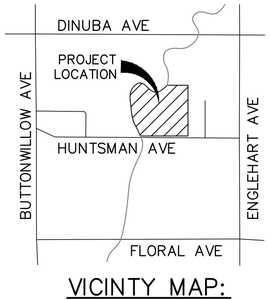
CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C1	113.32'	500.00'	12°59'08"
C2	58.34'	300.00'	11°08'34"
C3	374.11'	1200.00'	17°51'44"
C4	13.40'	300.00'	2°33'33"
C5	43.56'	100.00'	24°57'29"
C6	67.43'	200.00'	19°19'00"
C7	99.29'	200.00'	28°26'44"
C8	143.75'	131.00'	62°52'22"
C9	256.05'	340.00'	43°08'56"
C10	171.47'	200.00'	49°07'17"

LEGEND:

- SECTION LINE
- PARCEL LINE
- CENTERLINE
- RIGHT OF WAY LINE
- DIMENSION OR TIE LINE
- BOUNDARY LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING CITY LIMITS
- PROPOSED CITY LIMITS

DISCLAIMER:
"FOR ASSESSMENT PURPOSES ONLY. THIS DESCRIPTION OF LAND IS NOT A LEGAL PROPERTY DESCRIPTION AS DEFINED IN THE SUBDIVISION MAP ACT AND MAY NOT BE USED AS THE BASIS FOR AN OFFER FOR SALE OF THE LAND DESCRIBED."

SCALE: 1"=120'
0' 120' 240'



VICINTY MAP:
NO SCALE

PREPARED BY:

TRIPLE CROWN CONSULTING GROUP, INC.
4644 W JENNIFER, SUITE 107
FRESNO, CA 93722
(559) 385-7833
CHRISTOPHER T. MUZNY, PLS 9188

REVISIONS	DATE
ORIGINAL SUBMITTAL	2/9/23
REVISION – ADD ENTIRE STREET	2/25/23

CITY OF REEDLEY
ANNEXATION NO. 2022-01

SCALE: 1" = 120'

PROPERTY:
40.98± ACRES
20349 E. HUNTSMAN AVENUE
REEDLEY, CA 93654
APN: 370-240-11

REVISION:

OWNER:
TAC LLC
KEVIN LAI
221 CHANTECLER DRIVE
FREMONT, CA 94539
510-507-8000
KEVENLAI1010@GMAIL.COM

DATE: 2/25/2023

ROOKSPIRE INC.
4644 W. JENNIFER
SUITE 107
FRESNO, CALIFORNIA
93722
559-385-7833
ROOKSPIRE1@GMAIL.COM

SIGNATURE:

SHEET
1 OF 1

Resolution No. 2024-023
Exhibit "B"

ANNEXATION NO. 2022-01

"EAST HUNTSMAN AVENUE REORGANIZATION ANNEXATION TO THE CITY OF REEDLEY AND DETACHMENT FROM THE FRESNO COUNTY FIRE PROTECT DISTRICT AND THE KINGS RIVER CONSERVATION DISTRICT"

GEOGRAPHIC DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY, SITUATE IN PORTION OF THE NORTH HALF OF SECTION 36, TOWNSHIP 15 SOUTH, RANGE 23 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER QUARTER CORNER OF SAID SECTION 36; THENCE SOUTH 0°34’56” WEST, A DISTANCE OF 20.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF EAST HUNTSMAN AVENUE; THENCE SOUTH 89°24’26” EAST ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 108.14 FEET TO A POINT ON THE CITY OF REEDLEY BOUNDARY AND THE **POINT OF BEGINNING**;

THENCE, (L1) NORTH 14°25’13” WEST, A DISTANCE OF 56.41 FEET;

THENCE, (C1) ALONG A TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 500.00 FEET, THROUGH A CENTRAL ANGLE OF 12°59’08”, A DISTANCE OF 113.32 FEET;

THENCE, (L2) NORTH 27°24’21” WEST, A DISTANCE OF 174.59 FEET;

THENCE, (C2) ALONG A TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 300.00 FEET, THROUGH A CENTRAL ANGLE OF 11°08’34”, A DISTANCE OF 58.34 FEET;

THENCE, (L3) NORTH 16°15’47” WEST, A DISTANCE OF 148.38 FEET;

THENCE, (C3) ALONG A TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 1200.00 FEET, THROUGH A CENTRAL ANGLE OF 17°51’44”, A DISTANCE OF 374.11 FEET;

THENCE, (L4) NORTH 1°35’57” EAST, A DISTANCE OF 213.25 FEET;

THENCE, (C4) ALONG A TANGENT CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 300.00 FEET, THROUGH A CENTRAL ANGLE OF 2°33’33”, A DISTANCE OF 13.40 FEET;

THENCE, (L5) NORTH 0°57’36” WEST, A DISTANCE OF 78.44 FEET;

THENCE, (C5) ALONG A TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 100.00 FEET, THROUGH A CENTRAL ANGLE OF 24°57’29”, A DISTANCE OF 43.56 FEET;

THENCE, (L6) NORTH 23°59’53” EAST, A DISTANCE OF 61.46 FEET;

THENCE, (C6) ALONG A TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 200.00 FEET, THROUGH A CENTRAL ANGLE OF 19°19’00”, A DISTANCE OF 67.43 FEET;

THENCE, (C7) ALONG A TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 200.00 FEET, THROUGH A CENTRAL ANGLE OF 28°26’44”, A DISTANCE OF 99.29 FEET;

THENCE, (L7) NORTH 71°45’38” EAST, A DISTANCE OF 39.50 FEET;

THENCE, (C8) ALONG A TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 131.00 FEET, THROUGH A CENTRAL ANGLE OF 62°52’22”, A DISTANCE OF 143.75 FEET;

THENCE, (L8) SOUTH 45°22’00” EAST, A DISTANCE OF 113.31 FEET;

THENCE, (C9) ALONG A TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 340.00 FEET, THROUGH A CENTRAL ANGLE OF 43°08’56”, A DISTANCE OF 256.05 FEET;

THENCE, (C10) ALONG A TANGENT CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 200.00 FEET, THROUGH A CENTRAL ANGLE OF 49°07’17”, A DISTANCE OF 171.47 FEET;

THENCE, (L9) NORTH 42°21’47” EAST, A DISTANCE OF 95.32 FEET;

THENCE, (L10) SOUTH 89°24’37” EAST, A DISTANCE OF 602.58 FEET;

THENCE, (L11) SOUTH 0°14’09” WEST, A DISTANCE OF 1338.95 FEET;

THENCE, (L12) NORTH 89°24’26” WEST, A DISTANCE OF 1208.45 FEET TO THE **POINT OF BEGINNING**;

CONTAINING 42.10 ACRES, MORE OR LESS.

APN: 370-240-11

FOR ASSESSMENT PURPOSES ONLY. THIS DESCRIPTION OF LAND IS NOT A LEGAL PROPERTY DESCRIPTION AS DEFINED IN THE SUBDIVISION MAP ACT AND MAY NOT BE USED AS THE BASIS FOR AN OFFER FOR SALE OF THE LAND DESCRIBED.

<u>REVISIONS:</u>
ORIGINAL SUBMITTAL, DATED 2/9/23
REVISION – ADD ENTIRE STREET, DATED 2/25/23

RESOLUTION NO. 2024-024

A RESOLUTION OF APPLICATION BY THE CITY OF REEDLEY REQUESTING THE LOCAL AGENCY FORMATION COMMISSION TO TAKE PROCEEDINGS FOR THE EAST HUNTSMAN AVENUE REORGANIZATION

WHEREAS, the City of Reedley desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Division 3, commencing with Section 56000 of the California Government Code, for the proposed reorganization; and

WHEREAS, the specific changes of organization requested consist of annexation to the City of Reedley and detachment from the Fresno County Fire Protection District and the Kings River Conservation District; and

WHEREAS, the territory proposed to be changed is uninhabited, and on this day contains zero registered voters, according to information received from the County Elections Officer; and

WHEREAS, a written description and map of the boundaries of the territory is set forth in Exhibit A and Exhibit B, attached hereto and by this reference incorporated herein; and

WHEREAS, this proposal is consistent with the sphere of influence expansion application, the Memorandum of Understanding (MOU) between the County of Fresno and the City of Reedley, and the Reedley General Plan 2030; and

WHEREAS, the proposed change of organization is subject to the terms and conditions set forth in the with the MOU between the County of Fresno and the City of Reedley; and

WHEREAS, the reasons for this proposed change are to provide opportunities for light industrial development within the City of Reedley because more than 88% of the existing light industrial designated land within existing City Limits is developed, and to ensure orderly development by annexing land that is adjacent to existing City of Reedley territory on two sides; and

WHEREAS, the City Council has considered Environmental Assessment No. 2022-13 (Mitigated Negative Declaration, dated January 29, 2024), prepared for the totality of the proposed project, including Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03 (Ordinance No. 2024-004), Site Plan Review Application No. 2022-19, and Tentative Subdivision Map Application No. 6428in compliance with the California Environmental Quality Act.

NOW, THEREFORE, this Resolution of Application is hereby adopted and approved by the City Council of the City of Reedley, and the Local Agency Formation Commission of Fresno County is hereby requested to initiate proceedings for the reorganization of territory as described in Exhibit A and Exhibit B in the manner provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

* *

This foregoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Reedley held on the 9th day of April, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Anita Betancourt, Mayor

ATTEST:

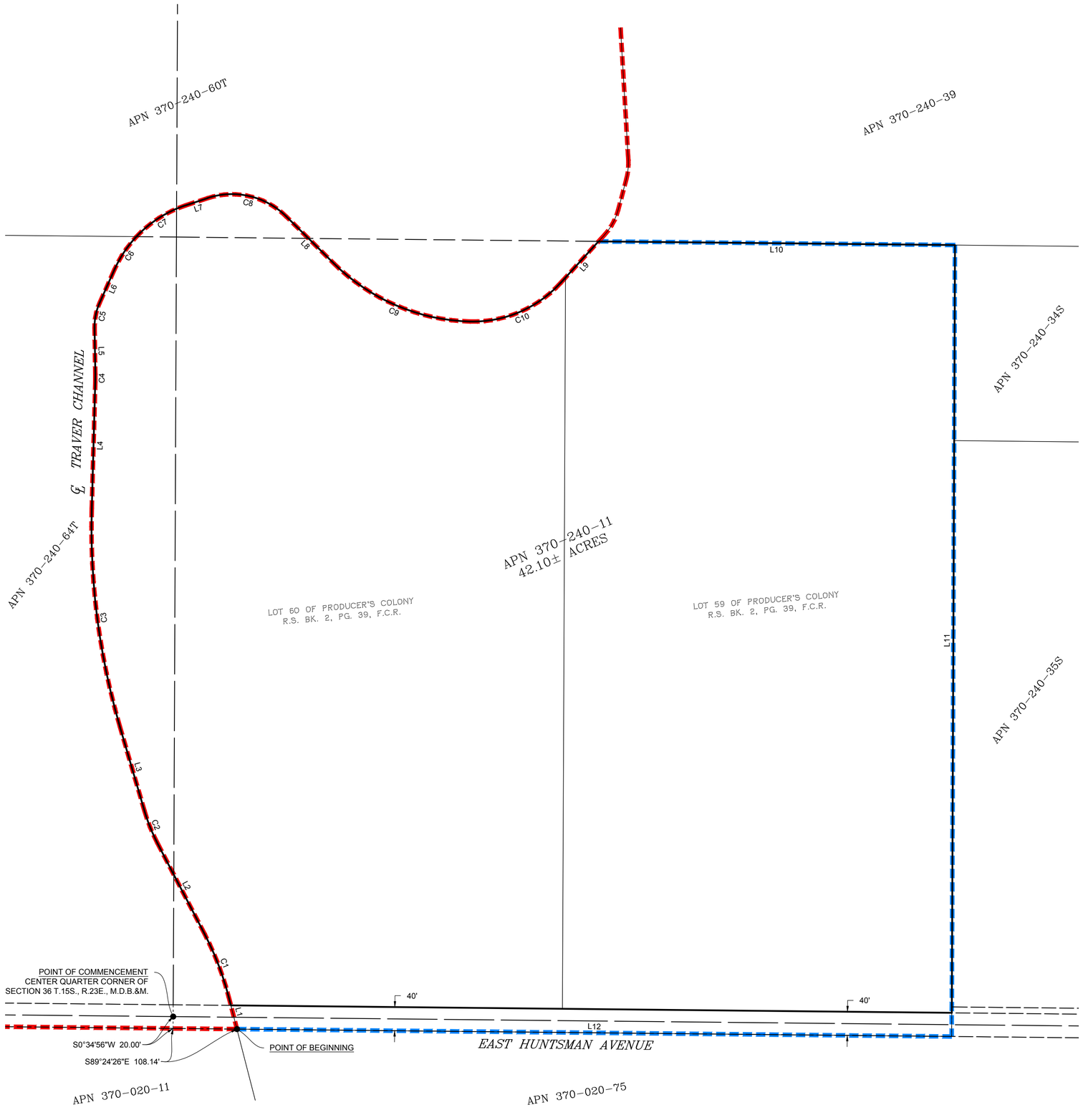
_____
Ruthie Greenwood, City Clerk

Attachments

EXHIBIT “A” – East Huntsman Avenue Reorganization (Annexation No. 2022-01), Area of Reorganization

EXHIBIT “B” – East Huntsman Avenue Reorganization (Annexation No. 2022-01), Geographic Description

"EAST HUNTSMAN AVENUE REORGANIZATION ANNEXATION TO THE CITY OF REEDLEY AND DETACHMENT FROM THE FRESNO COUNTY FIRE PROTECT DISTRICT AND THE KINGS RIVER CONSERVATION DISTRICT"



LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N14°25'13"W	56.41'
L2	N27°24'21"W	174.59'
L3	N16°15'47"W	148.38'
L4	N01°35'57"E	213.25'
L5	N00°57'36"W	78.44'
L6	N23°59'53"E	61.46'
L7	N71°45'38"E	39.50'
L8	S45°22'00"E	113.31'
L9	N42°21'47"E	95.32'
L10	S89°24'37"E	602.58'
L11	S00°14'09"W	1338.95'
L12	N89°24'26"W	1208.45'

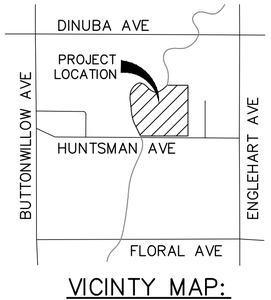
CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C1	113.32'	500.00'	12°59'08"
C2	58.34'	300.00'	11°08'34"
C3	374.11'	1200.00'	17°51'44"
C4	13.40'	300.00'	2°33'33"
C5	43.56'	100.00'	24°57'29"
C6	67.43'	200.00'	19°19'00"
C7	99.29'	200.00'	28°26'44"
C8	143.75'	131.00'	62°52'22"
C9	256.05'	340.00'	43°08'56"
C10	171.47'	200.00'	49°07'17"

LEGEND:

- SECTION LINE
- PARCEL LINE
- CENTERLINE
- RIGHT OF WAY LINE
- DIMENSION OR TIE LINE
- BOUNDARY LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING CITY LIMITS
- PROPOSED CITY LIMITS

DISCLAIMER:
"FOR ASSESSMENT PURPOSES ONLY. THIS DESCRIPTION OF LAND IS NOT A LEGAL PROPERTY DESCRIPTION AS DEFINED IN THE SUBDIVISION MAP ACT AND MAY NOT BE USED AS THE BASIS FOR AN OFFER FOR SALE OF THE LAND DESCRIBED."

SCALE: 1"=120'
0' 120' 240'



VICINTY MAP:
NO SCALE

PREPARED BY:
TRIPLE CROWN CONSULTING GROUP, INC.
4644 W JENNIFER, SUITE 107
FRESNO, CA 93722
(559) 385-7833
CHRISTOPHER T. MUZNY, PLS 9188

REVISIONS	DATE
ORIGINAL SUBMITTAL	2/9/23
REVISION – ADD ENTIRE STREET	2/25/23

CITY OF REEDLEY
ANNEXATION NO. 2022-01

SCALE: 1" = 120'

PROPERTY:
40.98± ACRES
20349 E. HUNTSMAN AVENUE
REEDLEY, CA 93654
APN: 370-240-11

REVISION:

OWNER:
TAC LLC
KEVIN LAI
221 CHANTECLER DRIVE
FREMONT, CA 94539
510-507-8000
KEVENLAI1010@GMAIL.COM

DATE: 2/25/2023

ROOKSPIRE INC.
4644 W. JENNIFER
SUITE 107
FRESNO, CALIFORNIA
93722
559-385-7833
ROOKSPIRE1@GMAIL.COM

SIGNATURE:

SHEET
1 OF 1

ANNEXATION NO. 2022-01

"EAST HUNTSMAN AVENUE REORGANIZATION ANNEXATION TO THE CITY OF REEDLEY AND DETACHMENT FROM THE FRESNO COUNTY FIRE PROTECT DISTRICT AND THE KINGS RIVER CONSERVATION DISTRICT"

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THENCE, (L7) NORTH 71°45’38” EAST, A DISTANCE OF 39.50 FEET;

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CONTAINING 42.10 ACRES, MORE OR LESS.

APN: 370-240-11

FOR ASSESSMENT PURPOSES ONLY. THIS DESCRIPTION OF LAND IS NOT A LEGAL PROPERTY DESCRIPTION AS DEFINED IN THE SUBDIVISION MAP ACT AND MAY NOT BE USED AS THE BASIS FOR AN OFFER FOR SALE OF THE LAND DESCRIBED.

<u>REVISIONS:</u>
ORIGINAL SUBMITTAL, DATED 2/9/23
REVISION – ADD ENTIRE STREET, DATED 2/25/23

RESOLUTION NO. 2024-025

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY ADOPTING ENVIRONMENTAL ASSESSMENT NO. 2022-13, A MITIGATED NEGATIVE DECLARATION, DATED JANUARY 29, 2024, AND APPROVING ANNEXATION APPLICATION NO. 2022-01, REZONE APPLICATION NO. 2022-03, SITE PLAN REVIEW APPLICATION NO. 2022-19, AND TENTATIVE SUBDIVISION MAP APPLICATION NO. 6428

WHEREAS, Annexation Application No. 2022-01 proposes to annex the subject territory (42.52 gross acres) into the City of Reedley and detaching from the Fresno County Fire Protection District and the Kings River Conservation District; and

WHEREAS, the project site entails one parcel located within the City of Reedley's planned growth area and is currently in the jurisdiction of the County of Fresno (APN: 370-240-11); and

WHEREAS, the Reedley General Plan Update 2030 designates the subject territory with a Light Industrial Planned Land Use Designation; and

WHEREAS, the pre-zoning for the proposed project identified in Rezone Application No. 2022-03 is consistent with the subject property's General Plan Planned Land Use Designation; and

WHEREAS, Annexation Application No. 2022-01 identifies imminent development within the subject property through Site Plan Review Application No. 2022-19, with at least 25% of the area proposed for annexation has planned development consistent with the applicable General Plan planned land use designation and the corresponding zone district regulations; and

WHEREAS, Annexation Application No. 2022-01 is consistent with the Standards of Annexation within the Memorandum of Understanding between the City of Reedley and the County of Fresno, dated September 7, 2021; and

WHEREAS, Site Plan Review Application No. 2022-19 pertains to the development of APN: 370-240-11 located on the north side of East Huntsman Avenue. This master plan includes the development of 19 parcels with office and warehouse buildings totaling 197,000 square feet and surface parking lots that would provide shared access to 410 parking spaces to serve those buildings. The remaining 7 parcels are not proposed for development at this time; and

WHEREAS, Vesting Tentative Subdivision Map Application No. 6428 pertains to subdividing the existing parcel into 26 lots, which is proposed for imminent development utilizing light industrial uses; and

WHEREAS, Tentative Subdivision Map No. 6428 and Site Plan Review Application No. 2022-19, subject to the recommended conditions of approval, complies with the design and property development standards of the Reedley General Plan, the Reedley Municipal Code, and the Subdivision Map Act as appropriate; and

WHEREAS, the appropriateness of the proposed project has been examined with respect to its consistency with the goals and policies of the Reedley General Plan and regulatory standards set forth in the Reedley Municipal Code; and

WHEREAS, at a duly noticed public hearing on March 7, 2024, the City of Reedley Planning Commission, using their independent judgement, recommended that the City Council Adopt Environmental Assessment No. 2022-13, Approve Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03, Site Plan Review Application No. 2022-19, and Vesting Tentative Subdivision Map Application No. 6428, and Authorize the Submittal of a City Annexation Application to the Fresno Local Agency Formation Commission; and

WHEREAS, the project was evaluated and processed in accordance with provisions of the California Environmental Quality Act; and

WHEREAS, Environmental Assessment No. 2022-13 determined that a mitigated negative declaration should be prepared for the project; and

WHEREAS, pursuant to the California Environmental Quality Act, the City Council of the City of Reedley hereby declares that a Mitigated Negative Declaration has been prepared, posted and filed in accordance with State CEQA Sections 15070-15075 by the City of Reedley as the Lead Agency; and

WHEREAS, the City Council of the City of Reedley determined that there is no substantial evidence that the project will have a significant effect on the environment following the implementation of the agreed upon mitigation measures, and that the prepared mitigated negative declaration reflects the lead agency's independent judgement and analysis; and

WHEREAS, pursuant to Sections 65090 and 65091 (Planning and Zoning Law) of the Government Code and the procedures of Title 10 of the Reedley Municipal Code, a Notice of Public Hearing was published in a newspaper of general circulation on March 14, 2024, and was mailed to surrounding property owners on March 11, 2024; and

WHEREAS, the City Council of the City of Reedley, at a Regular Meeting on April 9, 2024, held a public hearing to review the environmental assessment, sphere influence application, annexation application, rezone application, site plan review application, and vesting tentative subdivision map application; and

WHEREAS, the City Council received public testimony, oral and written staff report, and independently deliberated.

NOW, THEREFORE, the City Council of the City of Reedley, using their independent judgment, hereby finds and resolves as follows:

1. The above recitals are true and correct; and

2. Upon the recommendation of the Planning Commission, the City Council finds that a mitigated negative declaration has been prepared for the project through Environmental Assessment No. 2022-13, and preparation of such has been conducted in the manner required by State CEQA regulations; and

3. Upon the recommendation of the Planning Commission, the City Council finds that Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03, Site Plan Review Application No. 2022-19, and Vesting Tentative Subdivision Map No. 6428 are consistent with the Reedley General Plan 2030 and the Reedley Municipal Code, and

4. Upon the recommendation of the Planning Commission, the City Council finds that Sphere of Influence Expansion Application No. 2022-01 and Annexation Application No. 2022-01 is consistent with the Cortese-Knox-Hertzberg Local Government Reorganization Act; and

5. Upon the recommendation of the Planning Commission, the City Council finds that Sphere of Influence Expansion Application No. 2022-01 and Annexation Application No. 2022-01 is consistent with the Memorandum of Understanding between the City of Reedley and the County of Fresno; and

6. Upon the recommendation of the Planning Commission, the City Council hereby approves Mitigated Negative Declaration (Environmental Assessment No. 2022-13, dated January 29, 2024, for the proposed Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03, Site Plan Review Application No. 2022-19, and Vesting Tentative Subdivision Map No. 6428; and

7. The City Council authorizes the submittal of the City Annexation Application to the Fresno Local Agency Formation Commission; and

8. Upon the recommendation of the Planning Commission, the City Council finds pursuant to the Reedley Municipal Code Section 10-19-7B, that the Site Plan Review Application No. 2022-19 has facilities and improvements, vehicular ingress, egress, and internal circulation, setbacks, heights of buildings, location of services, walls, landscaping, and drainage of site arranged in a manner that avoids traffic congestion while ensuring pedestrian and vehicle safety and welfare are protected and there will not be an adverse effect on surrounding property; and

9. Upon the recommendation of the Planning Commission, the City Council finds pursuant to the Reedley Municipal Code Section 10-19-7C, that the Site Plan Review Application No. 2022-19 proposed lighting is so arranged as to deflect the light away from adjoining properties; and

10. Upon the recommendation of the Planning Commission, the City Council finds pursuant to the Reedley Municipal Code Section 10-19-7D, that the Site Plan Review Application No. 2022-19 proposed signs will comply with all of the applicable provisions of chapter 14 of Title 10 of the Reedley Municipal Code; and

11. Upon the recommendation of the Planning Commission, the City Council finds pursuant to the Reedley Municipal Code Section 10-19-7E, that the Site Plan Review Application No. 2022-19 adequate provision was made to reduce adverse or potentially adverse environmental impacts to acceptable levels; and

12. Upon the recommendation of the Planning Commission, the City Council hereby approves Site Plan Review Application No. 2022-19; and

13. Upon the recommendation of the Planning Commission, the City Council finds that the design or improvements of the proposed subdivision are consistent with the Reedley General Plan; and

14. Upon the recommendation of the Planning Commission, the City Council finds that the site of the proposed subdivision is physically suitable for the type of development; and

15. Upon the recommendation of the Planning Commission, the City Council finds that the site of the proposed subdivision is physically suitable for the proposed density of development; and

16. Upon the recommendation of the Planning Commission, the City Council finds that the design of the proposed subdivision or the proposed improvements are not likely to cause significant and unavoidable impacts to fish, wildlife or their habitat; and

17. Upon the recommendation of the Planning Commission, the City Council finds that the proposed subdivision design is not likely to cause serious public health problems; and

18. Upon the recommendation of the Planning Commission, the City Council finds that the design of the proposed subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision; and

19. Upon the recommendation of the Planning Commission, the City Council finds that the tentative map meets or performs any of the requirements or conditions imposed by the subdivision map act or this title; and

20. Upon the recommendation of the Planning Commission, the City Council finds that pursuant to Government Code Section 66473.1, the design of the proposed

subdivision will provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision; and

This resolution is effective immediately upon adoption.

This foregoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Reedley, held on the 9th day of April 2024, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Anita Betancourt, Mayor
City of Reedley

ATTEST:

_____
Ruthie Greenwood, City Clerk

Attachments: Annexation Application No. 2022-01
Rezone Application No. 2022-03
Site Plan Review Application No. 2022-19 and Vesting Tentative Subdivision Map No. 6428, Conditions of Approval dated April 9, 2024
Initial Study/Mitigated Negative Declaration, dated January 29, 2024

CITY OF REEDLEY
COMMUNITY DEVELOPMENT DEPARTMENT

CONDITIONS OF APPROVAL

SITE PLAN REVIEW APPLICATION NO. 2022-19 & TENTATIVE SUBDIVISION MAP NO. 6428
(REFERENCE SPHERE OF INFLUENCE EXPANSION APPLICATION NO. 2022-01 & ANNEXATION APPLICATION NO. 2022-01)
APRIL 9, 2024

NOTICE TO PROJECT APPLICANT

In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedication, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within 90 days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project.

This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or, where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

PROJECT INFORMATION

Assessor's Parcel No.:	370-240-11
Project Location:	20349 East Huntsman Avenue, Reedley, California 93654. The subject property consists of one parcel (APN 370-240-11) and is situated east of Traver Channel, which runs north-south between Buttonwillow Avenue and South Englehart Avenue, north of East Huntsman Avenue, west of agricultural land, west of South Englehart Avenue, and south of the Reedley Sports Park. The subject property is adjacent to the existing City of Reedley City SOI limit along the site boundary with Traver Channel.
Existing Planned Land Use:	Light Industrial
Proposed Pre-Zoning:	ML (Light Industrial)

Project Description: **Sphere of Influence (SOI) Application No. 2022-01,** pertains to the addition of approximately 42.52 gross acres into the City of Reedley's SOI. The subject property consists of one parcel (APN 370-240-11). The subject property is adjacent to the existing City of Reedley City SOI limit along the site boundary with Traver Channel.

Annexation Application No. 2022-01, pertains to the annexation of approximately 42.52 acres into the City of Reedley and detachment from the Fresno County Fire Protection District and the Kings River Conservation District. The annexation area consists of one parcel (APN 370-240-11). The proposed annexation is adjacent to the existing City of Reedley City Limits along the boundary with Traver Channel. The proposed annexation will be annexed into the City of Reedley's adopted Sphere of Influence, and the subject property has a Light Industrial Land Use Designation pursuant to the City of Reedley 2030 General Plan. The proposed project does not conflict with the goals and policies of the Cortese-Knox-Hertzberg Act to promote the planned, orderly, efficient development of an area.

Re-zone Application No. 2022-03, pertains to the Pre-zoning of approximately 42.52 acres in preparation for annexation consistent with the Reedley 2030 General Plan. The subject property is currently zoned AE 20 (*Exclusive Agricultural*) under the Fresno County zoning designation and is proposed to be pre-zoned to the ML (*Light Industrial*) zone district under the City of Reedley zoning designation.

Site Plan Review Application No. 2022-19, pertains to the development of approximately 42.52 acres of industrial designated land (APN 370-240-11), consisting of 26 separate parcels. The proposed project would develop 19 parcels with office/warehouse buildings totaling 197,000 square feet and surface parking lots that would provide shared access to 410 parking spaces to serve those buildings. Proposed uses identified in the site plan include office/warehouse uses. The remaining seven parcels would be designated for industrial uses but left vacant under this application.

Tentative Subdivision Map (TSM) No. 6428, pertains to the subdivision of land and proposed street dedications/improvements to accommodate for the above referenced uses. The proposed project would include 19 lots for office/warehouse uses ranging from .58 acre to 1.87 acre and 7 lots for industrial uses ranging from 1.62 acre to 2.63 acres as well as the dedication at least three new internal streets.

GENERAL CONDITIONS AND REQUIREMENTS

1. Please note that this project is subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies, those determined through site plan review and environmental assessments essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community, and recommended conditions for development that are essential to health, safety, and welfare, but would, on the whole, enhance the project and its relationship to the neighborhood and environment.

2. All discretionary conditions of approval will ultimately be deemed mandatory unless appealed verbally or in writing to the City of Reedley Community Development Department.

3. Approval of this special permit shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development including, but not limited to, the following:

    a. All existing and proposed improvements including but not limited to buildings and structures, signs and their uses, trees, walls, driveways, outdoor storage, and open land use areas on the subject property and all of the preceding which are located on adjoining property and may encroach on the subject property; and

    b. All public and private easements, rights-of-way and any actual or potential prescriptive easements or uses of the subject property; and

    c. Existing and proposed grade differentials between the subject property and adjoining property zoned or planned for commercial use.

4. Approval of this special permit may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this special permit, the Zoning Ordinance, and all Public Works Standards and Specifications. The Community Development Department shall not assume responsibility for any deletions or omissions resulting from the special permit review process or for additions or alterations to construction plans not specifically submitted and reviewed and approved pursuant to this special permit or subsequent amendments or revisions.

5. The applicant shall indemnify, hold harmless and defend the City of Reedley and each of its officers, officials, employees, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, damages and costs arising from, resulting from, or in connection with a challenge or contest of the entitlement application and/or the project approvals; or claims or allegations of a violation of the California Environmental Quality Act (CEQA) or any another law, rule or regulations in connection with the granting issuance or approval by the City of any or all rights or benefits granted to the applicant under this entitlement. The City will promptly notify the Applicant of any such claim, action, or proceedings against the City and the Applicant will either undertake the defense of the matter or abandon the

matter and pay the City's associated legal costs or will advance funds to pay for defense of the matter by the City Attorney.

By a separate instrument, the parties will mutually address the defense of the matter, including but not limited to selection of attorney, attorney's fees, litigation expenses and administrative record preparation costs and deposits.

6. Prior to allowance of final occupancy, Developer shall petition and request that the City annex the subject property (APN: 370-240-11) into the City's Community Facilities District No. 2005-01 ("CFD") for the maintenance and operation of public services and facilities. A Sample Petition and Written Consent document to be signed by the property owner and a City Council Resolution identifying the current Fiscal Year's assessments are attached for reference. Annexation of the property into the City's CFD is a condition precedent to the City's obligation to issue any certificate of final occupancy for development or improvement of the parcel within the scope of SPR 2022-19 and TSM 6428, and the Developer acknowledges and agrees that if this property were not part of the CFD, the City might lack the financial resources to operate facilities and provide adequate public services to the property.

    a. Willdan Financial Services (WFS) will serve as the primary contact and liaison between the City of Reedley and the developer and coordinate the CFD annexation process from start to finish. A representative from Willdan can be reached at (951) 972-8106or via e-mail at cgano@willdan.com.

    b. The non-residential assessment for these public services is currently $0.27 per building square foot pursuant to City of Reedley, Resolution No. 2023-015. Said special tax shall be levied when a building permit has been issued prior to July 1 of the current fiscal year and may increase each fiscal year thereafter by an inflationary adjustment as approved by the Reedley City Council via resolution.

7. No uses of land, buildings, or structures shall be permitted other than those specifically approved pursuant to Site Plan Review Application No. 2022-19 and Tentative Subdivision Map No. 6428, and consistent with Annexation Application No. 2022-01 and Rezone Application No. 2022-03. Approval is also contingent upon issuance of a Certificate of Completion for Annexation Application No. 2022-01 by the Fresno Local Agency Formation Commission.

8. Approval of Site Plan Review Application No. 2022-19 and Tentative Subdivision Map No. 6428 is contingent upon final approval of Annexation No. 2022-01 and Rezone Application No. 2022-03. Approval is also contingent upon issuance of a Certificate of Completion for Annexation Application No. 2022-01 by the Fresno Local Agency Formation Commission.

9. The developer shall pay applicable fees for, but not limited to, plan checks for street improvements and other grading and construction, street signs, water and sewer service, and inspections in accordance with the City of Reedley Master Fee Schedule and any amendments, modifications, or additions thereto, and in accordance with the requirements of State law.

10. Development shall take place in accordance with all city, county, state and federal laws and regulations.

11. All Development Impact Fees shall be paid in accordance with the City of Reedley City Council Resolution No. 2023-021 adopted April 25, 2023. Development Impact Fees for this project will be calculated as part of the building permit plan review and shall be due at time of building issuance.

    a. The developer/property owner may elect to defer a portion of the payment of Development Impact Fees for any lot or parcel until the developer/owner makes a request for final inspection for a building(s) or structure(s) within a residential, commercial, industrial, professional, or institutional development by entering into an agreement with the City. For program details, contact Rodney Horton, Community Development Director, at (559) 637-4200 x 286 for more information prior to building permit application submittal.
    b. Development Impact Fee credits may be available to developers who fund construction of eligible facilities outside of the requirements of the proposed project pursuant to City Council Resolution No. 2023-021 dated April 25, 2023. The City shall determine which facilities will be eligible for developers to construct. Facilities must meet City standards for acquisition projects in order to be eligible for credits. Developers shall be responsible for complying with all applicable laws, codes, and regulations relating to contracting and construction procedures for publicly funded public works projects.

12. **The exercise of rights granted by this special permit shall commence on the date that the Certificate of Completion for Annexation Application No. 2022-01 is issued by the Fresno Local Agency Formation Commission.**

13. Site Plan Review Application No. 2022-19 shall expire two years from the date that the Certificate of Completion for Annexation No. 2022-01 is issued by the Fresno Local Agency Formation Commission, pursuant to Reedley Municipal Code, Title 10, Section 10-18-12.

    a. Time limits for development may be extended pursuant to Reedley Municipal Code Section 10-19-11.

14. Tentative Subdivision Map No. 6428 shall expire two years from the date that the Certificate of Completion for Annexation No. 2022-01 is issued by the Fresno Local Agency Formation Commission.

    a. Time limits for development may be extended pursuant to Reedley Municipal Code Section 11-3-11.

CITY OF REEDLEY DEPARTMENTAL REQUIREMENTS

Community Development Department:

Planning Division

15. Development shall take place in accordance with the Light Industrial Planned Land Use Designations, as defined in the Reedley 2030 General Plan.

16. Development shall take place in accordance with the Reedley Municipal Code.

17. Development shall take place in accordance with included and attached exhibits.

18. Development shall take place in conformity with mitigation measures of the adopted Mitigated Negative Declaration (Environmental Assessment No. 2022-13).

19. Applicant shall file an application for an SPR-amendment for proposed changes to the site plan that is deemed to not be in substantial conformance to the approved site plan.

20. Applicant shall file an application for a SPR for development of land that is not part of the master site plan area.

Building Division

21. Plans and construction shall comply with the applicable provisions of the California Building Code.

22. The Building Division requires full construction plan sets and application(s) submitted via the applicant portal at www.reedley.ca.gov.

23. All on-site construction shall comply with all applicable codes and standards as adopted by the City of Reedley, including, but not limited to, fire and building codes.

24. All of the conditions of approval must be complied with prior to the final inspection and/or the issuance of a “Certificate of Occupancy” by the Building Official.

Engineering Department:

General Conditions

Mapping

25. All subdivision and block corners, lot corners and street centerlines shall be monumented as per Subdivision Map Act, City of Reedley Standard Plans ST-41 & 42 and City Specifications dated October 2019.

26. Tentative Tract Map No. 6428 must be recorded with the County of Fresno prior to the issuance of building permit(s).

27. An estimate deposit for final tract map checking in the amount of $2,100.00, or current fee at time of submittal according to the City Master Fee Schedule, shall be required with the submittal of the final parcel map to the City of Reedley. The total payment for final parcel map checking and all pertinent fees in accordance with City resolutions, ordinances and policies must be paid in full prior to the final tract map being taken before the City Council for approval.

28. Public utilities easements, as necessary, shall be shown on the Final Map and dedicated to the City of Reedley. Public utility easements beyond the limits of the Final Map, but required as a condition of development, shall be acquired at the Subdivider's cost and shall be dedicated by separate instrument at the time of Final Map approval. The relocation of existing utilities necessitated by the required public improvements shall be paid for by the Subdivider. The Subdivider is responsible to contact the appropriate utility company for information

29. Subdivider shall dedicate enough right of way to the City of Reedley along East Huntsman Avenue to obtain 42 foot of width of street right of way from the section line along the southerly limits of the project site.

30. Subdivider shall dedicate and obtain dedication from property not a part of the map along East Huntsman Avenue at Traver Creek (Traver Channel) to the ultimate width of 84 feet.

General Conditions

31. All public improvements shall comply with the Reedley Municipal Code, the Standard Plans and Specifications of the City of Reedley and any addendums thereto. Public improvement plans shall be prepared by the Developer's engineer, for review and approval by the City Engineer.

32. Developer's engineer shall establish his vertical control for this project to City (NAV88) Datum. Vertical control for this project shall be from City of Reedley Bench Mark No. BM 25P02, TM = 343.03 (NAV88) [TM =342.22, Bates – for reference only], chiseled square top of curb, northerly return on the northerly corner of Buttonwillow and Dinuba Avenues. Developer's engineer shall deliver to the City of Reedley AutoCAD file of the development construction improvement plans drawn to City's Horizontal datum, NAD83 (2007NSRS) Zone 35. All control points shall be approved by the City's contract City Surveyor, DJ Johnson Land Surveying (559) 275-4900.

33. An improvement plan check fee of $1,800.00, or current fee at time of submittal according to the City Master Fee Schedule, shall be submitted to the City Engineer with the first submittal of improvement plans. Improvement plans will not be reviewed until the plan check fee is submitted to and processed by the City

34. The cost of facilities, based on prevailing wages per California requirements, within the street rights-of-way and/or City easements shall be submitted to the City Engineer for calculation of fees predicated on the cost of all public improvements.

35. The Developer's contractor shall apply for an Encroachment Permit with the City of Reedley for all work within the right-of-way and easements. No work within the City right of way will begin until the inspection fees are received/processed and the City Engineer approves the encroachment permit. The inspection fee for the construction of public improvements for streets, water, sewer, storm drain and similar public improvement requirements shall be paid with the issuance of an encroachment permit. Inspection charge shall be 4.5% of the first $10,000 plus 3% of the amount over $10,000 of the approved engineer's cost estimate, or current fee at time of submittal according to the City Master Fee Schedule.

36. Any and all work performed in the City of Reedley Rights of Way shall be warranted for a period of 12 months from the date of installation.

37. The Developer shall abandon (removal of a portion of the casing and proper capping as per City Standard Plan W-11) any existing water wells within the boundary of the development according to standards and regulations as specified in Section 4-4-1 through 4-4-15 of the Reedley Municipal Code and Section 14.081160 of the Fresno County Code. The Public Works Department must verify either the nonexistence of such wells or the appropriate abandonment of an existing well prior to the issuance of building permits.

38. If required to abandon an onsite well, a demolition permit shall be obtained from the Building Official prior to the removal of any existing structures. All septic tanks, dry wells or seepage pits shall be pumped and filled. Inspection shall be made by the City Building Official prior to covering. Relative compaction of ninety percent (90%) is required for fill areas outside of existing or proposed City rights-of-way. All areas within existing and/or proposed City rights-of-way, relative compaction of ninety-five percent (95%) is required. Water supply wells shall be destroyed by a State Licensed C-57 Contractor in accordance with the requirements herein. A permit must be obtained from the Building Division before destroying any well. These above requirements shall be noted on the subdivision construction improvement plans.

39. The Developer shall remove any and all underground storage tank(s) existing on the property in accordance with the requirements of the County of Fresno Health Department and other applicable agencies. The Building Official must verify either the nonexistence of such tanks or the appropriate abandonment and/or removal, and provided with the copies of the Health Department certification prior to the issuance of building permits.

40. The Developer shall file a preliminary soil analysis and report as required by Section 17953 of the Health and Safety Code. The City Engineer shall have the authority to require the Developer to take such corrective action or make such improvements as the City Engineer may determine necessary to prevent structural defects. The soil classification report must be submitted to the Building Official for approval of the building pads prior to recordation of the final map. Such report shall address soil bearing capacity, effects of moisture variation on soil bearing capacity, compressibility and expansiveness. No grading shall commence until a soil engineering report is submitted and approved by the City and a grading permit is obtained from the City of Reedley

Building Official. All grades and property stakes (corners) shall be in place prior to obtaining building permits.

41. If applicable, the Developer shall also comply with the Regional Water Quality Control Board Central Valley Region Order No. 5-00-175 construction activity requirements for all water discharges into the City's storm drain collection system, resulting from, but not limited to, pressure testing, leakage testing and disinfecting.

42. Developer shall file a Notice of Intent to comply with the terms of the general discharge of storm water associated with construction activity (SWRCB Order No. 2009-0009-DWQ NPDES No. CAS000002) consistent with the requirements of the federal Clean Water Act. Developer shall also have a qualified professional prepare a site-specific Storm Water Pollution Prevention Plan (SWPPP) for this project and submit to the City Engineer, along with the Notice of Intent, for review of compliance before any construction begins. A copy of the SWPPP shall be made available at the construction site at all times.

43. With the final submittal of construction improvement plans for this project, the Developer's engineer shall deliver to the City Engineer two (2) bond sets of the project civil improvement construction plans, and shall include a digital copy of the complete project plans, to include civil improvement construction and grading & drainage plans which shall include public utilities improvement plans.

44. All buildings and structures shall be located outside of existing or proposed easements.

45. Prior to issuance a Notice of Completion or Certificate of Occupancy, Developer's engineer shall provide a certified statement stating that all grades shown on the approved construction improvement plans have been constructed to grade. Any discrepancies in grade shall be noted and corrections made on "AS BUILT" plans for review and approval by the City Engineer. In addition, the Developer's engineer shall deliver a digital file (in AutoCAD format) of the projects civil plans drawn to the City's Horizontal datum, NAD83(2007NSRS) Zone 4 to the City Engineer prior to issuance of a Notice of Completion and/or Certificate of Occupancy to the Developer.

46. The number and locations of proposed commercial driveway approaches within this development, including entrance and exit, shall be approved by the City Engineer. All proposed concrete driveway approaches shall conform to the standard commercial type approach, City of Reedley Standard Plan ST-21 or ST-22, and shall be ADA compliant. Pedestrian easements shall be required at driveway locations that extend the sidewalk outside of dedicated rights of way.

47. The location and type of mailboxes to be installed with this development shall be shown on the improvement plans. Developer shall contact the United States Postal Service (USPS) for approval of location and type of mailboxes prior to installation. The Developer shall, at their own expense, procure, construction and install all mail receptacle facilities for each location as specified and approved by the USPS. It is recommended that the Developer contact the local USPS representative at least 6

months prior to the first occupancy to execute a Mode of Delivery Agreement for New Construction.

48. The Subdivider/Developer shall furnish to the City acceptable security to guarantee the construction of the off-site street improvements in accordance with all applicable provisions of the Reedley Municipal Code and the Subdivision Map Act. The Subdivider/Developer shall complete all the public improvements prior to the approval of the Subdivision Map by the City. If, at the time of Subdivision Map approval, any public improvements have not been completed and accepted in accordance with the standards of the City, the Subdivider/Developer may elect to enter into an agreement with the City to thereafter guarantee the completion of the improvements.

49. All of the conditions of approval must be completed prior to the final inspection and the issuance of a “Certificate of Occupancy” by the Building Official.

50. All Development Impact Fees (DIF) shall be paid at the time of building permit issuance in accordance with Reedley City Council No. Resolution 2022-060, adopted June 28, 2022.

51. The property owner shall provide written consent to the City of Reedley for preparation of annexing this property (APN: 370-240-11) into the Landscaping and Lighting Maintenance District No. 1 to provide for maintenance of the future landscaping and street lights along East Huntsman Avenue and within the proposed development. The assessment shall be a proportionate share of the City Engineer’s estimated cost for the District. A Landscape and Lighting formation fee in accordance with the City of Reedley Master Fee Schedule shall be paid with the signed Landscape and Lighting Maintenance District No. 1, Petition and Written Consent (including waiver).

Streets

52. All street structural sections shall be constructed, at a minimum, per City Standard detail ST-1. The applicant shall submit street structural section pavement calculations with the first submittal of improvement plans. Structural sections shall include r-value tests taken from soils where streets are to be placed. A map showing the location of the borings and results of the r-values shall be included with the calculations.

53. Construction within street rights-of-way shall be done with proper signing for construction and maintenance work zones in accordance with the State of California Manual of Traffic Controls and Work Area Traffic Control Handbook requirements. All work shall be in conformance with OSHA and other safety hazard prevention requirements.

54. All paving, repaving, and patching shall be done per the Standard Plans and Specifications and to the satisfaction of the City Engineer. Any City roadway travel way surface disturbed by construction activities shall be restored to provide a safe travel-way. A fog or slurry seal shall be required to provide continuity for re-paved areas with original street cross-section.

55. All streets within the limits of the development shall be fully constructed to current City & ADA standards including sidewalk, curb, gutter, valley gutter, and permanent asphalt concrete paving and street name, advisory and regulatory signs and street lights as directed by the City Engineer. East Huntsman Avenue shall be constructed within the limits of the project as follows: 42 feet north from section line to the face of the curb with a 10 foot dedication for sidewalk and landscaping.

56. East Huntsman Avenue shall be striped with an 8 foot shoulder, 6 foot bike lane, one 12 foot travel lane, one 12 foot two-way turn lane and one 14 foot travel lane. The applicant shall be responsible to adjust, modify, or remove any existing striping, that does not meet the cross-section listed above, which may be necessary on the south side of the road due to the ultimate build-out of the street, as appropriate.

57. Developer shall install curb and gutter on the northern side of East Huntsman Avenue from South Apple Avenue to the western limits of the project. Roadway section limits shall be extended to proposed curb and gutter.

58. The full width of East Huntsman Avenue from South Apple Avenue to the eastern limits of the project shall be reconstructed based on structural section pavement calculations.

59. The bridge over Traver Creek (Traver Channel) along East Huntsman Avenue shall be constructed to the ultimate width of 84 feet. Developer to obtain and dedicate property within the limits of the bridge not a part of the map to construct the bridge to the ultimate right of way.

60. The number and locations of proposed commercial driveway approaches within this development, including entrance and exit, shall be approved by the City Engineer. All proposed concrete driveway approaches shall conform to the standard commercial type approach, City of Reedley Standard Plan ST-21 or ST-22, and shall be ADA compliant. Pedestrian easements shall be required at driveway locations that extend the sidewalk outside of dedicated rights of way.

61. A signing and striping plan for East Huntsman Avenue shall be prepared by the Developer's engineer for this development.

62. A drainage water test shall be performed under the supervision of the City's Engineering Inspector on all curb and gutter lengths installed within the limits of the proposed project prior to the acceptance of public improvements by the City of Reedley.

General Utilities

63. The Developer shall coordinate with PG&E to ensure that all utility boxes and overhead facilities are installed in accordance with City policy (Section 11-5-11(G)). All PG&E transformers shall be installed in accordance with the Reedley Municipal Code.

64. As required per the Reedley Municipal Code Section 11-5-11(G) any existing overhead utility poles within the limits of the property along East Huntsman Avenue shall be installed underground.

65. Public utility plans and common trench utility plans for gas, electric, telephone and cable TV shall be prepared by the Developer's public utility engineer and submitted with the subdivision improvement plans for review and comment by the City Engineer.

66. The Developer shall submit to the City Engineer, for review and approval, a detailed street lighting plan prepared by a qualified electrical engineer. The plan shall show the street light locations, wattage, and mast arm length at a minimum. Street lights within the limits of the project site shall be LED type luminaires installed per City of Reedley Standard Plans ST-65 to 70 and in accordance with the recommendations of the utility companies and as approved by the Public Works Director to qualify for PG&E LS-2 rate schedule. All streetlights shall be served by underground service. The Subdivider/ Developer shall install all proposed streetlights. All streetlights within the right of way shall be City owned and maintained.

67. Ingress/egress rights shall be provided to the City for its employees and equipment to enter upon the property for the purpose of inspections related to water and sewer system maintenance as applicable.

Water

68. Water distribution facilities and services shall be installed per the City of Reedley 2014 Integrated Master Plan and in accordance with the Standard Plans and Specifications of the City of Reedley. The distribution facilities for this development shall be to install a 12-inch water main along East Huntsman Avenue that will connect to the existing 12-inch water main in Huntsman Avenue at the intersection of Apple Avenue. The water main shall extend to the easterly limits of the proposed project. Any trench patches in East Huntsman Avenue shall be infrared heater-remixed; the existing asphalt along with the new asphalt concrete in the trench patch is to be scarified and mixed to a homogenous asphalt concrete mixture, the area is then to be compacted to provide a seamless joint along the trench edges.

69. On-site water system shall be sized and designed so as to meet development demands as approved by the City of Reedley Fire Chief and City Engineer.

70. Fire hydrants shall be installed at 300 feet maximum spacing and in accordance with the requirements of the City Fire Chief, City Engineer, and City of Reedley Standard Specifications and Standard Plan W-1. All proposed fire hydrant locations shall be shown and noted on the construction improvement plans.

71. In accordance with City ordinances and resolutions, the Developer shall install water service assemblies with water meter, box and reduced pressure backflow preventer within the City right-of-way per City Standard Plan W-4 or W-5, W-6, and W-15 and Specifications of the City of Reedley and any amendments thereto as directed by the City Engineer. Water service(s) shall be installed at the time of issuance of building permit(s). The size and location of proposed water service(s) shall be noted on the construction improvement plans.

72. All connections to the existing City of Reedley water system must be made in the presence of a City employee authorized by the Public Works Department to inspect water connections. All connections must be cleaned and disinfected to the satisfaction of the City of Reedley. In the event a City employee is not present to witness the connection, all connection operations must be terminated and the contractor or developer will be required to show proof that the proper cleaning and disinfection procedures were taken to the satisfaction of the City Engineer. Otherwise, remedial action such as flushing, cleaning of lines by polyurethane pigs, or other actions may be required by the City Engineer.

73. Backflow preventers shall be tested and certified prior to the utilization of water. The owner shall have the proposed backflow preventer tested (repaired if required) by a certified backflow plumber on a yearly basis at their expense and the results submitted to City of Reedley Public Works Department.

74. The standard location for water service laterals shall be located horizontally ten feet (10') from sewer service lateral. All water service lateral locations shall be shown and stationed on the construction improvement plans. Said services shall not be located within driveway approaches.

75. Water service(s) shall be installed at the time of issuance of building permit(s). The size and location of proposed water service(s) shall be noted on the construction improvement plans.

76. Upon building permit issuance, the necessary water meter(s) for the project shall be purchased and ordered from the City of Reedley. Larger sized water meters may require an extended lead time. The water meter(s) and anti-siphon device must be installed on each service line prior to utilization of water for any reason from the water service lines. An anti-siphon device is not necessary where a backflow preventer is required.

77. The Developer’s contractor must apply for an Encroachment Permit Application and hydrant meter from the Public Works Department prior to any usage of water. Water trucks or water wagons must have appropriate air gap or Reduced Pressure Backflow prevention devices.

Sewer

78. Sanitary sewer facilities and services shall be installed in accordance with the Standard Plans and Specifications of the City of Reedley and any amendments thereto as directed by the City Engineer. The size and location of proposed sewer service shall be noted on the construction improvement plans.

79. The required facilities to provide service for this development shall be to upsize the existing 6-inch sewer main in East Huntsman Avenue and install a sewer main along East Huntsman Avenue to the easterly limits of the project. The sewer main shall be sized and designed to meet the development demands as approved by the City Engineer. At a minimum, an 8-inch sewer main will be required. Any trench patches in the existing roadways shall be infrared heater-remixed; the existing asphalt along with

the new asphalt concrete in the trench patch is to be scarified and mixed to a homogenous asphalt concrete mixture, the area is then to be compacted to provide a seamless joint along the trench edges.

80. Any private sewer facilities located within the subject property(s) shall be removed.

Grading & Drainage

81. Developer shall submit to the City Engineer for review and approval a grading and drainage plan prepared by a registered civil engineer for site drainage grades in accordance with applicable standards.

82. Drainage from this development shall be in accordance with the City of Reedley's 2014 Integrated Master Plan for Storm Drainage Plan for this area and the City's Standard Plans and Specifications. The storm drainage collection system shall be designed, sized and constructed on the basis of the Rational Method or similar method approved by the City Engineer. The required storm drain facilities to provide service for this development shall be to design and dedicate property adequately sized to accommodate the storm runoff from Tract 6428 and major roadways adjacent to the development. Install 36-inch pipe for storm drainage runoff in East Huntsman Avenue along the length of the property and construct master planned facilities per the City's Master Plan.

83. All on-site surface drainage shall be designed to be collected on-site. No on-site surface drainage shall be allowed to drain over sidewalk, driveways or onto adjacent property. Developer shall install storm drainage inlets per City of Reedley Standard Plans and specifications. Project on-site and off-site drainage from this development shall be directed towards said on-site collection point.

84. Developer shall incorporate dust and erosion control measures into the construction phase of the project according to the San Joaquin Valley Unified Air Pollution Control District requirements. The City Engineer shall review and approve said measures prior to the issuance of building permits. Developer's contractor shall take all reasonable precautions to prevent silt and other sedimentation from entering the City of Reedley's storm drainage and sewer systems. Such precautions should generally conform to "California Storm Water Best Management Practice Handbooks" prepared by California Stormwater Quality Association (CASQA). Such precautions shall be noted or shown on the off-site and on-site construction improvements plans and are subject to the approval of the City Engineer. The Developer shall make all reasonable efforts to incorporate post-construction storm water control measures into the final design of the project.

85. The parking area, aisles and access drives shall be paved with concrete or asphalt-concrete so as to provide a durable, dustless surface and shall be so graded and drained as to convey surface water into an appropriate collection and disposal system, with the design and specifications of such work subject to the approval of the City Engineer consistent with the purpose and intent of the City Code.

OUTSIDE AGENCY REQUIREMENTS

86. ***Pacific Gas and Electric Company (PGE):*** Development shall take place in accordance with the comment letter provided by PGE dated April 21, 2023. See Attachment 2.

87. **Fresno Local Agency Formation Commission (LAFCo):** Development shall take place in accordance with the comment letter provided by LAFCo dated April 21, 2023. See attachment 3.

88. **Kings Canyon Unified School District (KCUSD):** Development shall take place in accordance with the comment letter provided by KCUSD dated April 20, 2023.

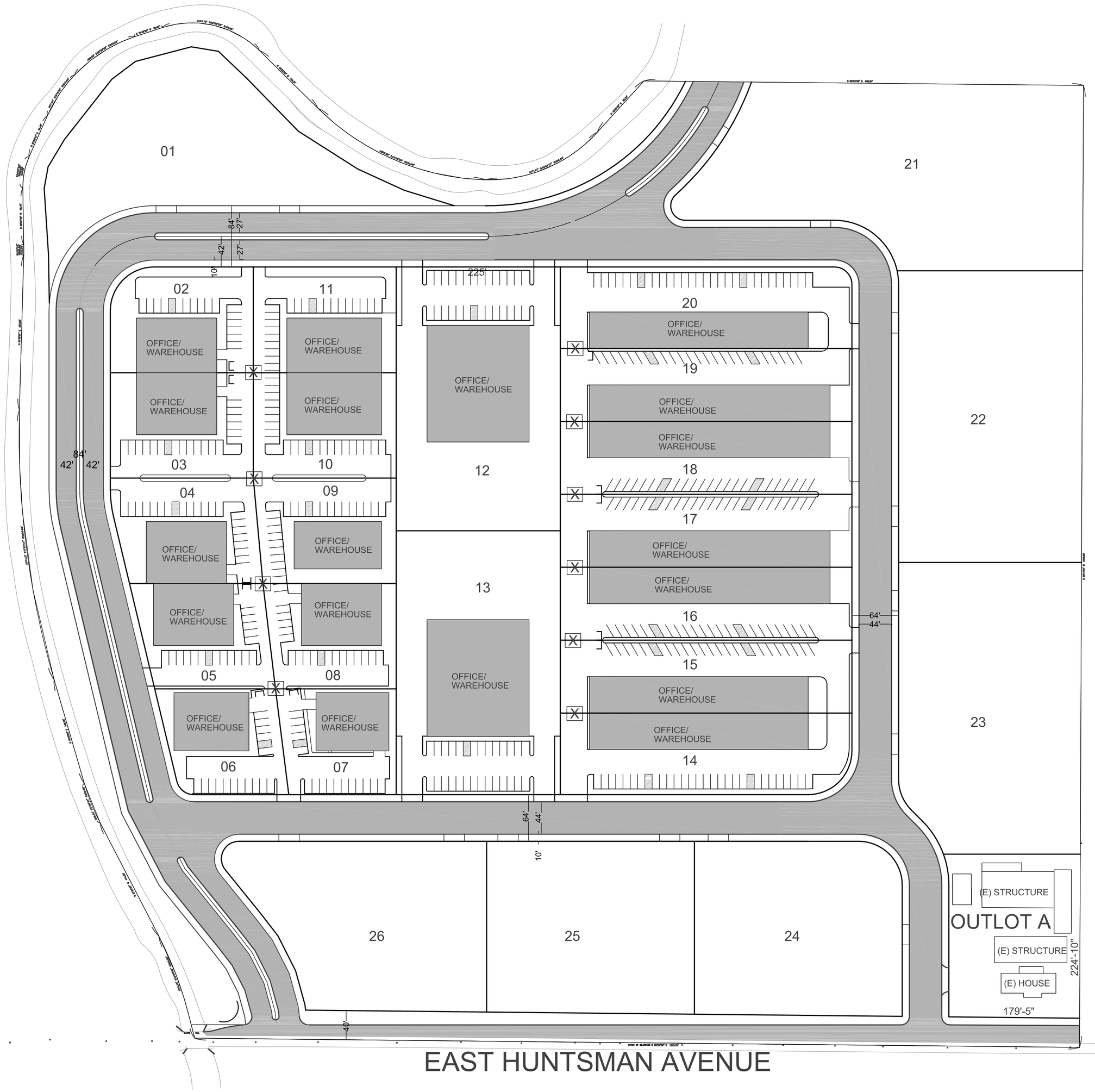
89. **San Joaquin Valley Air Pollution Control District:** Development shall take place in accordance with the comment letter provided by SJVAPCD dated August 22, 2023.

90. **Fresno County Department of Public Health:** Development shall take place in accordance with the comment letter provided by FCDPH dated August 7, 2023.

91. ***If archaeological and/or animal fossil material is encountered during project surveying, grading, excavating, or construction, work shall stop immediately.*** If there are suspected human remains, the Fresno County Coroner Division shall be immediately contacted at (559) 600-3400. If remains or other archaeological material is possibly Native American in origin, the Native American Heritage Commission (phone number (916) 653-4082) shall be immediately contacted, and the California Archaeological Inventory/Southern San Joaquin Valley Information Center (phone number (805) 644-2289) shall be contacted to obtain a referral list of recognized archaeologists.

If animal fossils are uncovered, the Museum of Paleontology at the University of California, Berkeley shall be contacted to obtain a referral list of recognized paleontologists. An assessment shall be conducted by a paleontologist; if the paleontologist determines the material to be significant, a recommendation shall be made to the City as to any further site investigation or preservation measures.

Enclosures:
Exhibit A – Site Plan, dated December 15, 2022
Exhibit B – Tentative Subdivision Map No. 6428, dated November 20, 2022
Exhibit C – Operational Statement, dated December 30, 2022
Attachment 1 – Construction Work Hours
Attachment 2 – Pacific Gas and Electric Company Letter, April 21, 2023
Attachment 3 – LAFCo comment letter dated April 21, 2023
Attachment 4 – San Joaquin Valley Air Pollution Control District, dated August 22, 2023
Attachment 4 – Fresno County Department of Public Health, dated August 7, 2023
Attachment 5 – KCUSD Comment letter dated April 20, 2023
Attachment 6 – Estimated Development Impact Fees



PROPOSED STRUCTURES	PROPOSED STRUCTURES
PARCEL 1: 1.64 ACRES SITE ZONING: INDUSTRIAL	PARCEL 14: OFFICE/WAREHOUSE 1.01 ACRES SITE PROPOSED 15,000 SQ. FT. (5) 3,000 SQ.FT. SPACES 28-PARKING STALL, 56 EMPLOYEES
PARCEL 2: .63 ACRES SITE PROPOSED 8,000 SQ.FT. OFFICE/WAREHOUSE 16-PARKING STALLS / 32 EMPLOYEES	PARCEL 15: OFFICE/WAREHOUSE .92 ACRES SITE PROPOSED 15,000 SQ. FT. (5) 3,000 SQ.FT. SPACES 22-PARKING STALL, 44 EMPLOYEES
PARCEL 3: .65 ACRES SITE PROPOSED 8,000 SQ.FT. OFFICE/WAREHOUSE 19-PARKING STALLS / 38 EMPLOYEES	PARCEL 16: OFFICE/WAREHOUSE .92 ACRES SITE PROPOSED 16,500 SQ. FT. (5) 3,300 SQ.FT. SPACES 22-PARKING STALL, 44 EMPLOYEES
PARCEL 4: .64 ACRES SITE PROPOSED 8,000 SQ.FT. OFFICE/WAREHOUSE 20-PARKING STALLS / 40 EMPLOYEES	PARCEL 17: OFFICE/WAREHOUSE .92 ACRES SITE PROPOSED 16,500 SQ.FT. (5) 3,300 SQ.FT. SPACES 22-PARKING STALLS, 44 EMPLOYEES
PARCEL 5: .58 ACRES SITE PROPOSED 8,000 SQ.FT. OFFICE/WAREHOUSE 17-PARKING STALL, 34 EMPLOYEES	PARCEL 18: OFFICE/WAREHOUSE .92 ACRES SITE PROPOSED 16,500 SQ.FT. (5) 3,300 SQ.FT. SPACES 22-PARKING STALLS, 44 EMPLOYEES
PARCEL 6: .52 ACRES SITE PROPOSED 8,000 SQ.FT. OFFICE/WAREHOUSE 16-PARKING STALLS, 32 EMPLOYEES	PARCEL 19: OFFICE/WAREHOUSE .92 ACRES SITE PROPOSED 16,500 SQ.FT. (5) 3,300 SQ.FT. SPACES 22-PARKING STALLS, 44 EMPLOYEES
PARCEL 7: .52 ACRES SITE PROPOSED 8,000 SQ.FT. OFFICE/WAREHOUSE 16-PARKING STALLS, 32 EMPLOYEES	PARCEL 20: OFFICE/WAREHOUSE 1.02 ACRES SITE PROPOSED 15,000 SQ.FT. (5) 3,000 SQ.FT. SPACES 28-PARKING STALLS, 56 EMPLOYEES
PARCEL 8: .58 ACRES SITE PROPOSED 8,000 SQ.FT. OFFICE/WAREHOUSE 18-PARKING STALLS, 36 EMPLOYEES	PARCEL 21: 2.63 ACRES SITE INDUSTRIAL USE
PARCEL 9: .63 ACRES SITE PROPOSED 5,000 SQ.FT. OFFICE/WAREHOUSE 24-PARKING STALLS, 48 EMPLOYEES	PARCEL 22: 2.31 ACRES SITE INDUSTRIAL USE
PARCEL 10: .65 ACRES SITE PROPOSED 10,000 SQ.FT. OFFICE/WAREHOUSE 23-PARKING STALLS, 46 EMPLOYEES	PARCEL 23: 2.23 ACRES SITE INDUSTRIAL USE
PARCEL 11: .65 ACRES SITE PROPOSED 10,000 SQ.FT. OFFICE/WAREHOUSE 21-PARKING STALLS, 42 EMPLOYEES	PARCEL 24: 1.54 ACRES SITE INDUSTRIAL USE
PARCEL 12: 1.87 ACRES SITE PROPOSED 22,000 SQ.FT. OFFICE/WAREHOUSE 27-PARKING STALLS, 54 EMPLOYEES	PARCEL 25: 1.54 ACRES SITE INDUSTRIAL USE
PARCEL 12: 1.87 ACRES SITE PROPOSED 22,000 SQ.FT. OFFICE/WAREHOUSE 27-PARKING STALLS, 54 EMPLOYEES	PARCEL 26: 1.62 ACRES SITE INDUSTRIAL USE

LEGEND

- IRRIGATION STANDPIPE
- UTILITY POLE
- POWER POLE
- EP — EDGE OF PAVEMENT
- P — PAVEMENT ELEVATION
- EG — EXISTING GRADE
- TOP OF DITCH
- BUILDING OVERHANG
- OVERHEAD POWER
- FENCE LINE
- CONCRETE

LOT NUMBER PER THE MAP OF PRODUCERS COLONY, FILED IN BOOK 2 OF RECORD OF SURVEYS, AT PAGE 39, FRESNO COUNTY RECORDS

BENCHMARK

CITY OF REEDLEY BM NO. 26K03

CHISELED SQUARE ON TOP OF THE NORTHERLY CURB RETURN, AT THE NORTH WEST CORNER OF BUTTONWILLOW AND LINCOLN

ELEVATION: 342.87' NAVD 88

BASIS OF BEARINGS

THE SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 36, TOWNSHIP 15 SOUTH, RANGE 24 EAST, M.D.B.&M., WAS TAKEN TO BE S 89°24'28" E AS SHOWN ON RECORD OF SURVEY DOCUMENT NO. 2011-0118650, FILED SEPTEMBER 7TH, 2011 IN BOOK 57 OF RECORD OF SURVEYS, AT PAGES 41 THROUGH 47, FRESNO COUNTY RECORDS.

VICINITY MAP

[X] CROSS ACCESS AND PARKING AGREEMENT TO BE ESTABLISHED ON INDICATED PARCELS

SCALE

REEDLEY INDUSTRIAL MAP

SCALE: 1" = 80'

PROPERTY:
42.52 ACRES
20349 E. HUNTSMAN AVENUE
REEDLEY, CA 93654
APN: 370-240-11

REVISION:

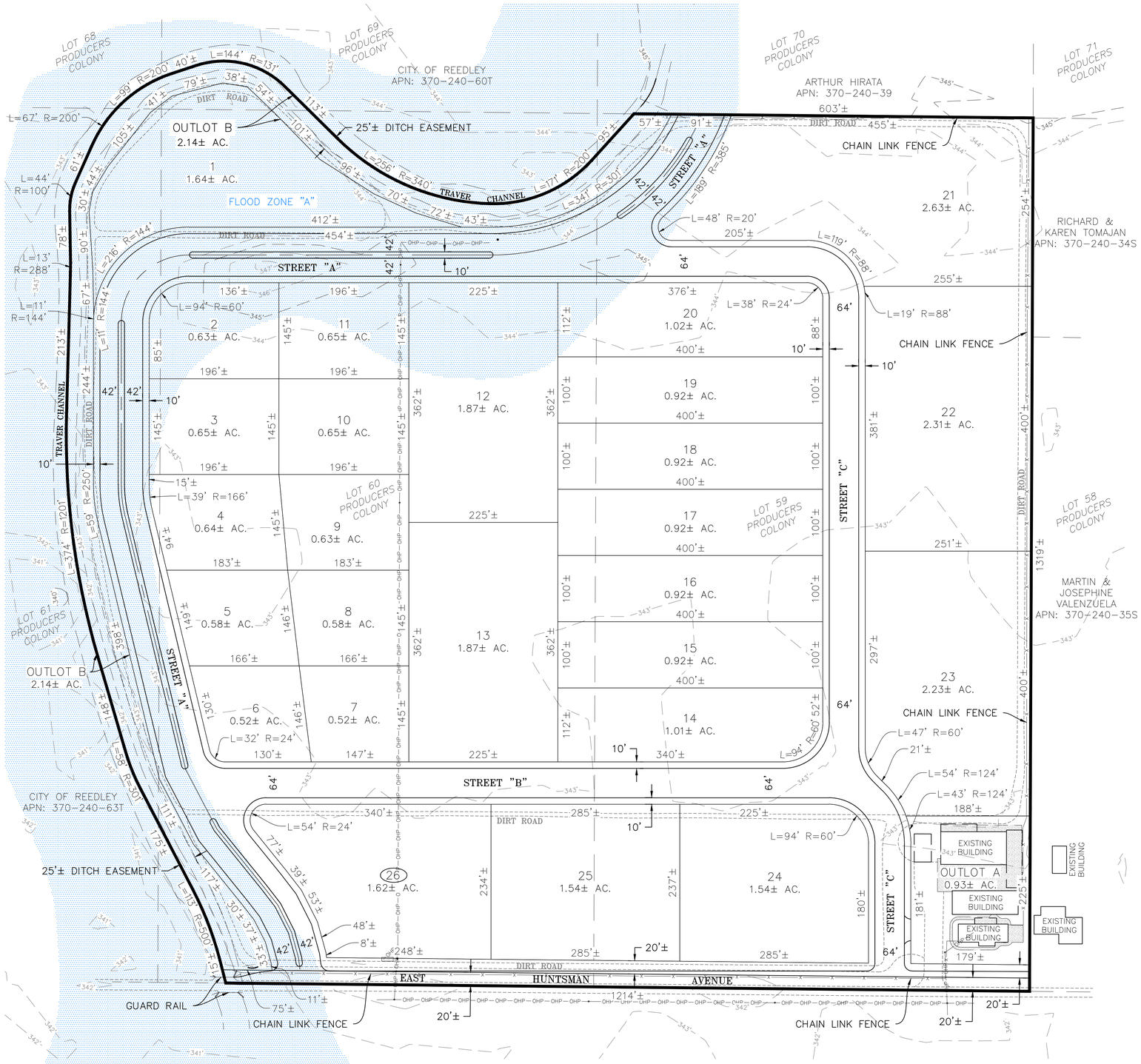
CLIENT/OWNER:
TAC LLC
KEVIN LAI
221 CHANTECLER DRIVE
FREMONT, CA 94539
510-507-8000
KEVENLAI1010@GMAIL.COM

DATE: 12/15/2022

ROOKSPIRE INC.
4644 W. JENNIFER
SUITE 107
FRESNO, CALIFORNIA
93722
559-385-7833
ROOKSPIRE1@GMAIL.COM

SIGNATURE:

SHEET
SP.1
1 OF 1



TRAVER CREEK INDUSTRIAL
TENTATIVE TRACT MAP NO. 6428

IN THE CITY OF REEDLEY
FRESNO COUNTY, CALIFORNIA

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA IN COUNTY OF FRESNO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOTS 59 AND 60 OF PRODUCERS COLONY, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 2, PAGE 39 OF RECORD OF SURVEYS, IN THE OFFICE OF THE FRESNO COUNTY RECORDER.

EXCEPTING THEREFROM AN UNDIVIDED 50% INTEREST IN AND TO ALL OIL, GAS, MINERALS AND HYDROCARBON SUBSTANCES LYING WITHIN, ON OR UNDER SAID LAND.

APN: 370-240-11

PROPERTY SUBJECT TO THE FOLLOWING:

PER FIDELITY NATIONAL TITLE COMPANY REPORT NO. FFOM-2012204743-BW.

4. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
   - IN FAVOR OF: THE 76 LAND AND WATER COMPANY, A CORPORATION
   - PURPOSE: IRRIGATION DITCH
   - RECORDING DATE: OCTOBER 23, 1905
   - RECORDING NO.: BOOK 327 PAGE 436, OF DEEDS
   - AFFECTS: AS MORE FULLY DESCRIBED IN SAID DOCUMENT

EXISTING UTILITY NOTES:

SOURCE OF WATER: CITY OF REEDLEY	SOURCE OF GAS: PG&E
SOURCE OF SEWAGE: CITY OF REEDLEY	SOURCE OF CATV: COMCAST
SOURCE OF ELECTRICY: PG&E	SOURCE OF TELEPHONE: AT&T

SURFACE UTILITIES SHOWN HEREON WERE LOCATED AS PART OF THE FIELD SURVEY BASED ON VISIBILITY ON 8/10/2022.

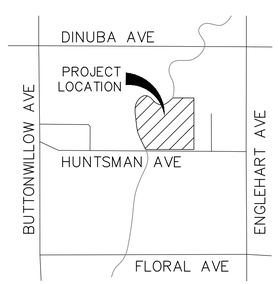
GENERAL NOTES:

1. EXISTING ABOVE GROUND USES OR STRUCTURES SUCH AS BUILDINGS, WATER WELLS, POWER LINES, TOWERS, ETC. WITHIN THE PROPOSED SUBDIVISION TO BE REMOVED, UNLESS NOTED OTHERWISE.
2. THIS AREA IS NOT SUBJECT TO FLOOD INUNDATION.
3. EXISTING UNDERGROUND FEATURES SUCH AS WELLS, CESSPOOLS, SEWERS, CULVERTS, STORM DRAIN, AND OTHER UNDERGROUND STRUCTURES WITHIN THE SUBDIVISION TO BE REMOVED, UNLESS NOTED OTHERWISE.
4. THIS SITE IS IN FLOOD ZONES "X" AND "A" WITHOUT BFE'S ASSIGNED AND IS NOT FLOOD PRONE, PER THE FLOOD INSURANCE RATE MAPS.
5. ALL PROPOSED SEWER, WATER, STORM DRAIN, CURB, GUTTER, SIDEWALK, PAVEMENT, STREET TREES AND STREET LIGHT IMPROVEMENTS ARE TO BE DONE IN ACCORDANCE WITH CITY OF REEDLEY STANDARD SPECIFICATIONS.
6. LOTS 8, 9 AND 10 WILL REQUIRE A RECIPROCAL ACCESS AGREEMENT TO BE DETERMINED ON APPROVED SITE PLAN AND SHOWN ON FINAL MAP.
7. ALL SURFACE AND UNDERGROUND FEATURES TO REMAIN WITHIN OUTLOT "A".
8. OUTLOT "B" WILL BE RESERVED FOR OPEN SPACE, LANDSCAPE AND TRAVER CHANNEL ACCESS EASEMENT PURPOSES.

SCALE: 1"=80'
0' 80' 160'

VICINTY MAP:

NO SCALE



PREPARED BY:

TRIPLE CROWN CONSULTING GROUP, INC.
4644 W JENNIFER, SUITE 107
FRESNO, CA 93722
(559) 385-7833
CHRISTOPHER T. MUZNY, PLS 9188

TRAVER CREEK INDUSTRIAL
TENTATIVE TRACT MAP NO. 6428

SCALE: 1" = 100'

PROPERTY:
42.52 ACRES
20349 E. HUNTSMAN AVENUE
REEDLEY, CA 93654
APN: 370-240-11

REVISION:

OWNER:
TAC LLC
KEVIN LAI
221 CHANTECLER DRIVE
FREMONT, CA 94539
510-507-8000
KEVENLAI1010@GMAIL.COM

DATE: 11/20/2022

ROOKSPIRE INC.
4644 W. JENNIFER
SUITE 107
FRESNO, CALIFORNIA
93722
559-385-7833
ROOKSPIRE1@GMAIL.COM

SIGNATURE:

SHEET
TTM
1 OF 1

ROOKSPIRE INC

12/30/20122
City of Reedley
Community Development Department
1733 Ninth Street
Reedley, California 93654
Attn: Ellen Moore & Rodney Horton

OPERATIONAL STATEMENT: TAC LLC - INDUSTRIAL LAND ANNEXATION

Property: 20349 E. Huntsman Avenue, Reedley California 93654
APN: 370-240-11 Acres: 42.52±

The aforementioned property to be used as a multi-business hub for industrial use within the City of Reedley by annexation. The project will consist of 26 individual parcels as represented on the proposed Tentative Parcel Map. The parcels will average from one-half acre to two and one-half acre parcels. This will allow for small to medium size industrial/office uses. The project is also designed in a manner where multiple parcels can be joined to create a larger single project by allowing for cross property line development.

Due to the nature of the intended use, the businesses could have a 24-hour operating span as well as operating full time at 7 days per week. Any operations should be considered for noise and odor review at each individual site plan review or conditional use permit. At this point in the process there are no intended uses.

Based on the City of Reedley's parking calculations of one parking stall per employee, it is estimated that this entire project could employ up to 653 people. This is using a factor of 23 employees and visitors per acre maximum count based off of submitted site plan average. Depending on the final designed uses of each location it is anticipated that there will be as many as 200 trips per day for delivery purposes.

4644 W. Jennifer Avenue #107 Fresno, CA 93722 Phone: (559) 385-7833 Email: Rookspire1@gmail.com

ROOKSPIRE INC

The current land use is agricultural, stone fruit type peaches. This use shall be maintained until such time and the property has been entitled and physical improvements of the land commence. The current owner will still want to maintain the "Right to Farm" until the development of the property.

Please feel free to contact myself if further information is required.

Art Lancaster
President, Rookspire Inc.

4644 W. Jennifer Avenue #107 Fresno, CA 93722 Phone: (559) 385-7833 Email: Rookspire1@gmail.com

City of Reedley
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200
http://www.reedley.com

Construction Work Hours

Excavation, demolition, alteration or repair of any building or structure at any time other than during the following hours, except by special permit granted by the Community Development Director or City Engineer:

- **Monday – Friday** **7:00 a.m. – 5:00 p.m.**
- **Saturday** **8:00 a.m. – 5:00 p.m.**
- **Sunday** **Not Allowed**
- **Holidays (as listed below)** **8:00 a.m. – 5:00 p.m.**
    - New Year's Day (January 1);
    - Memorial Day (the last Monday in May);
    - Labor Day (the first Monday in September);
    - Thanksgiving Day (the fourth Thursday in November);
    - Christmas Day (December 25);
    - Monday, when New Year's Day or Christmas Day Falls on the preceding Sunday; and
    - Friday, when New Year's Day or Christmas Day Falls on the succeeding Saturday.

To apply for a special permit to operate outside of the hours listed above, contact:

City of Reedley Building Division – (559)637-4200 ext. 225

OR

City of Reedley Engineering Department – (559)637-4200 ext. 295

April 21, 2023

Marco Mendoza
Rincon consultants, Inc.
4825 J Street, Suite 200
Sacramento, CA 95819

Re: Huntsman Industrial Park Project - Sphere of Influence application no. 2022-01
20349 E Huntsman Avenue, Reedley, CA 93654

Dear Marco:

Thank you for giving us the opportunity to review the subject plans. The proposed Huntsman Industrial Park Project is within the same vicinity of PG&E's existing facilities that impact this property.

The tentative Tract Map No. 6428 proposes to remove and/or relocate an existing overhead PG&E pole line currently situated on the subject parcel. The applicant must contact the below resources to apply to relocate said overhead pole line.

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact me at Justin.Newell@pge.com.

Sincerely,

Justin Newell
Land Management
916-594-4068

April 21, 2023

Marco Mendoza
Contract Planner
City of Reedley

Dear Mr. Mendoza:

Subject: Comments Regarding Concurrent Applications Sphere of Influence Application No.2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03, Site Plan Review Application No.2022-19, Tentative Subdivision No.6428.

Thank you for the opportunity to comment on this project. From the material provided to this office, my understanding of the project description is as follows:

- **Sphere of Influence Application 2022-01**, a request to approve the addition of approximately 42 acres into the City of Reedley's SOI. The subject property consists of one parcel (APN 370-240-11) and is located east of Traver Channel, which runs north-south between Buttonwillow Avenue and South Englehart Avenue, north of East Huntsman Avenue, west of agricultural land west of South Englehart Avenue, and south of Reedley Sports Park. The subject property is adjacent to the existing City of Reedley City SOI limit along the site boundary with Traver Channel;
- **Annexation Application No. 2022-01** pertains to the annexation of approximately 42 acres into the City of Reedley and detachment from the Fresno County Fire Protection District and the Kings River Conservation District. The annexation area consists of one parcel (APN 370-240-11);
- **Re-zone Application No. 2022-03** pertains to the re-zoning of approximately 42 acres in preparation for annexation consistent with the Reedley 2030 General Plan. The subject property is currently zoned AE20 (Exclusive Agricultural) zone district under the Fresno County zoning designation and is proposed to be re-zoned to the ML (Light Industrial) zone district under the City of Reedley zoning designation;
- **Site Plan Review Application No. 2022-19** pertains to the development of approximately 42 acres of industrial designated land (APN 370-240-11), consisting of 26 separate parcels;
- **Tentative Subdivision Map (TSM) No. 6428** pertains to the subdivision of land and proposed street dedications/improvements to accommodate for the above referenced uses. The proposed project would include 19 lots for office/warehouse uses ranging from .58 acre to 1.87 acre and 7 lots for industrial uses ranging from 1.62 acre to 2.63 acres as well as the dedication at least 3 new internal streets.

The Fresno Local Agency Formation Commission (LAFCo) regulates, through approval or denial, the boundary changes proposed by local agencies or individuals. LAFCo's objectives are to:

- Encourage orderly formation and development of agencies;
- Encourage consistency with spheres of influence and recommended reorganization of agencies;
- Encourage orderly urban development and preservation of open space patterns;

- Encourage conservation of prime agricultural lands and open space areas; and
- Identify and address disadvantaged unincorporated communities.

LAFCo should be identified in the city's environmental document as a Responsible Agency under CEQA whose role is to consider reorganizations and spheres of influence. Commission action on the reorganization request should be noted in the environmental document. As a Responsible Agency, the Commission is required to review and consider the City's environmental documents prior to taking its action. A Responsible Agency complies with CEQA by considering the environmental analysis prepared by the Lead Agency and by reaching its own conclusions on whether and how to approve the project. The Commission may then make a finding that it independently reviewed and considered the information in the environmental document and that the environmental document is sufficient to support a determination on the proposed reorganization.

Project-Specific Comments

The city will be required to submit the appropriate application materials including fees to LAFCo for reorganization. These materials are enumerated on our website (www.fresnolafco.org) through the "Applications and Documents" tab.

An application for a Sphere of Influence amendment and reorganization will be required.

The application processing fee for a sphere of influence amendment of 42 acres is $12,000. If an application for a sphere of influence amendment is submitted at the same time as a conterminous change of organization/reorganization (annexation), the fee for the sphere of influence amendment is 35% of the fee of the corresponding change of the organization/reorganization, amounting to $4,200.

The fee schedule for changes of organization/reorganization (annexation) of 42 acres is $12,000.

Annexation of full rights of way contiguous to parcel boundaries should be presumed in the reorganization's legal description and map.

Thank you for the opportunity to provide comments. If you have any questions, please contact me at (559) 600-0604.

Sincerely,

Juan Lara
LAFCo Analyst III

G:\LAFCO WORKING FILES\CEQA\Responses\City of Reedley SOI-ANX 2022-01.docx

August 22, 2023

Laura Freisen
City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654

Project: Sphere of Influence Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03, Site Plan Review Application No. 2022-19, Tentative Subdivision Map No. 6428

District CEQA Reference No: 20230703

Dear Ms. Freisen:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the project documentation from the City of Reedley (City) for the project described above. Per the project documentation, the project consists of the addition of approximately 42 acres into the City of Reedley's sphere of influence, the annexation of that 42 acres into the City of Reedley, the rezoning of that 42 acre from AE 20 (Exclusive Agricultural) to ML (Light Industrial), and the division of the 42 acres into 26 parcels, of which 19 parcels would be developed with office/warehouse buildings totaling 197,000 square feet and surface parking lots with 410 spaces (Project). The Project is located at 20349 Huntsman Avenue in Reedley, CA.

The District offers the following comments regarding the Project:

1) <u>Project Related Emissions</u>

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, PM2.5 standards.

The District's initial review of the Project concludes that emissions resulting from construction and operation of the Project may exceed any of the following significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://www.valleyair.org/transportation/GAMAQI.pdf. The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions.

1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

1b) Operational Emissions

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://www.valleyair.org/transportation/GAMAQI.pdf.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels of significance through incorporation of design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf

1c) Project Trip Length for HHD Truck Travel

The City's environmental review should adequately characterize and justify an appropriate trip length distance for off-site HHD truck travel to and from the Project site. Based on the following factors: 1) the Project consists of a warehouse/distribution center that is expected to generate a high volume of HHD truck trips, and 2) HHD trucks generally travel further distances for distribution. The District recommends the environmental review include a discussion characterizing an appropriate trip length distance for HHD truck travel, and reflect such appropriate distance supported by project-specific factors.

1d) Recommended Model for Quantifying Air Emissions

Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be

performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A “Prioritization” is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association’s (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:
http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/

project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the health impacts would exceed the District's established risk thresholds, which can be found here: http://www.valleyair.org/transportation/ceqa_idx.htm.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources.

3) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: www.valleyair.org/ceqa.

4) Voluntary Emission Reduction Agreement

Criteria pollutant emissions may result in emissions exceeding the District's significance thresholds, potentially resulting in a significant impact on air quality. When a project is expected to have a significant impact, the District recommends the environmental review also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this Project.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of agricultural equipment with the latest generation technologies.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

5) Allowed Uses Not Requiring Project-Specific Discretionary Approval

In the event that the City determines that a project be approved as an allowed use not requiring a project-specific discretionary approval, the District recommends the environmental review include language requiring such projects to prepare a technical assessment, in consultation with the District, to determine if additional analysis and/or mitigation is required.

6) Industrial/Warehouse Emission Reduction Strategies

Since the Project consists of the annexation and rezoning of 42 acres to ML (Light Industrial), in order to develop office/warehouse buildings, the District recommends the City consider the feasibility of incorporating emission reduction strategies that can reduce potential harmful health impacts, such as those listed below:

- Ensure solid screen buffering trees, solid decorative walls, and/or other natural ground landscaping techniques are implemented along the property line of adjacent sensitive receptors
- Ensure all landscaping be drought tolerant
- Orient loading docks away from sensitive receptors unless physically impossible
- Locate loading docks a minimum of 300 feet away from the property line of sensitive receptor unless dock is exclusively used for electric trucks
- Incorporate signage and “pavement markings” to clearly identify on-site circulation patterns to minimize unnecessary on-site vehicle travel
- Locate truck entries on streets of a higher commercial classification
- Ensure all building roofs are solar-ready
- Ensure all portions of roof tops that are not covered with solar panels are constructed to have light colored roofing material with a solar reflective index of greater than 78
- Ensure rooftop solar panels are installed and operated to supply 100% of the power needed to operate all non-refrigerated portions of the development project
- Ensure power sources at loading docks for all refrigerated trucks have “plugin” capacity, which will eliminate prolonged idling while loading and unloading goods
- Incorporate bicycle racks and electric bike plug-ins
- Require the use of low volatile organic compounds (VOC) architectural and industrial maintenance coatings
- Designate an area during construction to charge electric powered construction vehicles and equipment, if temporary power is available
- Prohibit the use of non-emergency diesel-powered generators during construction
- Inform the project proponent of the incentive programs (e.g., Carl Moyer Program and Voucher Incentive Program) offered to reduce air emissions from the Project

7) Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. Since the

Project includes warehouse development, there is potential for an increase in truck trips.

The District recommends the City evaluate HHD truck routing patterns for the Project, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

8) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. The District's CARB-approved 2018 PM2.5 Plan includes significant new reductions from HHD trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NOx/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and rapid transition of HHD fleets to zero or near-zero emissions technologies.

Since the Project includes warehouse development, there is potential for an increase in truck trips. Since the Project may exceed the District significance thresholds, the District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- *Recommended Measure*: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.

- *Recommended Measure*: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

9) Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since the Project is expected to result in HHD truck trips, the District recommends the environmental review include measures to ensure compliance of the state anti-

idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. In addition, the District recommends the City consider the feasibility of implementing a more stringent 3-minute idling restriction and requiring appropriate signage and enforcement of idling restrictions.

10) Electric On-Site Off-Road and On-Road Equipment

Since the Project includes Industrial uses, the Project may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the environmental review include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

11) Vegetative Barriers and Urban Greening

There are residential units located east of the Project. The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

12) Clean Lawn and Garden Equipment in the Community

Since the Project consists of industrial development, gas-powered lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm
and http://valleyair.org/grants/cgym-commercial.htm.

13) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project.

14) Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

15) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

15a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or

installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (559) 230-5888.

15b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receives a project-level discretionary approval from a public agency and will equal or exceed 25,000 square feet of light industrial development.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510 so that proper mitigation and clean air design under ISR can be incorporated into the Project's design. One AIA application should be submitted for the entire Project.

Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

15c) District Rule 9410 (Employer Based Trip Reduction)

The Project may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

15d) District Rule 4601 (Architectural Coatings)

The Project will be subject to District Rule 4601 since it is expected to utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: http://www.valleyair.org/rules/currntrules/r4601.pdf

15e) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500

cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

15f) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

16) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Matt Crow by e-mail at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services

For: Mark Montelongo
Program Manager

County of Fresno

DEPARTMENT OF PUBLIC HEALTH
Environmental Health Division

August 7, 2023

LU0022316
2600

Laura Friesen, Assistant Planner
City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654

Dear Ms. Friesen:

PROJECT NUMBER: **SOI 2022-01, ANX 2022-01, R 2022-03, SPR 2022-19, TSM 6428**

Sphere of Influence (SOI) Application No. 2022-01 pertains to the addition of approximately 42 acres into the City of Reedley's SOI. The subject property consists of one parcel (APN 370-240-11) and is located east of Traver Channel, which runs north-south between Buttonwillow Avenue and South Englehart Avenue, north of East Huntsman Avenue, west of agricultural land west of South Englehart Avenue, and south of Reedley Sports Park. The subject property is adjacent to the existing City of Reedley City SOI limit along the site boundary with Traver Channel.

Annexation Application No. 2022-01 pertains to the annexation of approximately 42 acres into the City of Reedley and detachment from the Fresno County Fire Protection District and the Kings River Conservation District. The annexation area consists of one parcel (APN 370-240-11). The annexation area is located east of Traver Channel which runs north-south between Buttonwillow Avenue and Englehart Avenue, north of East Huntsman Avenue, west of agricultural land west of S Englehart Avenue, and south of Reedley Sports Park. The proposed annexation is adjacent to the existing City of Reedley City Limits along the boundary with Traver Channel. The proposed annexation will be annexed into the City of Reedley's adopted Sphere of Influence, and the subject property has a Light Industrial Land Use Designation pursuant to the City of Reedley 2030 General Plan. The proposed annexation would remove an area that is directly adjacent to the existing City of Reedley City Limits, development is imminent, and it does not conflict with the goals and policies of the Cortese-Knox-Hertzberg Act to promote the planned, orderly, efficient development of an area.

Re-zone Application No. 2022-03 pertains to the re-zoning of approximately 42 acres in preparation for annexation consistent with the Reedley 2030 General Plan. The subject property is currently zoned AE 20 (Exclusive Agricultural) zone district under the Fresno County zoning designation and is proposed to be re-zoned to the ML (Light Industrial) zone district under the City of Reedley zoning designation.

Site Plan Review Application No. 2022-19 pertains to the development of approximately 42 acres of industrial designated land (APN 370-240-11), consisting of 26 separate parcels. The proposed project would develop 19 parcels with office/warehouse buildings totaling 197,000 square feet and surface parking lots that would provide shared access to 410 parking spaces to serve those buildings. Proposed uses identified in the site plan include office/warehouse uses. The remaining 7 parcels would be designated for industrial uses but left vacant under this application. Proposed ingress/ egress to the site would be available off of East Huntsman Avenue to the south and through a proposed roadway to the north connecting to East Dinuba Avenue. The proposed master site plan

meets. the 25% imminent development requirement for annexation and is consistent with the proposed re-zoning designations and the Reedley 2030 General Plan.

Tentative Subdivision Map (TSM) No. 6428 pertains to the subdivision of land and proposed street dedications/improvements to accommodate for the above referenced uses. The proposed project would include 19 lots for office/warehouse uses ranging from .58 acre to 1.87 acre and 7 lots for industrial uses ranging from 1.62 acre to 2.63 acres as well as the dedication at least 3 new internal streets (Streets “A”, “B”, and “C”).

APN: 370-240-11 **ZONING: ML** **ADDRESS: 20349 Huntsman Avenue**

Comments/Concerns:

Since all of the retail/commercial tenants have not been identified for this application, the full range of **ML** zone uses must be considered. The potential adverse impacts could include (but are not limited to) storage of hazardous materials and/or wastes, medical waste, solid waste, water quality degradation, excessive noise, and odors.

Recommended Conditions of Approval:

- Should applicant(s) propose food sales, the applicant(s) shall submit complete food facility plans and specifications to the Fresno County Department of Public Health, Environmental Health Division, for review and approval. Prior to operation, the applicant(s) shall apply for and obtain a permit to operate a food facility from the Fresno County Department of Public Health, Environmental Health Division. A permit, once issued, is nontransferable. Contact the Consumer Food Protection Program at (559) 600-3357 for more information.

- Should alcohol sales be proposed, the applicant shall apply for and obtain a license to sell alcoholic beverages. Contact the California Alcoholic Beverage Control Department at (559) 225-6334 for more information.

- Applicants proposing to use and/or store hazardous materials and/or hazardous wastes, they shall meet the requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95, and the California Code of Regulations (CCR), Title 22, Division 4.5. Any business that handles a hazardous material or hazardous waste may be required to submit a Hazardous Materials Business Plan pursuant to the California Health and Safety Code (HSC), Division 20, Chapter 6.95, Section 25507 (http://cers.calepa.ca.gov/). Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information.

- Future applicant(s) may be required to obtain a Medical Waste Permit from the California Department of Health Services, Medical Waste Management Program. Call (916) 449-5671 for more information.

- Should any body art facility (i.e. tattoo, piercing, branding or permanent cosmetics facility) be proposed, prior to issuance of building permits, the tenant shall submit complete body art facility plans and specifications to the Fresno County Department of Public Health, Environmental Health

Division, for review and approval. Entrances into a body art facility will require a separate outdoor entrance from living quarters (internal access including doors and/or staircase would be prohibited). Contact the Body Art Program at (559) 600-3357 for more information.

- The proposed project has the potential to expose nearby residents to elevated noise levels. Consideration should be given to your City's municipal code.

- As a measure to protect ground water, all water wells and/or septic systems that exist or have been abandoned within the project area should be properly destroyed by an appropriately licensed contractor.

- Should any underground storage tank(s) be found during the project, the applicant shall apply for and secure an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health Division. Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information.

REVIEWED BY:

Kevin Tsuda, R.E.H.S.
Environmental Health Specialist II (559) 600-3271

---

cc: Rogers, Moreno, Armstrong (Assigns) & Arnold- Environmental Health Division (CT. 63.00)

Moore, Ellen

From: Aide Garza <garza-a@kcusd.com>
Sent: Thursday, April 20, 2023 3:38 PM
To: Marco Mendoza
Cc: Eric VonBerg; Moore, Ellen; Joseph Arruda; John Campbell
Subject: Re: City of Reedley Huntsman Industrial Park Project: Request for Comments and Conditions

External

Good afternoon Mr. Mendoza,

Future commercial or industrial development on the site will be subject to the commercial/industrial fee in place at the time school fees are paid (currently $0.78 per square foot).
Thank you,

On Wed, Apr 19, 2023 at 3:36 PM Marco Mendoza <mmendoza@rinconconsultants.com> wrote:

> Hello,
>
> I just wanted to follow up on this request for comments for the Huntsman Industrial Project. Please send me any comments or CoAs you have for this project.
>
> Thanks,
>
> **Marco Mendoza, Environmental Planner**
>
> Rincon Consultants, Inc.
>
> Environmental Scientists | Planners | Engineers
>
> 213-788-4842
>
> rinconconsultants.com

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

From: Marco Mendoza
Sent: Tuesday, April 4, 2023 11:31 AM
Cc: Eric VonBerg <evonberg@rinconconsultants.com>; Moore, Ellen <Ellen.Moore@reedley.ca.gov>
Subject: City of Reedley Huntsman Industrial Park Project: Request for Comments and Conditions

Hello,

On behalf of the City of Reedley please find the request for comments and conditions attached. If you could return your comments and conditions of approval to me by Tuesday 4/18/23 it would be greatly appreciated.

Please let me know if you have any questions.

Thank you,

Marco Mendoza, Environmental Planner

Rincon Consultants, Inc.

Environmental Scientists | Planners | Engineers

213-788-4842

rinconconsultants.com

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Community Development Department
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200

Development Impact Fees (DIF) Estimate: Industrial/ Warehouse Expansion Area

Project Description: 351,200 square foot mini-storage facility

Address: 20349 East Huntsman Avenue APN: 370-240-11

Development Impact Fee Detail by Infrastructure Service Type:

Transportation Facilities	$1,524.52	per 1,000 sf	x	351.20	=	$535,411.42
Law Enforcement Facilities	$8.21	per 1,000 sf	x	351.20	=	$2,883.35
Fire Protection Facilities	$71.93	per 1,000 sf	x	351.20	=	$25,261.82
General Government Facilities	$4.72	per 1,000 sf	x	351.20	=	$1,657.66
Storm Drainage Facilities	$1,427.08	per 1,000 sf	x	351.20	=	$501,190.50
Wastewater Facilities	$1,162.53	per 1,000 sf	x	351.20	=	$408,280.54
Water Facilities	$821.09	per 1,000 sf	x	351.20	=	$288,366.81
Park and Recreational Facilities	$444.98	per 1,000 sf	x	351.20	=	$156,276.98
Total Development Impact Fees:	**$5,465.06**	per 1,000 sf	x	351.20	=	**$1,919,329.07**

Notes:

1. The Expansion Area is defined as the area outside of the current city limit as of August 27, 2022 and within the approved 2030 General Plan SOI as of August 27, 2022
2. The estimated fees are based upon information provided by the applicant and calculated using the City of Reedley Master Fee Schedule in place at the time of the estimate request. The Master Fee Schedule is reviewed annually by the City Council and is subject to change. All fees shall be subject to automatic Consumer Price Index adjustment prior to June 30th of every year.
3. Development Impact Fees are paid at the time of building permit issuance. Industrial/Warehouse DIFs will be re-calculated using the current City of Reedley Master Fee Schedule when construction documents are submitted for permitting based on the square footage within the scope of the building permit application.
4. This estimate is only for the City of Reedley Development Impact Fees and does not include Building Permit Fees or any fees for other City Departments or other jurisdictions (Kings Canyon Unified School District, County Impact Fees, RTMF Joint Powers Agency, San Joaquin Valley Air Pollution Control District, etc.)

Date Prepared: February 28, 2024

City of Reedley, Community Development Department, 1733 9th Street, Reedley, CA 93654

Notice of Intent to Adopt an
Initial Study/Mitigated Negative Declaration

Date: January 29, 2024
To: Public Agencies, Organizations, and Interested Parties
From: City of Reedley
Subject: **Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration**

Pursuant to the *State of California Public Resources Code and the Guidelines for Implementation of the California Environmental Quality Act (CEQA)*, as most recently amended, this is to advise that the City of Reedley (City) has prepared an Initial Study to evaluate the environmental effects of the project identified below:

Project Title: East Huntsman Avenue Industrial Park

Project Sponsor: Kevin Lai, Tac LLC, 221 Chantecler Drive, Fremont, CA 94539

Project Location: 20349 East Huntsman Avenue, Reedley, CA 93654, Assessor's Parcel Numbers (APN): 370-240-11.

Project Description: The proposed project would develop the approximately 42-acre project site into a 26-lot light industrial park. The proposed project would include the annexation of the project site into Reedley, after which the project site would be pre-zoned to the Light Industrial (ML) District and the existing Fresno County General Plan agricultural land use designation would change to Light Industrial as established in the City's General Plan. The proposed project would require approval of an annexation application, Sphere of Influence Application, a rezone (pre-zone), and a Tentative Subdivision Map.

CEQA Project Status: An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for this project pursuant to the provisions of CEQA. The IS/MND determined that the proposed project would result in less-than-significant impacts, and therefore a Mitigated Negative Declaration is proposed. The Public Review Draft IS/MND and all related analysis are available on the City's website: https://reedley.ca.gov/community-development-department/ceqa-environmental-assessments/

Public Hearing: The Planning Commission will consider the project at their Regular Meeting scheduled for March 7, 2024, at 5:00 p.m. (or thereafter).

Public Review Period: A 30-day public review period will begin on January 29, 2024. Written comments must be mailed, faxed, submitted in person, or via email to the contact person identified below no later than 5:00 p.m. on February 27, 2023. Please direct comments to:

Rodney L. Horton, MPA
Community Development Director
Community Development Department
City of Reedley
1733 9th Street
Reedley, CA 93654
Phone: 559-637-4200
Email: rodney.horton@reedley.ca.gov

PUBLIC REVIEW DRAFT

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

EAST HUNTSMAN AVENUE INDUSTRIAL PARK PROJECT

REEDLEY, CALIFORNIA

LSA

January 2024

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PUBLIC REVIEW DRAFT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

EAST HUNTSMAN AVENUE INDUSTRIAL PARK PROJECT

REEDLEY, CALIFORNIA

Submitted to:

Rodney L. Horton, Community Development Director
Community Development Department
1733 Ninth Street
Reedley, CA 93654

Prepared by:

LSA
2565 Alluvial Avenue, Suite 172
Clovis, California 93611
(559) 490-1210

Project No. 20231045.02

January 2024

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LIST OF ABBREVIATIONS AND ACRONYMS

µg/m^3	micrograms per cubic meter
µin/sec	microinches per second
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ABM	Activity-Based Model
AFY	acre-feet per year
AID	Alta Irrigation District
APN	Assessor's Parcel Number
AWSC	all-way stop control
Basin	San Joaquin Valley Groundwater Basin
Basin Plan	Water Quality Control Plan for the Tulare Lake Basin
BMPs	Best Management Practices
BPS	best performance standards
BRA	Biological Resources Assessment
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
California Register	California Register of Historical Resources
Cal-IPC	California Invasive Plant Council
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CASQA	California Storm Water Quality Association
CBC	California Building Code
CCAP	Climate Change Action Plan

CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	methane
CHRIS	California Historical Resources Information System
City	City of Reedley
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
County	County of Fresno
dB	decibel
dBA	A-weighted decibels
DOC	California Department of Conservation
DPM	diesel exhaust particulate matter
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EMFAC2021	California Emissions Factor Model, Version 2021
EO	Executive Order
EPA	United States Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FHWA-RD-77 108	FHWA Highway Traffic Noise Prediction Model
FMMP	Farmland Mapping and Monitoring Program
Fresno COG	Fresno Council of Governments

Fresno LAFCo	Fresno County Local Agency Formation Commission
ft	foot/feet
FTA Manual	Transit Noise and Vibration Impact Assessment Manual
FTA	Federal Transit Administration
GAMAQI	Guidance for Assessing and Mitigating Air Quality Impacts
General Plan EIR	Reedley General Plan 2030 Program EIR
GHG	greenhouse gas
GPCD	gallons per capita per day
GSP	Groundwater Sustainability Plan
GWh	gigawatt-hours
GWP	Global Warming Potential
HARP2	Hotspots Analysis and Reporting Program
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HRA	Health Risk Assessment
HVAC	heating, ventilation, air conditioning
IMP	Integrated Master Plan
in/sec	inch/inches per second
IPaC	Information for Planning and Conservation
ITE	Institute of Transportation Engineers
KCUSD	Kings Canyon Unified School District
KREGSA	Kings River East Groundwater Sustainability Agency
kWh	kilowatt-hours
L_{dn}	day-night average noise level
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous sound level
LOS	level of service
LRA	Local Responsibility Area
L_V	velocity in decibels
MBTA	Migratory Bird Treaty Act

MEI	maximally exposed individual
mgd	million gallons per day
mpg	miles per gallon
mph	miles per hour
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer Systems
MT CO_2e	metric tons of carbon dioxide equivalent
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NO_2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
O&M	Operation and Maintenance
O_3	ozone
OEHHA	California Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OSHA	Occupational Safety and Health Administration
Pb	lead
PCE	passenger car equivalent
PFCs	perfluorocarbons
PG&E	Pacific Gas & Electric
ppb	parts per billion
PPV	peak particle velocity
PRC	Public Resources Code
RFD	Reedley Fire Department
RMP	Risk Management Policy
RMS	root-mean-square
ROG	reactive organic gas
RPD	Reedley Police Department

RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SMARA	Surface Mining and Reclamation Act
SMIP	Stormwater Management Implementation Plan
SO_2	sulfur dioxide
SOI	Sphere of Influence
SPL	sound pressure level
SR-180	State Route 180
SUV	sport utility vehicles
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCRs	Tribal Cultural Resources
TIS	Traffic Impact Study
TIS Guidelines	Draft Guidelines for the Preparation of Traffic Impact Studies within the County of Fresno
tpd	tons per day
TRB	Transportation Research Board
TWSC	two-way stop control
URF	unit risk factor
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
v/c ratio	volume-to-capacity ratio
VdB	vibration velocity decibels

VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VMT Guidelines	Fresno County SB 743 Implementation Regional Guidelines
WEAP	Worker Environmental Awareness Program
WWTP	Wastewater Treatment Plant

1.0 PROJECT INFORMATION

1. **Project Title:**

   East Huntsman Avenue Industrial Park Project

2. **Lead Agency Name and Address:**

   City of Reedley
   1733 9th Street
   Reedley, CA 93654

3. **Contact Person and Phone Number:**

   Rodney L. Horton, MPA, Community Development Director
   559-637-4200, Ext. 286

4. **Project Location:**

   20349 East Huntsman Avenue, Reedley, CA 93654
   Assessor's Parcel Number (APN): 370-240-11

5. **Project Sponsor's Name and Address:**

   Kevin Lai
   Tac LLC
   221 Chantecler Drive
   Fremont, CA 94539

6. **General Plan Designation:**

   Agriculture (Fresno County); Light Industrial (City of Reedley)

7. **Zoning:**

   Exclusive Agriculture (AE-20) (Fresno County)

8. **Description of Project:**

   The proposed project would develop the approximately 42-acre project site into a 26-lot light industrial park. The proposed project would include the annexation of the project site into Reedley, after which the project site would be pre-zoned to the Light Industrial (ML) District and the existing Fresno County General Plan agricultural land use designation would change to Light Industrial as established in the City's General Plan. The proposed project would require approval of an annexation application, Sphere of Influence Application, a rezone (pre-zone), and a Tentative Subdivision Map.

   Project Site. The 42-acre project site is located at 20349 East Huntsman Avenue in the City of Reedley (City) Sphere of Influence (SOI), as shown in Figure 1-1 (all figures provided at the end of this chapter). The project site is currently used for growing agricultural crops and contains agricultural support buildings and one single-family residence. The project site is surrounded by agricultural uses and Reedley Sports Park to the north, agricultural uses to the south, rural

residential and agricultural uses to the east, and light industrial uses to the west. Traver Channel, an Alta Irrigation District (AID) channel, bounds the project site to the west and north. East Huntsman Avenue bounds the project site to the south. Figure 1-2 shows the project site and surrounding land uses.

Project Characteristics. The proposed project would divide the 42-acre project site into 26 lots, which would be developed with light industrial uses. The lots would include office, warehouse, retail uses, and truck maintenance building. Future tenants have not been identified. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls. The proposed lots would be developed as described in Table 1.A below. Figure 1-3 shows the proposed project site plan.

Table 1.A: Proposed Light-Industrial Lots for Huntsman Avenue Industrial Park

Lot Number	Lot Size (acres)	Building Size (square feet)	Proposed Use
1	1.64	12,000	Office/Retail
2	0.63	8,000	Office/Warehouse
3	0.65	8,000	Office/Warehouse
4	0.65	8,000	Office/Warehouse
5	0.58	8,000	Office/Warehouse
6	0.52	8,000	Office/Warehouse
7	0.52	8,000	Office/Warehouse
8	0.58	8,000	Office/Warehouse
9	0.63	5,000	Office/Warehouse
10	0.65	10,000	Office/Warehouse
11	0.65	10,000	Office/Warehouse
12	1.87	22,000	Office/Warehouse
13	1.87	22,000	Office/Warehouse
14	1.01	15,000	Office/Warehouse
15	0.92	15,000	Office/Warehouse
16	0.92	16,500	Office/Warehouse
17	0.92	16,500	Office/Warehouse
18	0.92	16,500	Office/Warehouse
19	0.92	16,500	Office/Warehouse
20	1.02	15,000	Office/Warehouse
21	2.63	10,000	Office/Warehouse
22	2.31	60,000	Office/Warehouse
23	2.23	–	Parking
24	1.54	11,200	Truck Maintenance/Truck Wash
25	1.54	360	Guard Shack/Truck Parking
26	1.62	22,000	Office/Warehouse

Source: Compiled by LSA (2023)

Additionally, the proposed project would retain two existing structures and one dwelling unit within an approximately 0.93-acre outlot (i.e., Outlot A) located on the southeast corner of the project site; and would retain the adjacent Traver Channel within an approximately 2.14-acre outlot (i.e., Outlot B). The proposed project would retain the 25-foot-wide easements that exist

along both sides of the channel. Existing fencing along the project site's northern, southern and eastern boundary would be removed.

The proposed project would include solar fixtures and would comply with the latest California Green Building Standards Code (CALGreen Code) building measures and Title 24 standards.

Access, Circulation and Parking. Access to the project site would be provided by two ingress and egress driveways along East Huntsman Avenue. The westernmost access driveway would be 86 feet wide and would include two 42-foot-wide vehicle travel lanes separated by a 4-foot-wide median for vehicle ingress and egress to the project site. The easternmost access driveway would be 44 feet wide.

Vehicle circulation within the project site would occur through a network of internal driveways. The minimum drive aisle width for two-way driveways would be 25 feet. The minimum drive aisle width for two-way driveways with 90-degree parking on one side would be 27 feet. The minimum drive aisle width for two-way driveways with 90-degree parking on both sides would be 30 feet. Drive approaches designed pursuant to Reedley Standard Detail (ST-21)[1] would allow vehicle access to internals lots in the project site.

Pedestrian circulation a would occur through proposed 5-foot-wide pedestrian sidewalks located along the frontage of the project site with East Huntsman Avenue, and alongside internal driveways in the project site.

The proposed project would include 30 truck parking stalls, 40 regular guest parking stalls, and 555 parking stalls for employee use. The proposed project would also include truck loading zones in the southern and eastern portions of the project site. Additionally, the proposed project would include an overnight parking lot with capacity for approximately 100 semi-trucks in the project site.

Landscaping. The proposed project would include approximately 0.75-acre of landscaped areas along the Traver Channel and East Huntsman Avenue frontage. Additionally, each of the proposed 26 lots in the project site would include greenspace as required by the City, and meet Reedley's shading requirements.

Lighting. The proposed project would include exterior lighting on the project site for safety and building identification purposes.

Utilities and Infrastructure. Water supply and wastewater services for the proposed project would be provided by the City of Reedley. The proposed project would connect to a proposed 8-inch-diameter water main and 12-inch-diameter wastewater main along East Huntsman Avenue.

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[1] City of Reedley. 2020. Standard Plans. ST-21 - Commercial/Industrial Driveway Approach. March. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2022/11/2019_Standard_Plans_Rev11-2022-1668553966.pdf (accessed August 3, 2023).

The City of Reedley would provide stormwater management services to the project site. Stormwater from the project site would be collected through surface and subsurface drainage infrastructure onsite and moved towards proposed stormwater collection and drainage infrastructure along East Huntsman Avenue.

Access for emergency response services including fire, police, and medical response services, would be provided through the two proposed driveways along East Huntsman Avenue. Dedicated fire lanes and turnarounds with an appropriate centerline turning radius would also be provided pursuant to requirements of the RFD.

Solid waste collection for the proposed project would be managed by Mid Valley Disposal, which maintains all solid waste collection in Reedley.

Electricity and natural gas services for the proposed project would be supplied by Pacific Gas & Electric (PG&E) through connections to existing service lines. No diesel backup generators would be provided.

Project Construction. Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026. The proposed project would not require any soil import/export. Additionally, Tier 3 equipment would be utilized during project construction.

9. Surrounding Land Uses and Setting:

The 42-acre project site is located in the City of Reedley SOI, on the northwest corner of the intersection of East Huntsman Avenue and South Englehart Avenue. The project site is surrounded by agricultural uses and Reedley Sports Park to the north, agricultural uses to the south, rural residential and agricultural uses to the east, and light industrial uses to the west.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

- Fresno Local Agency Formation Commission – Annexation
- City of Reedley – Sphere of Influence Application, Tentative Subdivision Map, Pre-zone (Rezone) and Site Plan Review
- San Joaquin Valley Air Pollution Control District
- State Water Resources Control Board – National Pollutant Discharge Elimination System (NPDES) General Permit (with requisite Storm Water Pollution Prevention Plan, Conceptual Storm Water Pollution Prevention Plan, and Permanent Control Measures)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.??

In compliance with Assembly Bill 52 (AB 52), on March 24, 2023, the City sent a letter regarding the proposed project to the Santa Rosa Indian Community of the Santa Rosa Rancheria based on a list of tribes provided by the Native American Heritage Commission (NAHC). On March 10,

2023, in response to the AB 52 consultation notice, the contacted Tribe requested an archaeological survey for the project site and the submittal of survey results to the Tribe, as well as the presence of an cultural/archeological monitor during construction activities on site. As such, AB 52 requirements for the proposed project have been fulfilled.

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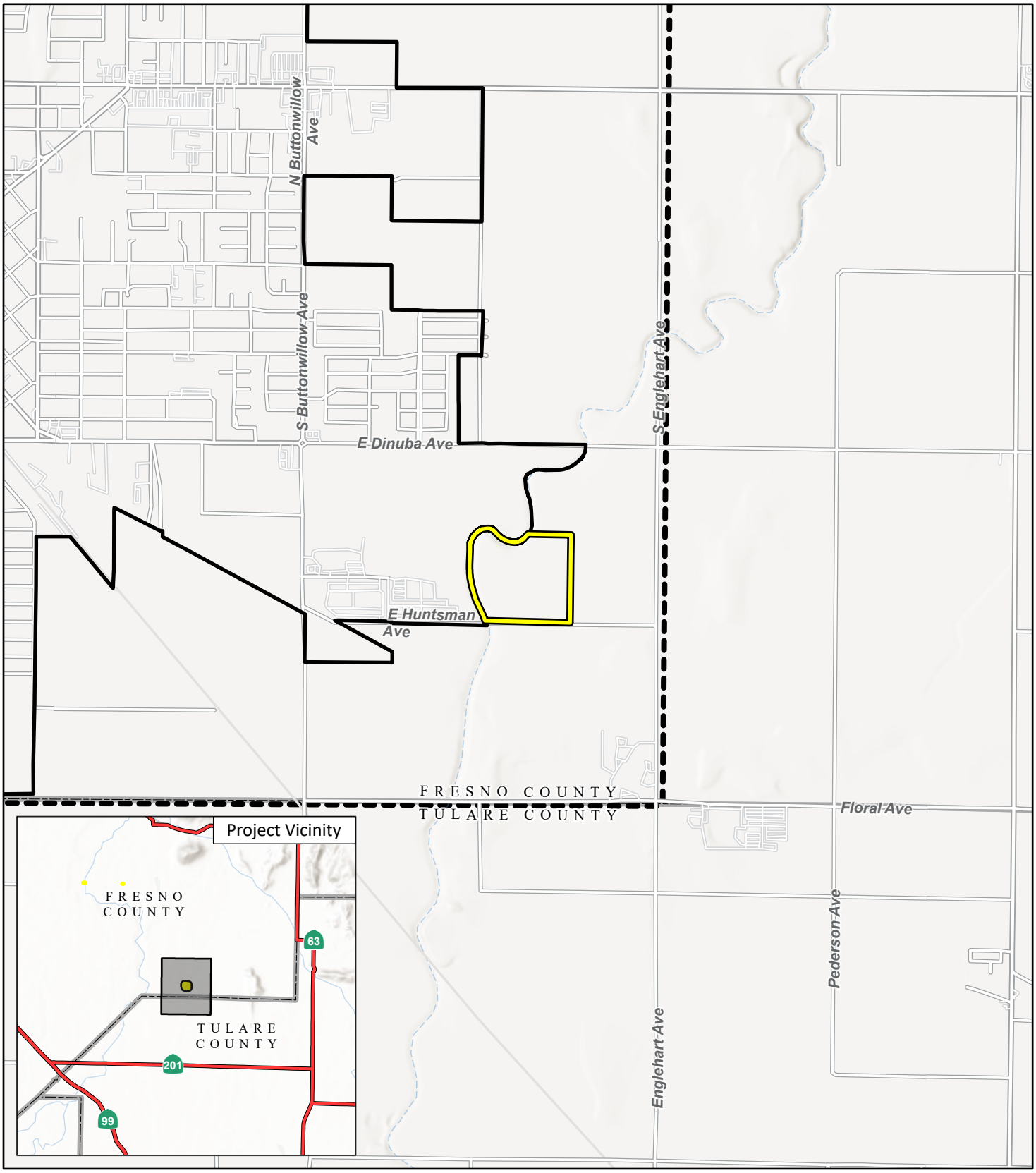

LSA

Project Location

Reedley City Limits

Reedley Sphere of Influence

FIGURE 1-1

N

0 1000 2000
FEET

SOURCE: Esri Topographic (2023)

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East Huntsman Avenue Industrial Park Project

Regional and Local Context

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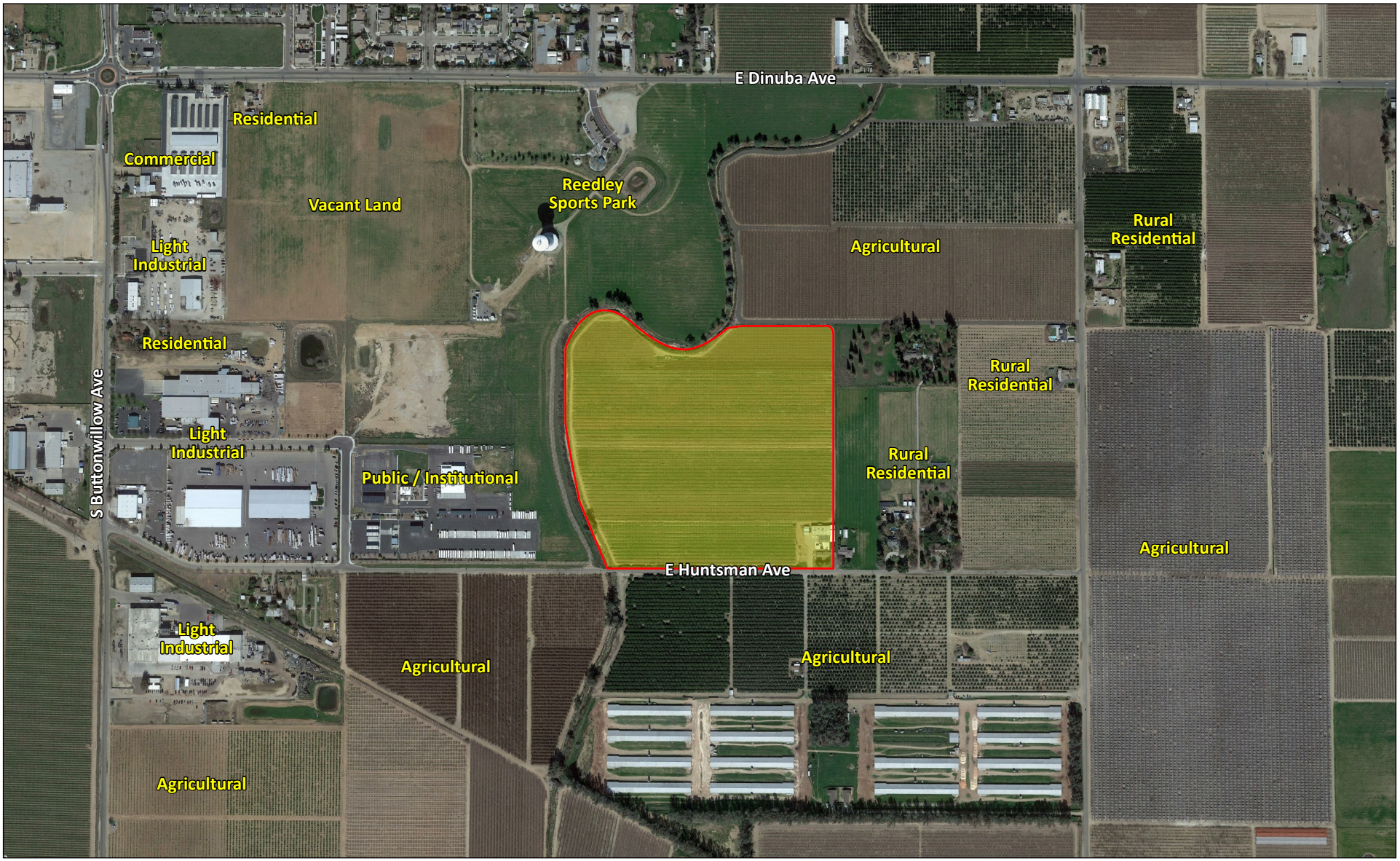

LSA

LEGEND

Project Location

FIGURE 1-2

0 350 700
FEET

SOURCE: Google Earth (2023)

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East Huntsman Avenue Industrial Park Project

Aerial Photograph of Project Site and Surrounding Land Uses

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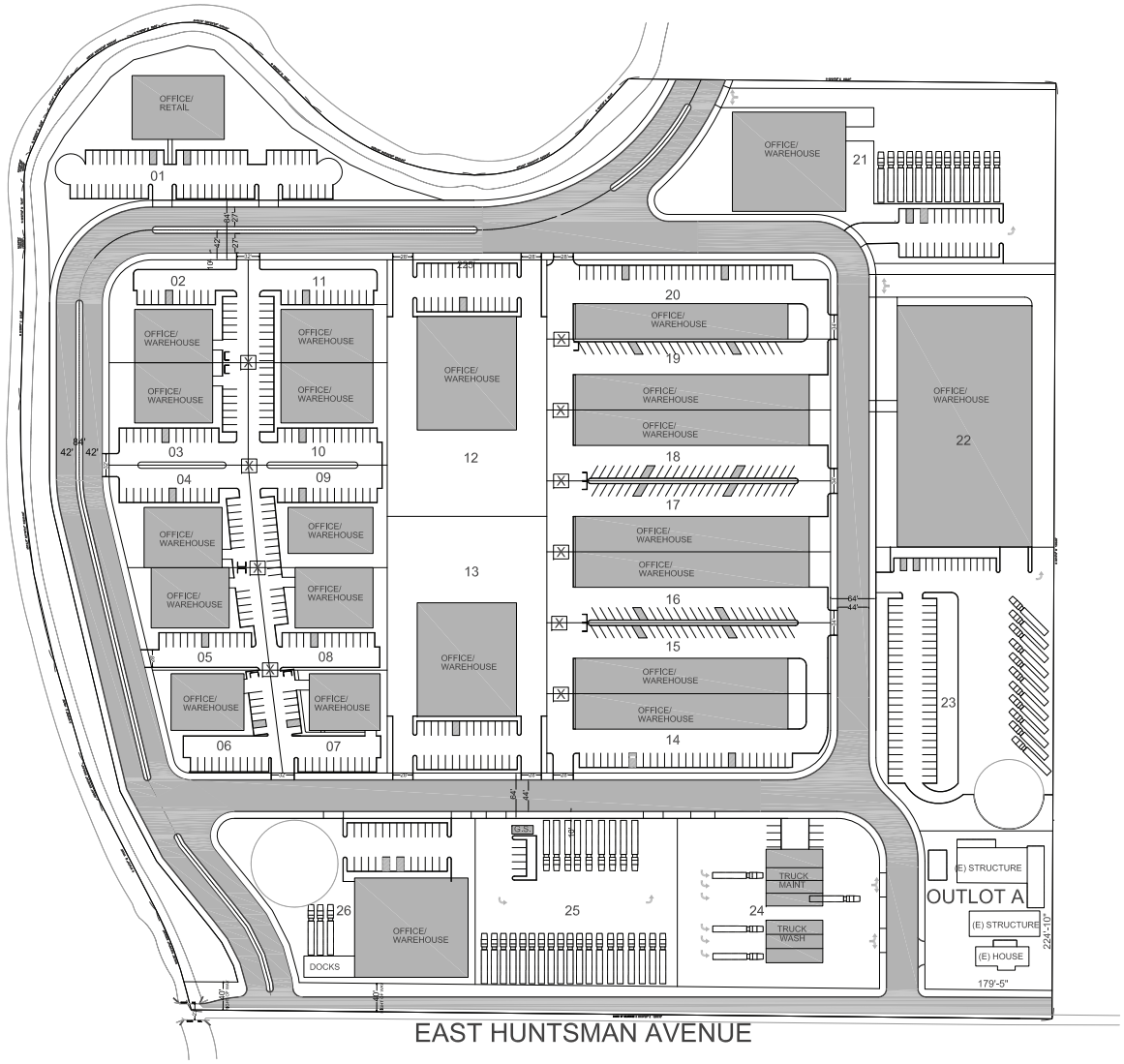

LEGEND

EP	EDGE OF PAVEMENT
P	PAVEMENT ELEVATION
EG	EXISTING GRADE
	TOP OF DITCH
	BUILDING OVERHANG

LOT NUMBER PER THE MAP OF PRODUCERS COLONY, FILED IN BOOK 2 OF RECORD OF SURVEYS, AT PAGE 39, FRESNO COUNTY RECORDS

LSA

FIGURE 1-3

N

NOT TO SCALE

East Huntsman Avenue Industrial Park Project

Site Plan

SOURCE: Rockspire, Inc., 12/2022

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2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 3.0.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

2.1 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Digitally signed by Rodney L. Horton
Date: 01/29/24

1/29/2024

Signature | Date

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3.0 CEQA ENVIRONMENTAL CHECKLIST

3.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Impact Analysis

a. Would the project have a substantial effect on a scenic vista?

Less Than Significant Impact. A scenic vista is generally defined as a public vantage point with an expansive view of a significant landscape feature. According to the Reedley General Plan 2030 Program EIR (General Plan EIR), the City identifies views of agricultural land from the urban fringes of the City, views of the Sierra Nevada mountain range east of the city, and views of the Kings River corridor, located along the western edge of the city, as potentially scenic vistas.[2]

The project site is currently vacant and used for growing agricultural crops. The project is located outside of Reedley city limits but within the City's SOI. The project site is surrounded by agricultural uses and Reedley Sports Park to the north, agricultural uses to the south, rural residential and agricultural uses to the east, and light industrial uses to the west. As such, potentially scenic views of agricultural uses near the fringes of the City are available from the project site. Additionally, distant views of the Sierra Nevada Mountains may also be visible from the project site.

The proposed project would develop the approximately 42-acre project site into a 26-lot light industrial park. The project site is currently zoned in Fresno County's Exclusive Agriculture (AE-20) District and is designated Agriculture in the Fresno County General Plan. The project would include the annexation of the project site into the City of Reedley, after which the site would be pre-zoned

[2] City of Reedley. 2013. Draft Program EIR, Reedley General Plan 2030, SCH #2010031106. January 8. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/Draft-Program-EIR-City-of-Reedley-General-Plan-1-8-2013.pdf (accessed June 2023).

to the Light Industrial (ML) District, and the General Plan land use designation would be changed to Light Industrial. Although implementation of the proposed project would change the existing agricultural land use to Light Industrial, this land use change would be consistent with planned development per the City's General Plan. Additionally, the proposed Light Industrial uses would be similar to industrial uses directly west of the site, and therefore, the addition of a light industrial park at the project site would not substantially change views from public vista points. Additionally, the proposed light industrial park to be constructed at the project site would be consistent in size and scale to similar existing industrial uses in the vicinity and would comply with design requirements for the ML District as described in Chapter 9 of the Reedley Municipal Code, and would not introduce oversized elements that could obstruct distant views of the Sierra Nevada and foothills. Therefore, the proposed project would not have a substantial effect on scenic vistas in the vicinity of the project site, and the impact would be less than significant.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation (Caltrans)[3] mapping of State Scenic Highways, there are no State-designated scenic highways in Reedley. However, State Route 180 (SR-180), an Officially Designated State Scenic Highway, is located 9.12 miles northwest of the project site. Additionally, SR-168, an Eligible State Scenic Highway, is located approximately 22.3 miles northwest of the project site, in Clovis. No Officially Designated or Eligible State Scenic Highways are located within or in the immediate vicinity of the project site. Therefore, the proposed project would not impact a designated or eligible State Scenic Highway or impact scenic resources located within the highway segments or its viewshed. Therefore, no impact on scenic resources within a State Scenic Highway would occur as a result of the proposed project.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The proposed project would divide the 42-acre project site into 26 lots, which would be developed with light industrial uses. The lots would include office, warehouse and retail uses, as well as parking in the form of employee or truck parking stalls, as applicable. The project site is currently vacant and used for growing agricultural crops. The project site is surrounded by agricultural uses and Reedley Sports Park to the north, agricultural uses to the south, rural residential and agricultural uses to the east, and light industrial uses to the west. The proposed project would change the agricultural use of the site to a light industrial use. Furthermore, the proposed project would introduce Light Industrial (ML) development into a site zoned within the Exclusive Agricultural Zoning District (AE-20) of Fresno County.

[3] California Department of Transportation (Caltrans). State Scenic Highways. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed June 2023).

The proposed project is located within the City of Reedley's proposed SOI, and planned for industrial development. The proposed project would require approval from Fresno County Local Agency Formation Commission (Fresno LAFCo) for annexation to the City of Reedley. After annexation to the city, site zoning would be compatible with the proposed light industrial use of the proposed project. The Project Applicant would comply with development standards required for the proposed zoning. Additionally, the light industrial park to be constructed on the project site would be consistent in size and scale to existing industrial uses directly west of the project site. Therefore, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality in the City and would not substantially degrade the existing visual character or quality of public views of the project site and its surroundings, and the impact would be less than significant.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The proposed project would divide the 42-acre project site into 26 lots, which would be developed with light industrial uses. The lots would include office, warehouse and retail uses, as well as parking in the form of employee or truck parking stalls, as applicable. The construction of new buildings and infrastructure would introduce new sources of light into the project site and vicinity. Compliance with California Building Code (CBC) (Title 24, California Code of Regulations [CCR]) standards would reduce potential light and glare impacts. Furthermore, the City's General Plan and Municipal Code outlines performance standards related to exterior lighting to reduce impacts from new light sources.

Title 10, Zoning Regulations, from the City's Municipal Code includes lighting regulations for off street parking, signs, and industrial areas to deflect light away from adjoining properties and prevent light spillage, glare, or annoyance to persons on or inside adjoining properties or to public or private rights of way. Additionally, as described in Chapter 19, Site Plan Review, of the Municipal Code, proposed lighting for the project site would need to be arranged as to deflect the light away from adjoining properties in compliance with applicable legislative policies relating to traffic safety, street dedications and street improvements and environmental quality. Additionally, Policy COSP 4.8.7 of the General Plan prohibits continuous all-night outdoor lighting of construction sites, which would limit construction activities to daylight hours, reducing potential impacts related to nighttime glare.

Required compliance with these regulations would ensure that light and glare from the project would not adversely affect daytime or nighttime views in the area. Additionally, the new sources of light and glare introduced by the proposed project would be comparable to the existing industrial uses located directly west of the project site. Therefore, the adverse impacts related to light and glare resulting from the proposed project would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

3.2.1 Impact Analysis

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Less Than Significant Impact. The project site is located within the City of Reedley's SOI, in an agricultural area planned for development with buildout of the General Plan, as shown in Figure 6 of the General Plan EIR.[4] The project site is surrounded by agricultural uses and Reedley Sports Park to the north, agricultural uses to the south, rural residential and agricultural uses to the east, and light

[4] City of Reedley. 2013. Reedley General Plan 2030. Figure 6 – Important Farmlands Map. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/Draft-Program-EIR-City-of-Reedley-General-Plan-1-8-2013.pdf (accessed August 2023).

industrial uses to the west. The project site is also classified as "Prime Farmland", "Unique Farmland", and "Farmland of Statewide Importance" by the DOC's Farmland Mapping and Monitoring Program (FMMP)[5]. Therefore, development of the proposed project would result in the conversion of Prime Farmland, Unique Farmland and Farmland of Statewide Importance to a non-agricultural use.

As previously discussed, the project site is planned for light industrial development under the General Plan. The General Plan EIR contains a range of goals and policies which are meant to minimize the potential for premature conversion of important farmland within the City's SOI. By managing growth into agricultural areas in a measured way, agricultural use of land within the SOI would remain viable until such time as the land is annexed to the City and developed for non-agricultural use. These goals and policies include the following:

> **Policy LU 2.5.1:** Within areas outside the city limits, the City should encourage Fresno County to:
>
> (a) Maintain an exclusive agricultural zone district.
> (b) Maintain a minimum permitted lot size for agricultural land which assures that the land can be used for agricultural purposes.
>
> **Policy LU 2.5.2:** Development standards shall incorporate measures to protect and preserves agricultural land.
>
> **Policy LU 2.5.4:** Adopt a right-to-farm ordinance.
>
> **Policy LU 2.5.5:** Consider evaluating and adopting an agricultural land mitigation policy.
>
> **Policy LU 2.5.7:** Require contiguous development within the Sphere of Influence unless it can be demonstrated that the development of contiguous property is infeasible.
>
> **Policy LU 2.5.8:** Implement an annexation policy that is based on annexing land for residential development only when at least 80 percent of the residentially designated land inside city limits is developed.
>
> **Policy LU 2.5.9:** Work with Fresno County and Fresno LAFCO to maintain agricultural designations in areas outside the planning area and the Reedley Sphere of Influence.
>
> **Policy LU 2.5.11:** The Plan should foster the establishment of a concentrated urban development pattern, with land outside the planned urban area being designated exclusively for Agriculture.
>
> **Policy LU 2.5.12:** New urban development should occur in an orderly manner with initial development occurring on the available undeveloped properties which are closer to the built-up area.

[5] California Department of Conservation (DOC). 2018. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed August 2023).

However, the City of Reedley General Plan identifies that build out of the General Plan would result in a significant and unavoidable impact related to the conversion of Important Farmland to non-agricultural uses. Even with implementation of an agricultural land mitigation policy pursuant to Policy LU 2.5.5, which may include a fee or permanent conservation easement requirements, the loss of agricultural land would still be considered significant. Therefore, implementation of General Plan policies outlined above, or agricultural land mitigation measures would not prevent the ultimate conversion of farmlands in the Reedley Planning Area, and the impact of this conversion would be significant and unavoidable.

As discussed above, Figure 6 in the Agricultural Resources section of the General Plan EIR identifies the project site among locations with Important Farmland in the City's Planning Area planned to be converted to non-agricultural uses through buildout of the General Plan. As such, development of the proposed project would be consistent with planned growth under the General Plan. Additionally, impacts to farmland associated with development of the project site have already been evaluated in the City's General Plan EIR. Therefore, the proposed project would not result in new impacts to Important Farmland that have not been evaluated in a previous environmental review document. A less than significant impact would occur.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less Than Significant Impact. As shown in Figure 7 of the General Plan EIR, the project site is not subject to a Williamson Act contract. However, the project site is zoned within the Exclusive Agricultural Zoning District (AE-20) of Fresno County. The proposed project would include annexation of the project site into the city of Reedley. The Project Applicant would comply with applicable requirements of the annexation application process and would pay all applicable fees. After annexation of the project site to the city of Reedley, the project would comply with the new zoning designation of the project site per the City's Zoning Code without the proposed development being inconsistent with agricultural zoning.

Furthermore, the City's General Plan identified a significant and unavoidable impact related to conversion of agricultural land uses to non-agricultural use upon development in the City's SOI area. As a result, the potential impacts related to conflicts with existing zoning for agricultural use have been previously addressed in the General Plan EIR, and this project would not result in a new impact. As a result, a less-than-significant impact would occur.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project site is zoned within the Exclusive Agricultural Zoning District (AE-20) of Fresno County. The project site is not currently used for timberland production, nor is it zoned for forest land or timberland. No forest lands or timberland are located on the project site. The proposed project would not conflict with the existing zoning for, or cause rezoning of forest land or conversion of forest land to non-forest uses. Therefore, the proposed project would have no impact on forest land or timberland.

d. Would the project result in the loss of forest land or conversion of forestland to non-forest use?

No Impact. Please refer to the discussion for Response c) above. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, the proposed project would have no impact.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Less Than Significant Impact. Please refer to Responses a) and c) of this section. The project site is not used for timberland production or zoned for forest land or timberland. The project site is classified as "Prime Farmland", "Unique Farmland", and "Farmland of Statewide Importance" by the FMMP. The proposed project would result in the conversion of farmland to nonagricultural uses. However, conversion of farmland resulting from the proposed project has already been identified in the General Plan EIR, and it would be consistent with planned growth in Reedley under the General Plan. As a result, the proposed project would not result in the conversion of forestland or timberland, or the unplanned conversion of farmland beyond what has been identified by the General Plan. Therefore, the impact would be less than significant.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Impact Analysis

The proposed project is located in the city of Reedley. Reedley is part of the San Joaquin Valley Air Basin (SJVAB), which is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is responsible for air quality regulation within the eight-county San Joaquin Valley region.

Both the State of California and the federal government have established health-based Ambient Air Quality Standards (AAQS) for six criteria air pollutants: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), suspended particulate matter less than 2.5 microns in size ($PM_{2.5}$) and particulate matter less than 10 microns in size (PM_{10}). The SJVAB is designated as non-attainment for O_3 and $PM_{2.5}$ for federal standards and non-attainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards.

Air quality monitoring stations are located throughout the nation and maintained by the local air districts and State air quality regulating agencies. Data collected at permanent monitoring stations are used by the United States Environmental Protection Agency (EPA) to identify regions as “attainment” or “nonattainment” depending on whether the regions meet the requirements stated in the applicable National Ambient Air Quality Standards (NAAQS). Nonattainment areas are imposed with additional restrictions as required by the EPA. In addition, different classifications of attainment, such as marginal, moderate, serious, severe, and extreme, are used to classify each air basin in the State on a pollutant-by-pollutant basis. The classifications are used as a foundation to create air quality management strategies to improve air quality and comply with the NAAQS. The SJVAB attainment statuses for each of the criteria pollutants are listed in Table 3.3.A.

Table 3.3.A: SJVAB Air Quality Attainment Status

Pollutant	Federal	State
Ozone (1-hour)	No Federal Standard	Nonattainment/Severe
Ozone (8-hour)	Nonattainment/Extreme	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified

Source: *Ambient Air Quality Standards & Attainment Status - San Joaquin Valley Attainment Status*.(San Joaquin Valley Air Pollution Control District, n.d.-a)
SJVAB = San Joaquin Valley Air Basin
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact with Mitigation Incorporated. The California Environmental Quality Act (CEQA) requires that certain proposed projects be analyzed for consistency with the applicable air quality plan. An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards. To bring the SJVAB into attainment, the SJVAPCD adopted the 2022 Plan for the 2015 8-Hour Ozone Standard in December 2022 to satisfy Clean Air Act (CAA) requirements and ensure attainment of the 75 parts per billion (ppb) 8-hour ozone standard. To assure the SJVAB's continued attainment of the EPA PM_{10} standard, the SJVAPCD adopted the 2007 PM_{10} Maintenance Plan in September 2007. SJVAPCD Regulation VIII (Fugitive PM_{10} Prohibitions) is designed to reduce PM_{10} emissions generated by human activity. The SJVAPCD adopted the *2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ Standards* to address the region's attainment strategy for the federal $PM_{2.5}$ standards, with the latest standard of 12 micrograms per cubic meter ($\mu g/m^3$) established in 2012.

For a project to be consistent with SJVAPCD air quality plans, the pollutants emitted from a project should not exceed the SJVAPCD emission thresholds or cause a significant impact on air quality. In addition, emission reductions achieved through implementation of offset requirements are a major component of the SJVAPCD air quality plans. As discussed below, construction of the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. Implementation of Mitigation Measure AIR-1 would further reduce construction dust impacts. As discussed below, long-term operational emissions associated with the proposed project, including area, energy, and mobile source emissions, would also not exceed SJVAPCD established significance thresholds. Therefore, impacts related to the proposed project's potential to conflict with or obstruct implementation of the applicable air quality plan would be less than significant with mitigation.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact with Mitigation Incorporated. The SJVAB is designated as non-attainment for O_3 and $PM_{2.5}$ for federal standards and non-attainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards. SJVAPCD nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SJVAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The following analysis assesses the potential project-level construction- and operation-related air quality impacts.

Short-Term Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, reactive organic gas (ROG), directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter (DPM).Site preparation and project construction would involve grading, paving, and other activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. SJVAPCD Regulation VIII is designed to reduce PM_{10} emissions generated by human activity. The SJVAPCD has established Regulation VIII measures for reducing fugitive dust emissions (PM_{10}). With the implementation of Regulation VIII measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, ROGs and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the

area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the California Emissions Estimator Model, version 2022.1 (CalEEMod) as recommended by the SJVAPCD. Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026, which was included in CalEEMod. The proposed project would not require any soil import/export. As identified in the Project Description, the proposed project would use Tier 3 construction equipment, which was included in CalEEMod. Other construction details are not yet known; therefore, default assumptions (e.g., construction fleet activities and worker and vendor trips) from CalEEMod were used.

Construction-related emissions for each year of construction are presented in Table 3.3.B. CalEEMod output sheets are included in Appendix A.

Table 3.3.B: Project Construction Emissions

Year	Emissions (tons per year)					
	ROGs	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2025	0.8	1.8	2.5	<0.1	0.3	0.1
2026	0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Maximum Annual Construction Emissions	**0.8**	**1.8**	**2.5**	**<0.1**	**0.3**	**0.1**
Significance Thresholds	10.00	10.00	100.00	27.0	15.00	15.00
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (October 2023).
CO = carbon monoxide
NO_X = nitrous oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROGs = reactive organic compounds
SO_2 = sulfur dioxide

As shown in Table 3.3.B construction emissions associated with the project would not exceed SJVAPCD thresholds for ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$ emissions. In addition to the construction period thresholds of significance, the SJVAPCD has implemented Regulation VIII measures for dust control during construction. These control measures are intended to reduce the amount of PM_{10} emissions during the construction period. Implementation of the fugitive dust control measures outlined in Mitigation Measure AIR-1 would ensure that the proposed project complies with Regulation VIII and further reduces the short-term construction period air quality impacts.

Mitigation Measure AIR-1 Consistent with San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII (Fugitive PM_{10} Prohibitions), the following controls are required to be included as specifications for the proposed project and implemented at the construction site:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/

suppressant, covered with a tarp or other suitable cover or vegetative ground cover.

- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of out-door storage piles, said piles shall be effectively stabilized of fugitive dust emission utilizing sufficient water or chemical stabilizer/suppressant.

With implementation of Mitigation Measure AIR-1, construction of the proposed project would not result in a cumulatively considerable net increase of PM_{10} or any criteria pollutant for which the project region is non-attainment under an applicable NAAQS or California Ambient Air Quality Standard (CAAQS) and impacts would be less than significant.

Long-Term (Operational) Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle and truck trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project. PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement, and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions result from activities in buildings for which electricity and natural gas are used. The quantity of emissions is the product of usage intensity (i.e., the amount of electricity or

natural gas) and the emission factor of the fuel source. Major sources of energy demand include building mechanical systems, such as heating and air conditioning, lighting, and plug-in electronics, such as refrigerators or computers. Greater building or appliance efficiency reduces the amount of energy for a given activity and thus lowers the resultant emissions. The emission factor is determined by the fuel source, with cleaner energy sources, like renewable energy, producing fewer emissions than conventional sources.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the project would include emissions from the use of landscaping equipment and the use of consumer products.

Emission estimates for operation of the project were calculated using CalEEMod. Model results are shown in Table 3.3.C. Trip generation rates for the project were based on the project's trip generation estimate (as identified in Section 4.17, Transportation), which assumes the proposed project would generate 691 average daily trips, including 517 passenger cars, 38 two-axle trucks, 31 three-axle trucks, and 105 four+-axle trucks. This analysis assumes that the four+-axle truck trips would travel approximately 40 miles. To be conservative, separate CalEEMod analyses were prepared for the operational analysis for the proposed project. One CalEEMod run evaluated operational and vehicle trip emissions and another CalEEMod run evaluated four+-axle truck trip emissions. Where project-specific data were not available, default assumptions from CalEEMod were used to estimate project emissions.

The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the project; emissions are released in other areas of the SJVAB. The annual emissions associated with project operation are identified in Table 3.3.C for ROGs, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$.

Table 3.3.C: Project Construction Emissions

Source	Emissions (tons per year)					
	ROGs	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources – Vehicles and Light Duty Trucks	0.3	0.2	1.9	<0.1	0.4	0.1
Mobile Sources – Heavy Heavy Duty Trucks	<0.1	3.0	0.6	<0.1	0.7	0.2
Area Source Emissions	1.7	<0.1	1.4	<0.1	<0.1	<0.1
Energy Source Emissions	<0.1	0.7	0.6	<0.1	0.1	0.1
Total Operation Emissions	**2.0**	**3.9**	**4.5**	**<0.1**	**1.2**	**0.4**
Significance Thresholds	10.00	10.00	100.00	27.0	15.00	15.00
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (October 2023).
CO = carbon monoxide
NO_X = nitrous oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROGs = reactive organic compounds
SO_2 = sulfur dioxide

The results shown in Table 3.3.C indicate the project would not exceed the significance criteria for annual ROGs, NO_X, CO, PM_{10} or $PM_{2.5}$ emissions. As such, operation of the proposed project would not result in a cumulatively considerable net increase of PM_{10} or any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standards and impacts would be less than significant.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. This section describes the potential impact on sensitive receptors from construction and operation of the proposed project based on a Health Risk Assessment (HRA) prepared for the project. Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. The closest sensitive receptor includes the single-family residence located adjacent to the eastern border of the project site along Huntsman Avenue.

For the purposes of an HRA, short-term emissions are of concern for analyzing acute health impacts, and long-term emissions are of concern for analyzing chronic and carcinogenic health impacts. A screening-level multi-pathway assessment has been conducted. This technique was chosen as recommended in the Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxic Hot Spots Program Risk Assessment Guidelines*.[6] The analysis herein has been conducted in accordance with the guidelines in the SJVAPCD Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) and the SJVAPCD *Guidance for Air Dispersion Modeling*[7].

This HRA has been conducted using three models: (1) CARB's California Emissions Factor Model, Version 2021 (EMFAC2021) for on-road vehicle emissions factors and percentages of fuel type within the overall vehicle fleet; (2) the EPA's AERMOD air dispersion model to determine how the TACs would move through the atmosphere after release from sources both on site and on surrounding roadways; and (3) CARB's HARP2 model to translate the pollutant concentrations from AERMOD into individual health risks at any sensitive receptor locations surrounding the project site.

The OEHHA has determined that long-term exposure to diesel exhaust particulates poses the highest cancer risk of any TAC it has evaluated. Exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, DPM made people with allergies more susceptible to the materials to which they were allergic, such as dust and pollen. Exposure to DPM also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks. For risk assessment procedures, the OEHHA specifies that the surrogate for whole diesel exhaust is DPM.

The conservative nature of this analysis is due primarily to the following three factors:

- The CARB-adopted diesel exhaust unit risk factor (URF) of 300 in 1 million $\mu g/m^3$ is based on the upper 95th percentile of estimated risk for each of the epidemiological studies used to develop

[6] California Office of Environmental Health Hazard Assessment (OEHHA). 2015. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. March. Website: https://oehha.ca.gov/air/air-toxics-hot-spots (accessed November 2023).

[7] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2006. *Guidance for Air Dispersion Modeling*. Website: www.valleyair.org/busind/pto/Tox_Resources/Modeling%20Guidance.pdf (accessed November 2023).

the URF. Therefore, the risk factor is already representative of the conservative risk posed by DPM.

- The risk estimates assume sensitive receptors would be subject to DPM 24 hours per day, 350 days per year. As a conservative measure, SJVAPCD does not recognize indoor adjustments for residents. However, typical people spend the majority of their time indoors versus remaining outdoors 24 hours per day, 350 days per year.

- The exposure to DPM is assumed to be constant for the given period analyzed (i.e., 70 years). However, emissions from DPM are expected to substantially decrease in the future with the implementation of standard regulatory requirements and technological advancement to reduce DPM.

- The emissions derived assume that every truck accessing the project site will idle for 15 minutes.

Improvements over the last 40 years to diesel fuel and diesel engines have resulted in lower emissions of some of these contaminants. These improvements have resulted in a 75 percent reduction in particle emissions from diesel-powered trucks and other equipment result in an 85 percent reduction as compared to 2000 levels.[8] These improvements are anticipated to continue into the foreseeable future.

Project Construction – Toxic Air Contaminants. To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to a concentration at the receptor location of interest (i.e., a nearby residence and worksites). Dispersion modeling varies from a simpler, more conservative screening-level analysis to a more complex and refined detailed analysis. This refined assessment was conducted using the CARB exposure methodology with the air dispersion modeling performed using the EPA dispersion model AERMOD. The model provides a detailed estimate of exhaust concentrations based on site and source geometry, source emissions strength, distance from the source to the receptor, and meteorological data. Table 3.3.D, below, identifies the results of the analysis assuming the use of Tier 3 construction equipment, as proposed by the project, at the maximally exposed individual (MEI), which is the nearest sensitive receptor. Model snap shots of the sources are shown in Appendix B.

Table 3.3.D: Health Risk Levels from Project Construction to Off-Site Receptors

	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	16.20	0.021	0.000
School Receptor Risk	0.45	0.001	0.000
Worker Receptor Risk	0.19	0.015	0.000
Threshold	**20.0**	**1.0**	**1.0**

[8] California Environmental Protection Agency Office of Environmental Health Hazard Assessment, and the American Lung Association of California, 2001. *Health Effects of Diesel Exhaust*. May 21. Website: https://oehha.ca.gov/air/health-effects-diesel-exhaust (accessed November 2023).

Table 3.3.D: Health Risk Levels from Project Construction to Off-Site Receptors

	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Exceed?	**No**	**No**	**No**

Source: Compiled by LSA (November 2023).

As shown in Table 3.3.D, the maximum cancer risk for the residential receptor MEI would be 16.20 in 1 million, which would not exceed the SJVAPCD cancer risk threshold of 20 in 1 million. The school receptor risk would be 0.45 in one million and the worker receptor risk would be 0.19 in 1 million, which would also not exceed the threshold. The chronic hazard index would be 0.021 for the residential receptor MEI, 0.001 for the school receptor MEI, and 0.015 for the worker receptor MEI. In addition, the acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. Therefore, construction of the proposed project would not exceed SJVAPCD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations and this impact would be less than significant.

Project Operation – Toxic Air Contaminants. To determine the potential health risk to people living and working near the proposed project associated with the exhaust of diesel-powered trucks and equipment, LSA conducted an HRA for the proposed project. The first step of an HRA is to characterize the project-related emissions of TACs. As identified in Section 4.17, Transportation, the proposed project would generate 691 average daily trips, including 517 passenger cars, 38 two-axle trucks, 31 three-axle trucks, and 105 four+-axle trucks. The trucks would access the site by East Huntsman Avenue. As identified in the Project Description, the proposed project would include truck loading zones in the southern and eastern portions of the project site. As the project would contain multiple loading docks, offsite queuing of trucks is not anticipated. While the TAC emissions from gasoline-powered vehicles have a small health effect compared to DPM, this HRA includes both gasoline- and diesel-powered vehicle emissions. For the diesel exhaust emissions, it is sufficient to only consider the DPM portions of the exhaust; all the TACs for the gasoline exhaust emissions are contained in the ROG emissions. Using speciation data from CARB, the emission rates of the TAC components are derived from the total ROG emissions. This data is attached.

Project trucks would operate in two modes: stationary idling and moving on and off the site. The emissions from trucks while idling result in a much higher concentration of TACs at nearby sensitive receptors compared to the emissions from moving trucks. This is due to the dispersion of emissions that occurs with distance and with travel of the vehicle. For this HRA, the truck travel emissions were modeled as a series of volume sources along the on-site driveway and along East Huntsman Avenue going east and west of the site driveway. LSA assumed vehicles traveling on site would maneuver slowly, averaging approximately 5-15 miles per hour (mph), and that vehicles traveling on roadways would average 5-55 mph.

The idling emissions of trucks operating on the project site were modeled as point sources within the area sources representing the planned loading docks. EMFAC2021 was used to determine the emissions factors of idling and operating diesel trucks to determine the total emissions of DPM. While it is expected that the truck emissions rate will continue to reduce over time, an HRA only

allows for a single emission rate to represent the entire 70-year exposure period. The use of emissions factors for the year 2024 was used as a conservative estimate of emissions.

American Meteorological Society/Environmental Protection Agency Regulatory Model Dispersion Modeling. In order to assess the dispersion of emissions associated with the project, air dispersion modeling was performed using AERMOD. The model is approved by the EPA when estimating the air quality impacts associated with point and fugitive sources in simple and complex terrain. The model was used to calculate the annual average pollutant concentrations associated with each emitting source. Inputs for each emitting source were based on the characterizations described above. Details of these inputs are included in Attachment B.

For the volume sources used to represent on-road mobile source activity, vertical (sigma z) dispersion parameters were developed as described in the SJVAPCD's modeling guidance for trucks. For the truck unloading locations, individual point sources represent the trucks idling at each loading dock. For all the idling sources, the release parameters were set to the SJVAPCD default parameters.

The model requires additional input parameters, including local meteorology. Due to the model's sensitivity to individual parameters (e.g., wind speed, temperature, and direction), the EPA recommends meteorological data used as input into dispersion models be selected on the basis of relative spatial and temporal conditions that exist in the area of concern. As such, 5 years of meteorological data from SJVAPCD's Fresno Airport Monitoring Station[9] (the nearest available station) was used to represent local weather conditions and prevailing winds.

Hotspots Analysis and Reporting Program Modeling. CARB's HARP2 model is a tool that assists with the programmatic requirements of the Air Toxics "Hot Spots" Program (Assembly Bill [AB] 2588). HARP2 was used to translate the TAC concentrations from AERMOD into long-term carcinogenic and chronic, and short-term acute health risk levels following the guidance in the SJVAPCD and OEHHA risk assessment guidelines. These guidelines specify a minimum set of TAC pathways and HARP2 modeling options for the carcinogenic assessment.

To estimate chronic noncancer risks at residential receptors, the "RMP-(Risk Management Policy) Derived Method" risk-calculation option was used. Following the OEHHA guidance, an 8-hour chronic noncancer risk was calculated for residential receptors because the project would operate more than 8 hours per day and 5 days per week.

The dose-response relationship for a specific pollutant describes the association between exposure and the observed response (health effect). In other words, the relationship estimates how different levels of exposure to a pollutant change the likelihood and severity of health effects. The dose-response relationship (the response occurring with increasing doses) varies with each pollutant, individual sensitivity, and type of health effect. Combining the results of the emission characterization and dispersion modeling described above with the dose response

[9] San Joaquin Valley Air Pollution Control District (SJVAPCD). n.d.-b. Meteorological Data for AERMOD. Website: http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm (accessed November 2023).

assessment gives an estimate of the increased health risk for an individual exposed to the maximum predicted long-term concentrations of TACs.

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were default rates as presented in the OEHHA guidance document entitled *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*[10] and guidance from SJVAPCD.

Impact Analysis. The carcinogenic and chronic health risks from the proposed project are shown in Table 3.3.E. The HRA model snapshots and outputs are included in Appendix B.

Table 3.3.E: Health Risks Levels from Project Operation to Off-Site Receptors

	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	6.75	0.002	0.000
School Receptor Risk	0.55	0.004	0.000
Worker Receptor Risk	1.71	0.004	0.000
Threshold	**20.0**	**1.0**	**1.0**
Exceed?	**No**	**No**	**No**

Source: Compiled by LSA (November 2023).

As shown in Table 3.3.E, the maximum cancer risk for the residential receptor MEI would be 6.75 in 1 million, which would not exceed the SJVAPCD cancer risk threshold of 20 in 1 million. The school receptor risk would be 0.55 in 1 million and the worker receptor risk would be 1.71 in 1 million, which would also not exceed the threshold. The chronic hazard index would be 0.002 for the residential receptor MEI, 0.000 for the school receptor MEI, and 0.004 for the worker receptor MEI. In addition, the acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. Therefore, operation of the proposed project would not exceed SJVAPCD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations and this impact would be less than significant.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. During construction, the various diesel-powered vehicles and equipment in use on site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site. Because the project's potential construction-related odor impacts are localized and temporary, they would not adversely affect a substantial number of people. Therefore, the project's potential construction-related odor impacts are less than significant.

[10] California Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. March. Website: https://oehha.ca.gov/air/air-toxics-hot-spots (accessed November 2023).

Once operational, the proposed project would include truck activity, which could result in diesel odor impacts. The closest sensitive receptor includes the single-family residence located adjacent to the eastern border of the project site along Huntsman Avenue. This residence would be located approximately 220 feet south of truck parking. These odor emissions may be noticeable from time to time near the project site; however, they would be localized and are not likely to adversely affect a substantial number of people by resulting in confirmed odor complaints. In addition, idling of trucks would be limited by the CARB's In-Use Off-Road Diesel Vehicles regulation, which limits idling to 5 minutes or less. Minimizing idling time reduces odors, as unburned fuel and products of combustion from some engines condense in the exhaust, particularly during warmup or shortly after engine startup, resulting in more intense odors.[11] Therefore, the proposed project would result in a less than significant impact related to other emissions (such as those leading to odors) adversely affecting a substantial number of people.

[11] United States Environmental Protection Agency (EPA). 1971. *Guide to Reduction of Smoke and Odor from Diesel-Powered Vehicles*. September. Website: https://nepis.epa.gov/Exe/ZyPDF.cgi/9100JLQ0.PDF?Dockey=9100JLQ0.PDF (accessed October 2023).

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 Impact Analysis

LSA conducted a Biological Resources Assessment (BRA)[12] to assess potential impacts of the proposed project on biological resources. The following summarizes the resources and methods used to assess the project site, and findings of the BRA.

3.4.1.1 Environmental Setting

The project site is located along the eastern portion of the San Joaquin Valley floor in Fresno County. The project site is relatively flat with little topographic variation and is at approximately 347 feet above mean sea level in elevation. Travers Creek and its associated disturbed riparian habitat are located within the project site to the west and north. There are no other drainage features, depressional wetlands, or riparian areas present in the project site or immediate surroundings. The project site is currently an active orchard and contains two agricultural support buildings and one single-family residence. According to historic aerial imagery, the project site has remained in its

[12] LSA Associates, Inc. 2023. *Biological Resources Assessment for the East Huntsman Avenue Industrial Park Project in Reedley, Fresno County, California*. October 10.

current condition for more than 20 years and has supported agricultural crops since at least the early 1950s. The project site is surrounded by Reedley Sports Park to the north, agricultural uses to the south, rural residential and agricultural uses to the east, and light-industrial uses to the west.

3.4.1.2 Literature Review and Records Search

LSA Biologist Kelly McDonald conducted a literature review and record search on September 6, 2023, to identify the existence and potential for occurrence of sensitive or special-status plant and animal species in the project vicinity. Database records reviewed included the following:

- **California Natural Diversity Database Information (CNDDB – RareFind 5)**, which is administered by the California Department of Fish and Wildlife (CDFW), formerly known as the California Department of Fish and Game. This database covers sensitive plant and animal species, as well as sensitive natural communities that occur in California. Records from nine United States Geological Survey (USGS) quadrangles surrounding the project area (*Orange Cove North, Wahtoke, Sanger, Monson, Orange Cove South, Burris Park, Reedley, Traver,* and *Selma*), along with a query of records within a 5-mile radius of the project site, were obtained from this database to inform the field survey.

- **California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants**, which uses four specific categories or "lists" of sensitive plant species to assist with the conservation of rare or endangered botanical resources. Records from the nine USGS quadrangles surrounding the project site were obtained from this database to inform the field survey.

- **United States Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) Online System**, which lists all proposed, candidate, threatened, and endangered species managed by the Endangered Species Program of the USFWS that have the potential to occur on or near a particular site. This database also lists all designated critical habitats, national wildlife refuges, and migratory birds that could potentially be impacted by activities from a proposed project. An IPaC Trust Resource Report[13] was generated for the project site.

- **Designated and Proposed USFWS Critical Habitat Polygons** were reviewed to determine whether critical habitat has been designated or proposed within or in the vicinity of the project site.[14]

- **The USFWS National Wetlands Inventory** was reviewed to determine whether any wetlands or surface waters of the United States have been previously identified in the survey area.[15]

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13 United States Fish and Wildlife Service (USFWS). 2023a. Environmental Conservation Online System (ECOS). Information for Planning and Conservation (IPaC) Trust Resources Report. September 2023. Website: http://ecos.fws.gov/ecp/ (accessed September 2023).

14 United States Fish and Wildlife Service (USFWS). 2023b. USFWS Critical Habitat Polygons. Website: http://ecos.fws.gov/crithab/ (accessed September 2023).

15 United States Fish and Wildlife Service (USFWS). 2023c. USFWS National Wetlands Inventory (NWI), Online Mapper Tool. Website: https://www. fws.gov/wetlands/data/mapper.html (October 2023).

- **eBird:** eBird is a real-time, online checklist program launched in 2002 by the Cornell Lab of Ornithology and National Audubon Society. It provides rich data sources for basic information on bird abundance and distribution at a variety of spatial and temporal scales. eBird occurrence records within the project sites and a 5-mile radius around the project site were reviewed in July 2023.[16]

In addition to the databases listed above, historic and current aerial imagery, and local land use policies related to biological resources were reviewed, including City of Reedley General Plan Policies COSP4.13.1 through COSP4.13.20 which relate to protection and conservation of sensitive and special-status habitats and species in the City's Planning Area.

3.4.1.3 Field Survey

A general biological survey of the project site was conducted by LSA Biologist Kelly McDonald on September 8, 2023. The project site was surveyed on foot, and all biological resources observed were noted and mapped.

3.4.1.4 Findings

The project site consists of a flat area that contains an active orchard and is developed with two agricultural buildings and one single-family residence. Other areas within the project site consist of disturbed/barren areas surrounding the perimeter of the orchard, ornamental vegetation, and disturbed riparian habitat associated with Travers Creek. The vegetation existing on the site is regularly maintained and much of the soil and vegetation within the project site is disturbed from longstanding agricultural practices. No native or special-status vegetation communities exist in the project site.

Disturbed riparian habitat is present along the banks of Travers Creek and outside of the project site. There are no depressional wetlands (e.g., vernal pools) or other natural drainage features within the project site. The project site does not serve as a wildlife nursery or as a wildlife migration corridor.

A total of 12 wildlife species were observed on or near the project site during the September 2023 survey, including rock pigeon (*Columba livia*; nonnative species), mourning dove (*Zenaida macroura*), red-shouldered hawk (*Buteo lineatus*), California scrub jay (*Aphelocoma californica*), killdeer (*Charadrius vociferus*), American kestrel (*Falco sparverius*), red-tailed hawk (*Buteo jamaicensis*), northern flicker (*Colaptes auratus*), Anna's hummingbird (*Calypte anna*), house finch (*Haemorhous mexicanus*), lesser goldfinch (*Spinus psaltria*), western fence lizard (*Sceloporus occidentalis*), and California ground squirrel (*Otospermophilus beecheyi*). Each of the wildlife species observed commonly occur in and around developed areas throughout the San Joaquin Valley.

The search from CNDDB identified four special-status plant communities, Great Valley Mixed Riparian Forest, Northern Claypan Vernal Pool, Northern Hardpan Vernal Pool, and Valley Sacaton

[16] eBird. 2023. eBird: An online database of bird distribution and abundance. Ithaca, New York: Cornell Lab of Ornithology. Website: http://www.ebird.org (accessed September 2023).

Grassland, that are known to occur within a nine-quad area surrounding the project; however, these habitat types do not occur within the project site or in the project vicinity.

The literature review also identified 20 special-status plant species that are known to occur within a nine-quad area surrounding the project. However, the majority of the rare plant species that were identified in the databases have specialized habitat requirements (e.g., they occur on predominantly alkaline soils, vernal pools, or wetland habitats) that do not occur within the project site. Additionally, due to longstanding agricultural practices in the project site, no special-status plant species are expected to occur within the project site or in adjacent or nearby parcels.

There are no known occurrences of any special-status animal species in the project site, and none were observed during the September 2023 field survey. Nonetheless, marginally suitable, isolated habitat for several regionally occurring special-status species is present in the project site. Western pond turtle (*Emys marmorata*) has a low potential to occur within the project site due to the presence of Travers Creek, which may provide marginally suitable aquatic habitat for this species. Additionally, Ornamental, disturbed riparian, and orchard areas provide nesting and foraging habitat for raptors or other shrub and tree-nesting species, such as Swainson's hawk, along with suitable nesting habitat for ground-nesting birds or birds that may nest in annual herbaceous cover.

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated. The project site is located in the Reedley SOI. The project site is currently vacant and used for growing agricultural crops. The project site is surrounded by agricultural uses and Reedley Sports Park to the north, agricultural uses to the south, rural residential and agricultural uses to the east, and light industrial uses to the west. Travers Creek bounds the project site to the west and north. The project site does not contain critical habitat that could support candidate, sensitive or special-status species. Furthermore, no special-status species have been identified within the project site or in the vicinity of the site. However, the project site is located directly adjacent to Travers Creek, which presents marginally suitable aquatic habitat for western pond turtle. The proposed project would maintain the 25-foot-wide easements that exist along both sides of Travers Creek, and therefore, would not remove or impact the suitable aquatic habitat for western pond turtle along Travers Creek.

Due to the historic degradation of the upland areas, the agricultural setting, and the extent of disturbance, its unlikely western pond turtle would nest within the upland areas of the project site; however, should western pond turtle occur within the aquatic and upland area of the project site, individuals of these species could be exposed to direct impacts such as injury or mortality during ground and vegetation disturbance, or indirect impacts such as noise and vibration which could affect movement, breeding, foraging, or sheltering behaviors. Therefore, Mitigation Measures BIO-1, BIO-2, and BIO-3**,** which require a worker environmental awareness program, preconstruction surveys, construction monitoring and reporting, and delineation of the project site, would be implemented to avoid or minimize impacts to western pond turtles to less than significant.

Additionally, the ornamental, disturbed riparian, and orchard areas within the project site would provide nesting and foraging habitat for raptors or other shrub and tree-nesting species, such as Swainson's hawk, along with suitable nesting habitat for ground-nesting birds or birds that may nest in annual herbaceous cover. To ensure compliance with the federal Migratory Bird Treaty Act and California Fish and Game Code Sections 3500–3516, Mitigation Measure BIO-4, which requires pre-construction nesting bird surveys prior to any vegetation clearing planned to take place during the nesting bird season (January 1 through September 30), would be implemented. Additionally, Mitigation Measures BIO-5 and BIO-6 would be implemented to avoid, minimize, and/or compensate impacts to Swainson's hawk. Finally, Mitigation Measure BIO-7 would ensure implementation of construction best management practices to avoid or minimize construction related impacts on special-status species as a result of dust, potential fuel/fluid spills from construction equipment, construction-related runoff, or erosion. With implementation of Mitigation Measures BIO-1 through BIO-7, impacts to special-status species would be reduced to a less than significant level.

Mitigation Measure BIO-1 **Worker Environmental Awareness Program (WEAP).** Prior to any ground disturbance or construction activities, a qualified biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the western pond turtle and nesting birds, the specific measures that are being implemented to avoid adverse effects to biological and aquatic resources, and the boundaries of the project site. The training shall explain local, State, and federal regulations/authorizations pertaining to biological and aquatic resources that are/may be applicable to the project, as well as all measures related to biological and aquatic resources that must be implemented during construction.

Mitigation Measure BIO-2 **Preconstruction Surveys, Construction Monitoring, and Reporting**. Within 3 days prior to initiation of vegetation removal, a qualified biologist shall conduct a preconstruction survey to ascertain the presence or absence of special-status wildlife species. A qualified biological monitor shall be present during all vegetation clearing activities (including initial ground disturbance) and ground disturbance to ensure avoidance or relocation of special status species, when feasible.

When avoidance or relocation is not feasible, the qualified biologist shall establish a buffer, which would be avoided until the qualified biologist determines that work can proceed. The qualified biologist shall receive approvals from the resource agencies prior to handling any special-status wildlife species. If a federally and/or State-listed or fully-protected species is observed within the project site, work activities with potential to directly or indirectly disturb the plant or animal (as determined by the qualified biologist) shall not take place

until the appropriate regulatory agency (California Department of Fish and Wildlife [CDFW] and/or United States Fish and Wildlife Service [USFWS]) has authorized the work to proceed.

The results of all pre-construction surveys and compliance monitoring shall be documented and reported to the City of Reedley by the qualified biologist and the documentation shall be available upon request throughout the duration of construction activities.

Mitigation Measure BIO-3 **Project Site Delineation.** Prior to the start of construction, the contractor shall clearly delineate (subject to the approval of the qualified biologist) the work areas (e.g., t-posts and 0.25-inch yellow nylon rope and temporary signage) to ensure that no work takes place outside the approved limits of disturbance.

Mitigation Measure BIO-4 **Nesting Bird Surveys and Avoidance.** If vegetation trimming/ removal, construction, or grading activities are planned within the active nesting bird season (January 1 through September 30), a qualified biologist will conduct a pre-construction nesting bird survey no more than 14 days prior to the start of such activities. The nesting bird survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related activities such as noise, vibration, increased human activity, and dust, etc. For any active nest(s) identified, the qualified biologist will establish an appropriate buffer zone around the active nest(s). The appropriate buffer will be determined by the qualified biologist based on species, location, and the nature of the proposed activities. Land use changes and human activity will be avoided within the buffer zone until the nest is deemed no longer active by the qualified biologist.

Mitigation Measure BIO-5 **Conduct Surveys for Swainson's Hawk Nests and Implement Avoidance and Minimization Measures.** Surveys must be performed within 1 year prior to the commencement of construction or grading activities. The qualified biologist will conduct surveys for Swainson's hawk (*Buteo swainsoni*) during the nesting season (March through August) within the project site and a 0.5-mile buffer surrounding the project site, provided access to such areas is available. No sooner than 30 days prior to any ground disturbing activity, the qualified biologist will conduct pre-construction surveys of nests identified during the earlier surveys to determine if any are occupied. The initial nesting season surveys and subsequent pre-construction nest surveys will follow the protocols set out in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee 2000) or guidance

current at the time of project implementation. Available database records will used to support the survey.

Any active Swainson's hawk nests (defined as a nest used one or more times in the last 5 years) found within 0.5 mile of the project site during the nesting season (February 1 to August 31) will be monitored daily by the qualified biologist to assess whether the nest is occupied. If the nest is occupied, the qualified biologist will establish no-work buffers following CDFW *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California*, and the status of the nest will be monitored until the young fledge or for the length of construction activities, whichever occurs first. Adjustments to the buffer(s) may be possible in some situations, through consultation with the CDFW.

If an occupied Swainson's hawk nest site is to be removed, an incidental take permit under the California Endangered Species Act (CESA) will be obtained and impacts will be minimized through permitting with CDFW and will be fully mitigated.

Mitigation Measure BIO-6

Compensatory Mitigation for Swainson's Hawk. If Swainson's hawk nests are observed during surveys and impacts cannot be avoided as specified in Measure BIO-5**,** the Applicant shall provide project-specific compensatory mitigation that replaces affected nest sites and/or provides suitable foraging habitat (for impacts to suitable foraging habitat within 0.5 mile of any nest). Lands proposed as compensatory mitigation for Swainson's hawk must meet the following minimum criteria unless otherwise covered under other project measures or permits, or specifically approved by CDFW:

- Support at least three mature native trees suitable for Swainson's hawk nesting (e.g., Valley oak, Fremont cottonwood, willow, mesquite) for each Swainson's hawk nest tree removed by project construction.
- Support at least one Swainson's hawk nesting territory in the last 5 years.
- Contribute to the project's mitigation commitment for Swainson's hawk foraging habitat, which would be calculated based on the following ratios:
    - 1:1 for impacts on Active Primary Foraging Habitat.
    - 0.75:1 for impacts on Active Secondary Foraging Habitat.
    - 0.5:1 for impacts on Active Tertiary Foraging Habitat.

Mitigation Measure BIO-7 **Construction Site Housekeeping and Operational Requirements.** The following measures will be implemented to avoid or minimize impacts on special-status species and general wildlife:

- All excavated, steep-walled holes or trenches more than 6 inches deep shall be covered at the close of each working day with plywood or similar materials. If the trenches or holes cannot be closed, one or more escape ramps constructed of earth fill or wooden planks shall be installed. Any such features that are left open overnight will be searched each day prior to construction activities to ensure no animals are trapped. Work will not continue until trapped animals have moved out of open trenches or have been relocated out of the work area.

- No monofilament plastic (e.g., straw roll netting) will be used for erosion control.

- All work will be completed during daytime hours. All project activity must terminate 30 minutes before sunset and must not start until 30 minutes after sunrise. Sunrise and sunset times are established by the U.S. Naval Observatory Astronomical Applications Department for the geographic area where the project is located.

- All construction pipes, culverts, or similar structures with a diameter of 4 inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for wildlife before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a listed species is discovered inside a pipe, that section of pipe shall not be moved until USFWS and/or CDFW has been consulted. If necessary, and under the direct supervision of a qualified biologist, the pipe may be moved only once to remove it from the path of construction activity, until the listed species has escaped. In the case of trapped animals, escape ramps or structures shall be installed immediately to allow the animal(s) to escape, or the USFWS and CDFW shall be contacted for further guidance.

- Work crews or the qualified biologist will inspect open trenches, pits, and under construction equipment and material left onsite in the morning and evening to look for wildlife that may have become trapped or are seeking refuge.

- All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers

and removed at least once a week from a construction or project site.

- Pets, such as dogs or cats, shall not be permitted on the project site.
- Use of rodenticides and herbicides in project site shall be restricted. This is necessary to prevent primary or secondary poisoning of native predators and the depletion of prey populations on which they depend. All uses of such compounds shall observe label and other restrictions mandated by the United States Environmental Protection Agency (EPA), California Department of Food and Agriculture, and other State and federal legislation. If rodent control must be conducted, zinc phosphide shall be used.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. Habitat values of the project site have been severely diminished due to periodic site disturbance associated with longstanding agricultural activities on the site. As such, although the CNDDB search for the project identified occurrences of four special-status natural (i.e., plant) communities, Great Valley Mixed Riparian Forest, Northern Claypan Vernal Pool, Northern Hardpan Vernal Pool, and Valley Sacaton Grassland, within the nine-quad search area for the project, these habitat types do not occur within the project site or in the immediate vicinity. Additionally, although disturbed riparian vegetation exists along Travers Creek, which bounds the project site to the west and north, the project would maintain the 25-foot-wide easements that exist along both sides of Travers Creek, and no project improvements that could impact disturbed riparian vegetation would occur in this area. Therefore, implementation of the proposed project would have a less than significant impact related to a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant with Mitigation Incorporated. As previously discussed, Travers Creek and associated disturbed riparian vegetation bounds the project site to the west and north. Based on project design plans, improvements to the project site would be entirely outside of any jurisdictional areas associated with Travers Creek (including disturbed riparian habitat), and no new encroachment or fill is expected to impact resources associated with the Travers Creek. Furthermore, the project would maintain the 25-foot-wide easements that exist along both sides of Travers Creek.

However, due to the proximity of the Travers Creek to the project site, construction activities within the project site could result in indirect temporary impacts such as dust, potential fuel/fluid spills from construction equipment, construction-related runoff, and erosion, which could potentially enter Travers Creek. Construction activities involving ground disturbance could also result in the introduction and/or proliferation of nonnative, invasive plant species, which could further outcompete and/or displace the limited native vegetation within the Travers Creek or adjacent riparian habitat areas. As such, implementation of Mitigation Measure BIO-8, which requires implementation of erosion control methods and proper storage of construction equipment, and Mitigation Measure BIO-9, which addresses the potential spread of invasive plant species, would be required to reduce potential impacts to Travers Creek to a less than significant level. Therefore, with implementation of Mitigation Measures BIO-8 and BIO-9, the project would result in less than significant impacts to state or federally protected wetlands.

Mitigation Measure BIO-8

Erosion Control and Best Management Practices. Prior to the start of construction, the project contractor shall clearly delineate all construction areas and equipment staging areas. The designated areas shall be located in such a manner as to prevent any loose soil or spill runoff from entering Travers Creek. All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities used by the Project Contractor shall take place in these designated staging areas.

Adequate erosion and sedimentation barriers (e.g., silt fencing) shall be installed around the perimeters of work area by the Project Contractor and remain in place during project construction to prevent any sediment or debris from entering Travers Creek. For work areas adjacent to Travers Creek, barriers shall consist of a minimum 3-foot-tall silt fencing buried to a depth of approximately 6 inches below the soil surface (or as otherwise specified in a project-specific erosion control or spill prevention plan). These barriers shall be inspected by the Project Contractor on a regular basis and maintained and repaired as necessary to ensure that there are no holes or tears that could entrap and pose a hazard to wildlife. This fencing used to delineate the work area will also serve as a temporary barrier to minimize the potential for special-status species to enter work areas during construction and/or become trapped within the fenced project site.

Mitigation Measure BIO-9

Invasive Species Control. Any nonnative plants removed during the course of construction shall be contained and properly disposed of offsite. All mulch, topsoil, seed mixes, or other plantings used for erosion-control shall be free of invasive plant species seeds or propagules. No plant species listed on the California Invasive Plant Council (Cal-IPC) inventory shall be installed in the project site, and

all plant palettes proposed to be installed on the project site(s) shall be reviewed and approved by a qualified biologist.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant with Mitigation Incorporated. The project site would not place any barriers within any known wildlife movement corridors or interfere with habitat connectivity, and no mitigation related to wildlife movement is required. However, the ornamental, disturbed riparian, and orchard areas within and near the project site could provide nesting habitat for species protected by the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3500–3516, including raptors or other shrub and tree-nesting species, such as Swainson's hawk, and ground-nesting birds or birds that may nest in annual herbaceous cover. As previously discussed, Mitigation Measure BIO-4, which requires pre-construction nesting bird surveys prior to any vegetation clearing planned to take place during the nesting bird season (January 1 through September 30), would address potential impacts to nesting birds associated with project development. As such, the proposed project would have a less than significant impact related to substantially interfering with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impeding the use of native wildlife nursery sites.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. As described in the BRA, the project would not conflict with any local policies or ordinances protecting biological resources. Though the proposed project is subject to local policies from the General Plan for the City of Reedley and the Fresno County General Plan related to biological resources, the project would comply with applicable requirements from local policies and ordinances. As such, the proposed project would not conflict with any of the existing ordinances and impacts would be less than significant.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Pacific Gas & Electric (PG&E) San Joaquin Valley Operation and Maintenance (O&M) Habitat Conservation Plan (HCP) was approved in 2007 and covers portions of nine counties, including Fresno County. This HCP covers PG&E activities which occur as a result of ongoing O&M that would have an adverse impact on any of the 65 covered species and provides incidental take coverage from the USFWS and CDFW. The Reedley Planning Area is not located within the boundaries of any approved or draft HCP, Natural Community Conservation Plan (NCCP), or other adopted local, regional or State HCP.

Therefore, the project would not conflict with the provisions of the PG&E O&M HCP, or any other an adopted HCP or NCCP and the proposed project would have no impact.

3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

3.5.1 Impact Analysis

Peak & Associates, Inc. prepared a Cultural Resource Assessment [17] for the proposed project to assess potential impacts to cultural resources. The following impact discussion summarizes the study and results.

3.5.1.1 Records Search

A record search was conducted for the project site by the Southern San Joaquin Valley Information Center on August 7, 2023 (SSJVIC No. 23-313). No portion of the project site has ever been surveyed for cultural resources. Four surveys have been completed to the west of the project site, located completely or partially within the 0.25-mile record search radius, with no cultural resources located. Furthermore, no known cultural sites were found within the project site. The only resource within a 0.25 radius of the project site is P-10-004675, the route of the Atchinson, Topeka and Santa Fe Railroad (later the Burlington Northern Santa Fe Railroad).

3.5.1.2 Field Survey

A field survey of the project site was conducted on October 14, 2023, by Peak & Associates, Inc. Archeological Field Director Michael Lawson. The project site has been leveled for agriculture, and is currently a peach orchard. The western and southern boundaries of the parcel are a channelized drainage, approximately 15 to 20 feet wide, 8 to 10 feet deep with a 4- to 5-foot water depth, identified as Travers Creek on older topographic maps.

Due to the natural water source adjacent to the project site, an intensive, complete survey was conducted within 150 feet of the current channelized ditch/drainage. Outside the 150-foot intensive survey area, a general survey was conducted. For the intensive survey area, parallel transects of 2 to 5 meters apart were used to ensure adequate inspection. Parallel transects of 10 to 20 meters were used in the remainder of the project site.

Although review of historic maps show a structure located in the southeast corner of the project parcel, this building is not currently present on the project site. Intensive survey within a 50-foot

[17] Peak & Associates, Inc. 2023. *Cultural Resource Assessment for the East Huntsman Industrial Park Project, City of Reedley, California*. October 27.

radius of the prior building site only revealed fragments of household items such as milk and aqua glass shards and three to four small brick fragments. Results for the survey were negative for prehistoric period or historic cultural resources, artifacts, or other cultural features or remains.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. A historical resource defined by CEQA includes one or more of the following criteria: (1) the resource is listed, or found eligible for listing in, the California Register of Historical Resources (California Register); (2) listed in a local register of historical resources as defined by Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the project's lead agency (PRC Section 21084.1; *State CEQA Guidelines* Section 15064.(a)). Under CEQA, historical resources include built-environment resources and archaeological sites.

No historical resources have been identified in the project site. However, there is the possibility of the presence of unknown historical resources onsite that may be obscured by vegetation or fill, leaving no surface evidence. As such, to reduce potential impacts on potentially undiscovered historical resources in the project site, Mitigation Measure CUL-1 shall be implemented. This mitigation measure would reduce potential impacts to undiscovered resources to a less than significant level by requiring the presence of a cultural resources monitor during project construction, and consulting with a qualified historical resources specialist and implementing applicable mitigation measures to protect resources found during project construction.

Mitigation Measure CUL-1

As recommended by the Santa Rosa Rancheria Tachi-Yokut Tribe, a cultural resources monitor or archaeologist shall be present during ground disturbing activities on the project site associated with project construction.

If previously unknown resources are encountered before or during grading activities, construction shall stop within 100 feet of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study.

The qualified historical resources specialist shall make recommendations to the City of Reedley on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the *State CEQA Guidelines*.

If the resources are determined to be unique archeological resources as defined under Section 15064.5(c)(1) of the *State CEQA Guidelines*, measures shall be identified by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology and recommended to the Lead Agency.

Appropriate measures for significant resources could include avoidance or capping, incorporation of green space, parks, or open space in undeveloped areas of the project site, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the Lead Agency approves the protection measures. Any historical artifacts recovered as a result of mitigation shall be provided to a Lead Agency-approved institution or person who is capable of providing long-term preservation to allow future scientific study. A report of findings shall also be submitted to the Southern San Joaquin Valley Information Center.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. Pursuant to *CEQA Guidelines* Section 15064.5(c)(1), "When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource..." Those archaeological sites that do not qualify as historical resources shall be assessed to determine if they qualify as "unique archaeological resources" pursuant to California PRC Section 21083.2. Archaeological cultural resources identified during project construction shall be treated by the City in consultation with a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology, and in accordance with Mitigation Measure CUL-1 as identified above in the discussion for a). With implementation of these measures, impacts to archaeological resources would be less than significant.

c. Would the project disturb any humans remains, including those interred outside of formal cemeteries?

Less Than Significant with Mitigation Incorporated. Disturbance of human remains interred outside of formal cemeteries would result in a significant impact. If human remains are identified during project construction, Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code shall apply, as appropriate. In addition, the project would comply with Mitigation Measure CUL-2, which requires notifying the County Coroner and other relevant parties in the event that human remains are found during construction of the proposed project. Therefore, adherence to the requirements in Mitigation Measure CUL-2 would reduce potential impacts to unknown human remains to less than significant.

Mitigation Measure CUL-2 In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98(a). If the remains are determined to be of Native American

descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains.

Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the Project Applicant shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the Project Applicant has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Project Applicant shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

3.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Impact Analysis

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Less Than Significant Impact. This analysis evaluates energy consumption for both construction and operation of the proposed project, including diesel fuel use for construction off-road equipment.

Construction-Period Energy Use. The anticipated construction schedule assumes that the proposed project would be built over approximately 12 months. The proposed project would require grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for demolition and grading activities, and construction of the residences. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, the proposed project would result in a less-than-significant impact during project construction.

Operational Energy Use. Energy use consumed by the proposed project would be associated with natural gas use, electricity consumption, and fuel used for vehicle and truck trips associated with the project. Energy and natural gas consumption was estimated for the project using default energy intensities by land use type in CalEEMod. Electricity and natural gas usage estimates associated with the proposed project are shown in Table 3.6.A.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on the CalEEMod analysis, the proposed project would result in approximately 2,652,707 vehicle miles traveled (VMT) per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles [SUVs]) in the United States has steadily

increased from about 14.9 miles per gallon (mpg) in 1980 to 22.9 mpg in 2020.[18] The average fuel economy for heavy-duty trucks in the United States has also steadily increased, from 5.7 mpg in 2013 to a projected 8.0 mpg in 2021.[19] Therefore, based on the default vehicle fleet mix assumed in CalEEMod and using the EPA fuel economy estimates for 2020, the proposed project would result in the consumption of approximately 44,491 gallons of gasoline per year and 24,824 gallons of diesel fuel per year.

Table 3.6.A: Estimated Annual Energy Use of Proposed Project

Electricity Use (kWh per year)	Natural Gas Use (therms per year)	Gasoline (gallons per year)	Diesel (gallons per year)
8,327,903	140,443	44,491	24,824

Source: Compiled by LSA (October 2023).
kWh = kilowatt-hours

As shown in Table 3.6.A, the estimated potential increased electricity demand associated with the proposed project is 8,327,903 kWh per year. In 2022, California consumed approximately 287,826 gigawatt-hours (GWh) or 287,826,110,475 kilowatt-hours (kWh).[20] Of this total, Fresno County consumed 8,384 GWh or 8,384,408,687 kWh.[21] Therefore, electricity demand associated with the proposed project would be approximately 0.10 percent of Fresno County's total electricity demand.

The estimated potential increased natural gas demand associated with the proposed project is 140,443 therms per year, as shown in Table 4.F. In 2022, California consumed approximately 11,711 million therms or 11,710,641,194 therms, while Fresno County consumed approximately 319 million therms or approximately 319,435,645 therms.[22] Therefore, natural gas demand associated with the proposed project would be approximately 0.04 percent of Fresno County's total natural gas demand.

In addition, the proposed project would result in energy usage associated with gasoline and diesel to fuel project-related trips. As shown above in Table 3.6.A, vehicle trips associated with the proposed project would consume approximately 44,491 gallons of gasoline per year and 24,824 gallons of diesel fuel per year. Based on fuel consumption obtained from EMFAC2021, approximately 372 million gallons of gasoline and approximately 157.6 million gallons of diesel will be consumed from vehicle trips in Fresno County in 2023. Therefore, gasoline and diesel fuel demand generated by

18 United States Department of Transportation (USDOT). Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles. Website: https://www.bts.dot.gov/bts/bts/content/average-fuel-efficiency-us-light-duty-vehicles (accessed October 2023).

19 California Energy Commission (CEC). 2015. Medium and Heavy-Duty Truck Prices and Fuel Economy 2013–2026. Website: efiling.energy.ca.gov/getdocument.aspx?tn=206180 (accessed October 2023).

20 California Energy Commission (CEC). 2023a. Energy Consumption Data Management Service, Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed October 2023).

21 Ibid.

22 California Energy Commission (CEC). 2023b. Energy Consumption Data Management Service, Gas Consumption by County. Website: www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed October 2023).

vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in Fresno County. Fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

The proposed project would include solar fixtures and would comply with the latest California Green Building Standards Code (CALGreen Code) building measures and Title 24 standards. In addition, proposed new development would be constructed using energy efficient modern building materials and construction practices, and the proposed project also would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). The expected energy consumption during construction and operation of the proposed project would be consistent with typical usage rates for residential and commercial uses.

PG&E is the private utility that would supply the proposed project's electricity services. In 2021, a total of 50 percent of PG&E's delivered electricity came from renewable sources, including solar, wind, geothermal, small hydroelectric, and various forms of bioenergy.[23] PG&E reached California's 2020 renewable energy goal in 2017 and is positioned to meet the State's 60 percent by 2030 renewable energy mandate set forth in Senate Bill (SB) 100. In addition, PG&E plans to continue to provide reliable service to its customers and upgrade its distribution systems as necessary to meet future demand.

Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. In 2002, the Legislature passed Senate Bill (SB) 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC's *2023 Integrated Energy Policy Report* provides the results of the CEC's assessments of a variety of energy issues facing California. As indicated above, energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in Alameda County. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the overall use in Fresno County, and the State's

[23] Pacific Gas & Electric (PG&E). 2021. *Exploring Clean Energy Solutions*. Website: https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page?WT.mc_id=Vanity_cleanenergy (accessed October 2023).

available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed project's total impact on regional energy supplies would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above, the proposed project would not result in the inefficient, wasteful, and unnecessary consumption of energy.

3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

3.7.1 Impact Analysis

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Fault ruptures are generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., within the past 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of development within the delineated area. The project site is not located within an Alquist-Priolo Earthquake Fault Zone.[24] In addition, no known active or

[24] California Department of Conservation (DOC). 2021. EQ Zapp: California Earthquake Hazards Zone Application. Website: https://www.conservation.ca.gov/cgs/geohazards/eq-zapp (accessed June 2023).

potentially active faults or fault traces are located in the vicinity of the project site. The closest active faults to the project site are the Nunez Fault, located approximately 62.2 miles southwest of the site, and the Independence Fault, located approximately 63.1 miles northeast of the site. Due to the distance of these known faults, no people or structures would be exposed to potential substantial adverse effects, including the risk of loss, injury, or death from the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Therefore, potential impacts related to fault rupture would be less than significant.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The project site is within the Reedley Planning Area, which is within Seismic Zone 3. This area is characterized as having a relatively thin section of sedimentary rock overlying granite. In this zone, the amplification of shaking that would affect low-to-medium rise structures is relatively high.[25] However, there are no known active faults located within the Reedley Planning Area or the immediate vicinity. In addition, compliance with the CBC (Title 24 CCR) would ensure that geotechnical design of the proposed project would minimize or eliminate potential impacts related to strong seismic ground shaking. Therefore, the project would not directly or indirectly cause substantial adverse effects related to strong seismic ground shaking. As such, the proposed project would have a less-than-significant impact.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. During ground shaking, these soils lose strength and acquire “mobility” sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay) may also liquefy. The General Plan EIR identifies that the potential for ground-failure hazards such as subsidence, settlement and liquefaction is considered minimal in the Reedley Planning Area. Furthermore, compliance with the California Building Code would ensure potential impacts associated with seismic-related ground failure would be less than significant.

iv. Landslides?

Less Than Significant Impact. Landslides typically occur in areas that experience ground shaking, are typically wet and/or have steep slopes. The project area is generally flat and not located next to any hills. Due to the distance from known active faults, ground shaking potential in the project area is relatively low. The project site is in the vicinity of the Travers Creek, which bounds the project site to the west and north. The project would preserve the 25-foot easements that exist along both sides of the channel and would not construct near the channel bank where the ground is less stable and more prone to landslides. Therefore, the potential for

[25] City of Reedley. 2014. General Plan 2030. February 18. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/Reedley-General-Plan-2030-Adopted-February-18-2014-1.pdf (accessed June 2023).

the proposed project to expose people or structures to risk as a result of landslides would be less than significant.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Grading and earthmoving during project construction has the potential to result in erosion and loss of topsoil. Exposed soils could be entrained in stormwater runoff and transported off the project site. However, this impact would not be substantial because the project is required to comply with water quality control measures, which include preparation of a Stormwater Pollution Prevention Plan (SWPPP) (refer to Section 3.10, Hydrology and Water Quality). Although designed primarily to protect stormwater quality, the SWPPP would incorporate Best Management Practices (BMPs) to minimize erosion. Additional details regarding the SWPPP are provided in Section 3.10, Hydrology and Water Quality, of this Initial Study. Impacts related to substantial soil erosion or the loss of topsoil would be less than significant. No mitigation is required.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. As described in discussion a) in this section, soils on the project site would not be subject to liquefaction, lateral spreading, or landslides. Additionally, the proposed project would be required to conform with the California Building Code, which would reduce risks related to unstable soils. Therefore, the proposed project would have a less than significant impact related to unstable soils.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. The project site contains various soil types, with the majority consisting of Greenfield sandy loam, Hanford sandy loam, Hanford coarse sandy loam and Delhi sand, all soil types with a low shrink-swell potential.[26] Compliance with CBC requirements would ensure the implementation of design features that would reduce potential impacts related to expansive soils to a less than significant level. As such, the risk of expansive soil affecting the proposed project is considered low and would represent a less than significant impact.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

[26] Natural Resources Conservation Service (NRCS). n.d. Web Soil Survey. Website: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx (accessed June 2023).

No Impact. Wastewater sewage services for the proposed project would be provided by the City of Reedley. The proposed project would connect to proposed wastewater service infrastructure along East Huntsman Avenue. Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. The Project Applicant would pay applicable service connection fees to connect to the City's public sewer system, as required by Section 8-3-2 of the Reedley Municipal Code. Therefore, the proposed project would have no impact related to septic tanks or alternative wastewater disposal systems.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated. Paleontological resources are afforded protection under *State CEQA Guidelines*, Appendix G. The *State CEQA Guidelines* indicate that a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site, or a unique geologic feature. PRC Section 5097.5 also specifies that the unauthorized removal or damage of paleontological remains is a misdemeanor. The California Penal Code Section 622.5 also sets penalties for removal or damage of paleontological resources.

The project site is currently vacant and used for growing agricultural crops. As such, there is potential for undiscovered paleontological resources to be discovered in the undeveloped areas of the project site during construction activities. Mitigation Measure GEO-1 would serve to protect the accidental discovery of paleontological resources. As such, a less than significant impact with mitigation would occur.

Mitigation Measure GEO-1 If any potentially significant paleontological resources are discovered during grading activities, all construction activities shall stop within 50 feet of the find and a certified professional paleontologist shall provide recommendations and mitigation measures to protect the resource.

If a potentially significant resource is encountered, then the qualified professional paleontologist, the City of Reedley, and the Project Applicant shall arrange for either (1) total avoidance of the resource or (2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the City of Reedley as verification that the provisions for managing unanticipated discoveries have been met.

3.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Impact Analysis

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact with Mitigation Incorporated. Greenhouse gas (GHG) emissions are present in the atmosphere naturally, and are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. However, over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global climate change. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF_6)

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere ("atmospheric lifetime").

The GWP of each gas is measured relative to CO_2, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat

trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

This section discusses the proposed project's potential impacts related to the release of GHG emissions for both construction and project operation.

Construction GHG Emissions. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The SJVAPCD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that construction of the proposed project would generate approximately 464.5 metric tons of CO_2e. Construction GHG emissions were amortized over the life of the project (assumed to be 30 years) and added to the operational emissions. When annualized over the life of the project, amortized construction emissions would be approximately 15.5 metric tons of CO_2e (MT CO_2e) per year.

Operational GHG Emissions. Long-term GHG emissions associated with the proposed project would typically be generated from mobile sources (e.g., vehicle and truck trips), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle and truck trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Emissions estimates for operation of the proposed project were calculated using CalEEMod. Table 3.8.A shows the emissions sources by category. CalEEMod output sheets are included in Appendix A.

Table 3.8.A: Operational Greenhouse Gas Emissions

Emissions Category	Operational Emissions (MT/yr)				
	CO_2	CH_4	N_2O	CO_2e	Percent of Total
Amortized Construction Emissions				**15.5**	**–**
Operational Emissions					
Mobile Sources – Vehicles and Light Duty Trucks	404.6	<0.1	<0.1	412.4	9
Mobile Sources –Heavy Heavy Duty Trucks	2,353.8	<0.1	0.4	2,468.2	53
Area Sources	5.1	<0.1	<0.1	5.2	0
Energy Sources	1,515.6	0.2	<0.1	1,525.2	32
Water Sources	55.5	2.6	0.1	140.7	3
Waste Sources	38.9	3.9	0.0	136.1	3
Total Operational Emissions				**4,687.8**	**100.0**
Total Annual Emissions				**4,703.3**	**–**

Source: Compiled by LSA (October 2023).
Note = Some values may not appear to add up correctly due to rounding.
CH_4 = methane
MT/yr = metric tons per year
CO_2 = carbon dioxide
N_2O = nitrous oxide
CO_2e = carbon dioxide equivalent

As shown in Table 3.8.A, the proposed project would generate approximately 4,703.3 MT CO_2e annually. Section 15064.4 of the *State CEQA Guidelines* states that: "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Therefore, consistent with the *State CEQA Guidelines*, Section 15183.5, if a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy that meets the standards, it can be presumed that the project would not have significant GHG emission impacts.

The City of Reedley's Climate Action Plan (CAP)[27] was adopted in 2015 to reduce local community GHG emissions, consistent with the State objectives set forth in AB 32. The City's CAP was updated in 2020 to identify tools to meet the City's 2020 and future 2030 reduction goals, including the following:

[27] City of Reedley. 2019. *City of Reedley Climate Action Plan*. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/City-of-Reedley-Climate-Action-Plan.pdf (accessed November 2023).

- **Near-Term:** Reduce GHG emissions by 15 percent of 2005 levels by 2020.
- **Mid-Term:** Reduce GHG emissions by 50 percent below 2005 levels by 2030.
- **Long-Term:** Reduce GHG emissions by 80 percent below 2005 levels by 2050.

The City's CAP meets the requirements for a Qualified Greenhouse Gas Reduction Strategy and is designed to streamline environmental review of future development projects in the city, consistent with *State CEQA Guidelines* Section 15183.5.

According to the City's CAP, the City must reduce GHG emissions by 50 percent to meet the State mandated 2030 near-term emission reduction goal. To attain this GHG reduction goal, the City requires that all proposed projects meet a 20 percent reduction in project-related GHG emissions. Appendix A of the CAP includes a GHG Reduction Compliance Checklist which project applicants must fill out to demonstrate how projects would comply with the 20 percent GHG reduction requirement. Alternative calculations and measures may be used upon approval. In addition, the CAP Reduction Compliance Checklist includes recommended GHG reduction measures and average reductions (in percentage). Table 3.8.B below shows the GHG reduction measures from the CAP GHG Reduction Checklist that the proposed project would incorporate to meet the 20 percent reduction threshold.

Table 3.8.B: Project Compliance with the City's Applicable CAP GHG Reduction Checklist Measures

GHG Reduction Measure	Project Compliance	Percent Average Reduction
Photovoltaic solar energy provides 20-49% of power needs (annual average).	The proposed project would include solar fixtures and would comply with the latest Title 24 and CALGreen standards. With implementation of Mitigation Measure GHG-1, solar fixtures would provide at least 20 of the project's power needs.	17%
Energy Star or better rated water heater.	With implementation of Mitigation Measure GHG-1, the proposed project would install an Energy Star or better rated water heater.	12%
Low flow kitchen faucet	With implementation of Mitigation Measure GHG-1, the proposed project would install low flow kitchen faucets.	1%
Low flow bathroom faucet	With implementation of Mitigation Measure GHG-1, the proposed project would install low flow bathroom faucets.	1%
Low flow toilet	With implementation of Mitigation Measure GHG-1, the proposed project would install low flow toilets.	1%
Drip irrigation or low precipitation spray heads	With implementation of Mitigation Measure GHG-1, the proposed project would install drip irrigation or low precipitation spray heads.	0.20%
Install EV charging station	The proposed project would comply with the latest Title 24 and CALGreen standards, including providing on-site EV charging.	0.11%
Landscaping for Energy Efficiency: Plant shade trees on a buildings' south side	The proposed project would include approximately 0.75-acre of landscaped areas along the Traver Channel and East Huntsman Avenue frontage. Additionally, each of the proposed 26 lots in the project site would include greenspace as required by the City, and meet Reedley's shading requirements.	2%
Total Reduction		**34.31%**

Source: Compiled by LSA (October 2023).
CALGreen = California Breen Building Standards
CAP = Climate Action Plan
EV = electric vehicle
GHG = greenhouse gas

As demonstrated in Table 3.8.B, the proposed project's consistency with many of the CAP GHG reduction measures would be determined by design decisions that are currently not evident from the conceptual plans evaluated for the environmental analysis in this report. Implementation of Mitigation Measure GHG-1 would require the proposed project to include the applicable measures, as identified in the CAP GHG Reduction Checklist.

Mitigation Measure GHG-1 The project applicant shall incorporate the following specifications into construction plans details and specifications to document implementation and compliance with the following applicable Climate Action Plan (CAP) greenhouse gas (GHG) reduction measures for review by the City of Reedley Community Development Department. Implementation of the following GHG reduction measures is considered to be applicable, feasible, and effective in reducing GHG emissions generated by the project:

- Install photovoltaic solar fixtures that would provide at least 20 percent of the project's power needs.
- Install an Energy Rated or better water heater.
- Install low flow faucets and toilers.
- Install drip irrigation or low precipitation spray heads.

With implementation of Mitigation Measure GHG-1, the proposed project's reduction from the CAP reduction measures would be 34.31 percent, which is higher than the required 20 percent reduction. Therefore, the proposed project would be consistent with the City's CAP. The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment and impacts would be less than significant with mitigation incorporated.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The SJVAPCD has adopted a Climate Change Action Plan (CCAP), which includes suggested best performance standards (BPS) for proposed development projects. However, the SJVAPCD's CCAP was adopted in 2009 and was prepared based on the State's 2020 GHG targets, which are now superseded by State policies (i.e., the 2019 CALGreen Code) and the 2030 GHG targets, established in SB 32. As discussed above, the proposed project is consistent with the City's CAP. In addition, the proposed project was analyzed for consistency with State goals and the Fresno Council of Governments (Fresno COG) Regional Transportation Plan (RTP) below.

2022 Scoping Plan. The following discussion evaluates the proposed project for consistency with the goals of Executive Order (EO) B-30-15, SB 32, AB 197, and AB 1279, and the 2022 Scoping Plan.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. CARB released the 2017 Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 keeps the State on the path toward achieving the 2050 objective of

reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016. AB 1279 was signed in September of 2022, and codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter. This bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels by 2045 and directs CARB to work with relevant state agencies to achieve these goals.

The 2022 Scoping Plan[28] assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would be required to comply with the latest Title 24 standards of the CCR, established by the CEC, regarding energy conservation and green building standards. Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the proposed project would be required to comply with the latest Title 24 standards of the CCR, which includes a variety of different

[28] California Air Resources Board (CARB). 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. December. Website: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf (accessed November 2023).

measures, including reduction of wastewater and water use. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

Therefore, the proposed project would not conflict with the plans and policies adopted for the purpose of reducing the emissions of GHGs, including the CARB 2022 Scoping Plan, EO B-30-15, SB 32, and AB 1279.

Fresno COG's 2022 Regional Transportation Plan. The Fresno COG's 2022 RTP reflects transportation planning for Fresno County through 2046. The vision, goals, and policies in the 2022 RTP are intended to serve as the foundation for both short and long-term planning and guide implementation activities. The core vision in the 2022 RTP is to create a region of diverse, safe, resilient, and accessible transportation options that improve the quality of life for all residents by fostering sustainability, equity, a vibrant economy, clean air, and healthy communities. The 2022 RTP contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. The actions in the 2022 RTP address all transportation modes (highways, local streets and roads, mass transportation, rail, bicycle, aviation facilities and services) and consist of short and long-term activities that address regional transportation needs. While the actions are organized by the five key policy areas, many of them are cross-cutting and support multiple goals and policies. Some actions are intended to support the Sustainable Communities Strategy and reduce GHG emissions directly, while others are focused on the RTP's broader goals. The 2022 RTP does not require that local General Plans, Specific Plans, or zoning be consistent with the2022 RTP, but provides incentives for consistency for governments and developers.

The proposed project would not interfere with the Fresno COG's ability to achieve the region's GHG reductions. Furthermore, the proposed project is not regionally significant per *State CEQA Guidelines* Section 15206 and as such, it would not conflict with the 2022 RTP targets since those targets were established and are applicable on a regional level. The proposed project would include a pistachio processing facility. As such, the proposed project would be consistent with the growth assumptions used in the 2022 RTP. In addition, the proposed project would not include residential uses that would increase population. Therefore, it is anticipated that implementation of the proposed project would not interfere with Fresno COG's ability to implement the regional strategies outlined in the 2022 RTP.

The proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in the 2022 RTP and would be consistent with applicable State plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant.

3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Impact Analysis

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction activities associated with the proposed project would involve the use of limited amounts of potentially hazardous materials, including but not limited to, solvents, paints, fuels, oils, and transmission fluids. However, all materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the California Department of Toxic Substances Control (DTSC), the EPA, and the Occupational Safety and Health Administration (OSHA).

The proposed project would develop the project site into a light industrial park that would include office, warehouse and retail uses, truck maintenance and truck wash buildings, parking in the form of employee or truck parking stalls, and associated infrastructure and circulation improvements. No uses utilizing large amounts of hazardous materials are anticipated to occur within the project site. Project operation would involve the use of small quantities of commercially available hazardous materials (e.g., paint, cleaning supplies, fuels) that could be potentially hazardous if handled

improperly or ingested. However, these products are not considered acutely hazardous and are not generally considered unsafe. All storage, handling, and disposal of hazardous materials during project construction and operation would comply with applicable standards and regulations, including Fresno County General Plan Policy HS-F.1.

> **Policy HS-F.1** The County shall require that facilities that handle hazardous materials or hazardous wastes be designed, constructed, and operated in accordance with applicable hazardous materials and waste management laws and regulations.

As a result, the proposed project would not create significant hazards to the public or environment through the transport, use or disposal of hazardous materials, and a less than significant impact would occur.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. See discussion a) above. The proposed project would not use substantial amounts hazardous materials which release would result in a significant hazard to the public or the environment. Additionally, the proposed project would also comply, as applicable, with DTSC, EPA, and OSHA regulations for the storage, handling, and disposal of hazardous materials. Additionally, the project would comply with local regulations like Fresno County General Plan Policy HS-F.1, included in discussion for a), which requires compliance with local, State and federal standards and procedures for the handling, use, transport and disposal of hazardous materials. As a result, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The closest existing schools to the project site are the KC Kids Pre-School, located approximately 0.9 mile from the site, Jefferson Elementary School, located approximately 1 mile from the site, and the Silas Bartsch School, located approximately 0.9 mile from the site. The project site is not located within 0.25 mile of an existing school. As previously discussed, the proposed project would introduce a light industrial park to the project site, which would not result in the use or emission of substantial quantities of hazardous materials that would pose a human or environmental health risk. In addition, all hazardous materials within the project site would be handled, stored, and disposed of in accordance with applicable standards and regulations. Therefore, because the proposed project would not result in the emission of hazardous materials or acutely hazardous substances, the impact would be less than significant.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. According to the DTSC EnviroStor database,[29] the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, evaluation site, school investigation site, military evaluation site, tiered permit site, or corrective action site. The project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[30] As a result, the proposed project would not create a significant hazard to the public or the environment, and there would be no impact.

e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact. The closest airport is the Reedley Municipal Airport, approximately 5.9 miles northwest of the project site. The nearest medical center helipad to the project site is located at the Kaweah Delta District Hospital in Visalia, located approximately 18.9 miles southeast from the project site. The project site is not located within the airport land use plan for any airport[31]. Additionally, due to the distance between the project site and local airports and helipads, operations at these locations are not expected to pose a safety hazard for people residing in the project site. Therefore, the proposed project would not expose persons to airport-related hazards, and the potential impact would be less than significant.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The California Emergency Services Act requires cities to prepare and maintain an Emergency Plan for natural, manmade, or war-caused emergencies that result in conditions of disaster or in extreme peril to life. The Reedley Fire and Police Departments maintain emergency response and evacuation plans that form part of the City's Emergency Response Plan, established pursuant to Title 5, Chapter 8 of the City's Municipal Code, and are consistent with Fresno County's Emergency Services Plan. Development of the proposed project would be required to comply with applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the Reedley Fire and Police Departments.

The proposed project would develop the project site into a light industrial park that would include office, warehouse and retail uses, truck maintenance and truck wash buildings, parking in the form

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29 California Department of Toxic Substances Control (DTSC). 2023. EnviroStor. Website: http://www.envirostor.dtsc.ca.gov/?surl=kzptd (accessed August 2023).

30 California Environmental Protection Agency (CalEPA). 2018. Government Code Section 65962.5(a) Hazardous Waste and Substances Site List. Website: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/ (accessed August 2023).

31 Fresno Council of Governments (Fresno COG). 2018. *Fresno County Airport Land Use Compatibility Plan*. December.

of employee or truck parking stalls, and associated infrastructure and circulation improvements. The proposed project is not expected to block the circulation of emergency response services in the vicinity of the project site or introduce elements that would conflict with the operations of the City's Emergency Plan. During construction of the project, construction vehicles and equipment might obstruct traffic near the project site, but this obstruction would be temporary and would cease when project construction ceases. Therefore, the proposed project would not interfere with emergency response or evacuation plans in Reedley, and this impact would be less than significant.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, weather, and structure density susceptible to risks associated with uncontrolled fires that can be started by lightning, improperly managed campfires, cigarettes, sparks from automobiles, and other ignition sources. The project site is located in an area mapped as Local Responsibility Area (LRA) Unzoned, indicating that the area is urbanized and not susceptible to wildland conflagrations, and is not located within a Very High Fire Hazard Severity Zone (VHFHSZ).[32] Therefore, the proposed project would not expose people or structures to a significant loss, injury or death involving wildland fires and the impact would be less than significant.

[32] California Department of Forestry and Fire Protection (CAL FIRE). 2022. Fresno County State Responsibility Area Fire Hazard Severity Zones. Website: https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/ (accessed August 2023).

3.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) regulate the water quality of surface water and groundwater bodies throughout California. The proposed project is within the jurisdiction of the Central Valley RWQCB.

Construction. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During project construction , there would be an increased potential to expose soils to wind and water erosion, which could result in temporary minimal increases in sediment load in nearby water bodies like Travers Creek.

The proposed project would disturb an area over one acre, and as such, the project would require coverage under the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWG and 2012-0006-

DWQ, NPDES No. CAS000002) (Construction General Permit [CGP]). Construction activities subject to the CGP includes clearing, grading, and other ground-disturbing activities such as stockpiling or excavation. The CGP requires development and implementation of a SWPPP.

A SWPPP includes features designed to eliminate contact of rainfall and stormwater runoff with sources of pollution that occur on construction sites, the main source being soil erosion resulting from unstabilized soils coming in contact with water and wind. These features are known as BMPs. Common BMPs to limit pollution in stormwater runoff from construction sites include maintaining or creating drainages to convey and direct surface runoff away from bare areas and installing physical barriers such as berms, silt fencing, waddles, straw bales, and gabions. Consistency with the Construction General Permit, including the SWPPP and BMPs, would reduce project construction impacts on water quality to less than significant levels.

Operation. Operation of the proposed project could result in surface water pollution associated with chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and waste that may be spilled or leaked and have the potential to be transported via runoff during periods of heavy precipitation into nearby water bodies.

The City of Reedley operates under the California Regional Water Quality Control Board Central Valley Regional National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4) (Order No. 2013-0001-DWQ, as amended by Order WQ 2016-0069-EXEC; NPDES No. CAS000004). Consistent with the City's MS4 Permit, the project would implement water quality control BMPs consistent with requirements of the City and the California Storm Water Quality Association (CASQA) Best Management Practice Handbooks. Adherence to the City of Reedley's MS4 Permit would reduce the potential for the discharge of pollutants during project operations and impacts associated with the violation of water quality standards or waste discharge requirements would be less than significant.

Additionally, the City of Reedley's Stormwater Management Implementation Plan (SMIP)[33] was prepared in support of the City's application for a Municipal Stormwater (MS4) Permit to the Central Valley RWQCB. The plan includes information on federal, State, and local storm water quality regulations, stormwater quality control strategies and programs to be implemented in Reedley, storm water quality monitoring and assessment, and plan implementation requirements. The project would comply with applicable storm water quality control requirements of the SMIP.

Infiltration of stormwater could have the potential to affect groundwater quality. The majority of the project site would be impervious surface; and therefore, it is not expected that stormwater would infiltrate during project operations. Because stormwater would be collected and diverted to the City's storm drain system, there is not a direct path for pollutants to reach groundwater. Therefore, project operations would not violate groundwater quality standards or waste discharge

[33] City of Reedley. 2007. Storm Water Management Implementation Plan. Website: https://www.waterboards.ca.gov/water_issues/programs/stormwater/swmp/reedley_swmp.pdf (accessed June 2023).

requirements and impacts would be less than significant. Therefore, impacts associated with the proposed project would be less than significant.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The City of Reedley underlies the Kings Subbasin, which is part of the greater San Joaquin Valley Groundwater Basin (Basin). Temporary dewatering from excavations could be necessary during construction. Construction-related dewatering would be temporary and limited to the area of excavations on the project site and would not substantially contribute to depletion of groundwater supplies. Operation of the project would not require groundwater extraction. Following project implementation, there would be an increase in impervious surface area given that the project site would be mostly built out aside from planting areas located on the project site.

An increase in impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater. However, the stormwater from the project site would be collected and directed to the City of Reedley's storm drain system, which includes percolation facilities to replenish groundwater supplies in the Basin.

According to the City's 2020 Urban Water Management Plan (UWMP),[34] Reedley's water supply consists exclusively of groundwater. There are seven active domestic water supply wells that provide potable water to Reedley. The City is engaged in groundwater recharge projects and activities to reduce the consumptive use of groundwater. For example, the City currently discharges treated wastewater effluent from the City's Wastewater Treatment Plant (WWTP) into percolation ponds for groundwater recharge. In addition, the City maintains nine stormwater percolation basins that also aid in groundwater recharge through infiltration of runoff collected from developed land uses in Reedley. Thus, the project would not interfere with groundwater recharge and impacts would be less than significant.

Additionally, based on the maximum projected demand for Reedley that is included in the UWMP [i.e., 2,818 acre-feet per year (AFY) in 2045] and projected available water supplies (i.e., 5,067 AFY in 2045), even during multiple dry years, Reedley would have sufficient supply to cover projected demands resulting from development in the city.

Therefore, this project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable management of the Kings Subbasin. The impact would be less than significant.

[34] City of Reedley. 2021. 2020 Urban Water Management Plan. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2021/12/City_of_Reedley_UWMP_-_Public_Draft-1639427519.pdf (accessed June 2023).

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. Construction of the proposed project would result in grading on the site that would expose native soils that could be subject to the effects associated with wind and water erosion unless adequate measures are taken to limit the transport of soils in surface water from the site to downstream locations.

Stormwater collection and disposal, and flood control for Reedley is provided by the City. Stormwater from the project site would be directed through internal through surface and subsurface drainage infrastructure onsite towards proposed stormwater collection and drainage infrastructure along East Huntsman Avenue. Stormwater from the project site would then be redirected towards the City's infiltration facilities.

As discussed previously, the CGP requires preparation of a SWPPP to identify construction BMPs to be implemented as part of the project to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. With compliance with the requirements in the Construction General Permit and implementation of the construction BMPs, construction impacts related to on- or off-site erosion or siltation would be less than significant.

The project would increase the amount of impervious surface, which would increase the volume of runoff during a storm, and which can more effectively transport sediments to receiving waters. At project completion, much of the project site would be impervious surface area and not prone to onsite erosion or siltation because no exposed soil would be present in these areas. The remaining portion of the site would consist of pervious surface area, which would contain landscaping that would minimize onsite erosion and siltation by stabilizing the soil. Additionally, the Project Applicant would establish and maintain existing drainage patterns on the project site. Therefore, the proposed project would not alter the existing drainage pattern of the site or increase the rate or amount of surface runoff in a manner that would result in an impact related to substantial erosion or siltation on- or off-site. Impacts would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less Than Significant Impact. During construction, soil would be disturbed and compacted, and drainage patterns would be temporarily altered, which can increase the volume and velocity of stormwater runoff and increase the potential for localized flooding compared to existing conditions. As discussed above, the CGP requires the preparation of a SWPPP and implementation of construction BMPs to control and direct surface runoff on site. With adherence to the Construction General Permit, construction impacts related to altering the existing drainage pattern of the site or area or increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site would be less than significant.

While the project would permanently increase the impervious surface area in the project site, the project would be required to direct runoff towards proposed drainage infrastructure along East Huntsman Avenue. Proposed storm drain infrastructure onsite and along East Huntsman Avenue would be constructed per City standards and would be compatible with planned stormwater infrastructure outlined in the City's Integrated Master Plan (IMP).[35]

Additionally, the Project Applicant would be required to pay applicable development impact fees, pursuant to Section 10-23-4 of the City's Municipal Code, which would address the cost of construction of public storm drainage facilities.

As such, the runoff from the project site would be able to be safely conveyed through proposed drainage infrastructure along East Huntsman Avenue. Additionally, the project would be required to maintain the existing drainage pattern of the site. Therefore, the project would not increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and impacts would be considered less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact.

Construction. The proposed project would result in an increase in impervious surfaces given that the project site would be mostly built out aside from planting areas located on the site. However, compliance with pre-existing regulatory requirements, including compliance with the CGP and implementation of a SWPPP, would reduce or eliminate the potential for project construction to cause substantial additional polluted runoff or runoff in excess of existing or planned stormwater drainage systems. Therefore, construction would not result in additional sources of polluted runoff to be discharged to the storm drain system and impacts would be less than significant. No mitigation is required.

Operations. As discussed above, the proposed project would result in an increase in impervious surfaces. However, compliance with existing regulatory requirements, including the MS4 Permit, would reduce or eliminate the potential for project operations to cause substantial additional polluted runoff or runoff in excess of existing or planned stormwater drainage systems. Additionally, pursuant to requirements of the Municipal Code, the Project Applicant would be required to pay a development impact fee to fund development of future drainage infrastructure in the City. Therefore, project operations would not result in additional sources of polluted runoff to be discharged to the storm drain system and impacts would be less than significant.

[35] City of Reedley. 2014. Integrated Master Plan for Potable Water, Sanitary Sewer, and Storm Drainage Systems. June. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2020/01/City-of-Reedley-Integrated-Master-Plan-for-Potable-Water-Sanitary-Sewer-and-Storm-Drainage-Systems-June-2014.pdf (accessed August 2023).

iv. Impede or redirect flood flows?

Less Than Significant Impact. Title 44 of the Code of Federal Regulations (CFR), Part 60 regulations (44CFR60) requires that placement and flood provision structures within a floodplain not result in a cumulative change in the floodplain water surface that exceeds one foot. In addition, the regulations under 44CFR60 do not allow placement of structures within a regulatory floodway unless that placement would not result in any increase in the floodplain water surface elevation, meaning that there is no displacement or redirection of the floodway. The City of Reedley's flood ordinance (Title 12 of the Reedley Municipal Code) also requires that that no displacement of floodwater would result from the flood proofing of a structure within a floodplain or a regulatory floodway. The majority of the project site is not located within the 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA).[36] However, the project site is located adjacent to Travers Creek which is a 100-year flood hazard area (i.e., Zone A). Construction in the vicinity of Travers Creek would be compliant with applicable requirements of the City's flood ordinance, including elevation of proposed structures within Zone A at least 1 foot above the base flood elevation, inclusion of structural components in building design capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy as applicable, and certification by a registered professional engineer or architect to ensure that the standards of the City's flood ordinance are being fulfilled. The Project Applicant would obtain necessary development permits and comply with applicable design and pre- and post-construction inspection requirements. As a result, the impact would be less than significant.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Less Than Significant Impact. Refer to discussion for c) iv above about flood hazards on the project site. Additionally, the project site is not located in tsunami or seiche zones. Refer to discussion a) in Section 3.9, Hazards and Hazardous Materials regarding the use of hazardous materials within the project site. As a result, a less than significant impact would occur related to the release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. No mitigation is required.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The project falls within Central Valley RWQCB jurisdiction under the Water Quality Control Plan for the Tulare Lake Basin (Basin Plan)[37]. The Basin Plan addresses water quality concerns and identifies water quality objectives within the Tulare Lake Basin. The City's SMIP

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36 Federal Emergency Management Agency (FEMA). 2020. FEMA Flood Map Service Center: Search By Address. Website: https://msc.fema.gov/portal/search?AddressQuery#searchresultsanchor (accessed August 2023).

37 California Regional Water Quality Control Board Central Valley Region. 2018. Water Quality Control Plan for the Tulare Lake Basin. May. Website: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/tularelakebp_201805.pdf (accessed June 2023).

describes all measures which must be implemented by the City and by future development to comply with water quality protection requirements. Additionally, as noted above, the proposed project would be required to adhere to NPDES drainage control requirements during construction and operation as well as to MS4 Permit requirements for stormwater discharge into the municipal system. The project would be required to comply with applicable federal, State and local policies and requirements related to water quality control to ensure Basin Plan goals are not obstructed.

The project is located within the jurisdiction of the Kings River East Groundwater Sustainability Agency (KREGSA), which is the agency responsible for sustainably managing groundwater in their respective defined basins and sub-basins. In 2019, the KREGSA adopted a Groundwater Sustainability Plan (GSP)[38] pursuant to California Water Code Section 10727. Because the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, the proposed project would not conflict with or obstruct implementation of the GSP or any sustainable groundwater management plan. In addition, the project would comply with the City's UWMP goals, which are meant to fulfill groundwater sustainability goals of the GSP for the basin. As a result, the proposed project would not conflict with the Basin Plan, SMIP, or other water quality control plan or the GSP, the UWMP, or other sustainable groundwater management plan. Impacts would be less than significant.

[38] Kings River East Groundwater Sustainability Agency (KREGSA). 2019. Groundwater Sustainability Plan. December 13. Website: https://kingsrivereast.org/gsp/ (accessed August 2023).

3.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

3.11.1 Impact Analysis

a. Would the project physically divide an established community?

Less Than Significant Impact. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas.

The proposed project would develop the approximately 42-acre project site into a 26-lot light industrial park that would include office, warehouse and retail uses, truck maintenance and truck wash buildings, parking in the form of employee or truck parking stalls, and associated infrastructure and circulation improvements. The project site is surrounded by agricultural uses and Reedley Sports Park to the north, agricultural uses to the south, rural residential and agricultural uses to the east, and light industrial uses to the west. The proposed project would not construct features that would divide an established community or remove means of access that would impair mobility in a community. Therefore, the proposed project would have no impact.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The project site is currently zoned in Fresno County's Exclusive Agriculture (AE-20) District and is designated Agriculture in the Fresno County General Plan. The project would require annexation of the project site into the City of Reedley, after which the site would be pre-zoned to the Light Industrial (ML) District, and the General Plan land use designation would be changed to Light Industrial. An annexation application would be required to be submitted to the Fresno LAFCo. The Project Applicant would also be required to pay required processing fees for the annexation process. After approval of annexation of the project site into the city of Reedley, the proposed project would be consistent with the City's land use plans. Therefore, the proposed project would not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and the impact would be less than significant.

3.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

3.12.1 Impact Analysis

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less Than Significant Impact. The California Surface Mining and Reclamation Act (SMARA) provides for the evaluation of an area's mineral resources using a system of Mineral Resource Zone (MRZ) classifications that reflect the known or inferred presence and significance of a given mineral resource. The Fresno County General Plan Update Background Report provides information on the location and types of mineral resources located in the County. Figures 7-9, 7-11 and 7-13 in the Background Report[39] show that there are no areas designated MRZ-2 (i.e., areas where significant mineral resources are known or very likely to be found) within the project area. Furthermore, a review of the California Department of Conservation's Mines & Mineral Resource Related Data & Maps[40] indicates that there are no known mineral resources within or in the vicinity of the project site. Therefore, the proposed project would not result in the loss of any known mineral resources, and the impact would be less than significant.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less Than Significant Impact. Please refer to the discussion for a). The proposed project would not result in the loss of availability of any known locally important mineral resource recovery sites. Therefore, the proposed project would have a less-than-significant impact.

[39] County of Fresno. 2000. Fresno County General Plan, Background Report. Website: https://www.fresnocountyca.gov/files/sharedassets/county/vision-files/files/8398-background_report_june04.pdf (accessed August 2023).

[40] California Department of Conservation (DOC). n.d. DOC Maps: Mines and Mineral Resources. Website: https://maps.conservation.ca.gov/mineralresources/#datalist (accessed August 2023).

3.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

3.13.1 Impact Analysis

The analysis in this section is based on the Noise and Vibration Impact Analysis[41] prepared for the proposed project, included as Appendix C of this Initial Study.

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant with Mitigation Incorporated. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements that better represent human sensitivity to sound at night.

the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

[41] LSA Associates, Inc. 2024. *Noise and Vibration Impact Analysis - East Huntsman Avenue Industrial Park Project, Reedley, California*. January.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels. CNEL is the time-weighted average noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during relaxation hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses the CNEL noise scale for long-term traffic noise impact assessment.

A project would have a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the City of Reedley.

The applicable noise standards governing the project site include the criteria in the California Code of Regulations and the Noise Element of the City's General Plan 2030 (Noise Element).

CALGreen contains mandatory measures for nonresidential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when nonresidential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, or other noise source. If the development falls within an airport or freeway 65 dBA CNEL noise contour, buildings shall be constructed to provide an interior noise level environment attributable to exterior sources that does not exceed an hourly equivalent level of 50 dBA L_{eq} in occupied areas during any hour of operation.

The Noise Element provides the City's goals and policies related to noise, including the land use compatibility guidelines for community exterior noise environments. The City has identified the following goals and policies in the Noise Element:

Goals.

- NE 6.1A – To protect the citizens of the City from potential harmful effect due to exposure to excessive noise.
- NE 6.1B – To preserve the tranquility of residential and other noise sensitive areas by preventing noise-producing uses from encroaching upon existing and planned noise sensitive uses.
- NE 6.1C – To develop a policy framework necessary to achieve and maintain a healthful noise environment.

Policies.

- NE 6.1.2: In order to maintain an acceptable noise environment, the following maximum acceptable noise levels should be established for various land use designations (see Tables C and D).

- NE 6.1.3: Areas subject to a DNL greater than 60 dBA are identified as noise impact zones. As part of the special permit process the proposed development project will be required to have an acoustical analysis prepared by a license engineer. The report should also include practical and reasonable mitigation measures.

- NE 6.1.4: Within noise impact zones, the City will evaluate the noise impact on development proposals. Mitigating measures, including but not limited to the following, may be required:

  (a) Setbacks, berms, and barriers.

  (b) Acoustical design of structures.

  (c) Location of structures.

- NE 6.1.5: Design of all proposed development should incorporate features necessary to minimize adverse noise impacts, while also minimizing effects on surrounding lands uses.

Table 3.13.A: Allowable City-Wide Noise Exposure – Transportation

Location of Measurement	Allowable Transportation Source Noise Exposure	
	Noise Sensitive Land Uses	New Transportation Noise Sources
Indoor	45 dBA L_{dn}	45 dBA L_{dn}
Outdoor	60 dBA L_{dn}	60 dBA L_{dn}

Source: City of Reedley (2014).
Notes:
1. This table is applicable to noise sources created by either new development and/or new transportation projects.
2. Based on an evaluation of the existing condition and proposed project, the Community Development Director may allow exterior exposure up to 65 dB L_{dn} where practical application of construction practices has been used to mitigate exterior noise exposure.
dBA = A-weighted decibels
L_{dn} = day-night average noise level

Table 3.13.B: Allowable Noise Exposure – Stationary Sources

	Allowable Stationary Source Noise Exposure	
	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq}, dBA	55	50
Maximum Level, dBA	70	65

Source: City of Reedley (2014).
Notes:
1. As determined within outdoor activity areas of existing or planned noise-sensitive uses, if outdoor activity area locations are unknown, the allowable noise exposure shall be determined at the property line of the noise sensitive use.
2. Based on an evaluation of the existing condition and proposed project, the Community Development Director may allow exterior exposure up to 65 dB L_{dn} where practical application of construction practices has been used to mitigate exterior noise exposure.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

The City has set restrictions to control noise impacts associated with the construction of the proposed project. According to the City's General Plan Environmental Impact Report (EIR), construction activity is limited to the acceptable daily construction hours of 7:00 a.m. to 5:00 p.m.

Additionally, although the City does not have daytime construction noise level limits for activities that occur within the specified hours to determine potential California Environmental Quality Act (CEQA) noise impacts, construction noise was assessed using criteria from the *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual). Table 3.13.C shows the Federal Transit Administration's (FTA) Detailed Assessment Construction Noise Criteria based on the composite noise levels per construction phase.

Table 3.13.C: Detailed Assessment Daytime Construction Noise Criteria

Land Use	Daytime 8-hour L_{eq} (dBA)
Residential	80
Commercial	85
Industrial	90

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

Certain land uses are considered more sensitive to noise than others. Examples of these land uses include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The closest sensitive receptor to the project site include a rural residential dwelling unit within Outlot A of the project site, a residential dwelling unit located approximately 20 feet away from the project site's eastern boundary, and a residential dwelling unit located northeast of the project site, approximately 380 feet away from the project boundary.

Additionally, based on the long-term noise level measurements taken at the two monitoring locations near the project site (LT-1 and LT-2), described in the Noise and Vibration Impact Analysis

prepared for the project (Appendix C), average noise level at the project site is approximately 59.2 dBA.

The following section describes how the short-term construction and long-term operational noise impacts of the proposed project would be less than significant with mitigation.

Short-Term (Construction) Noise Impacts. Two types of short-term noise impacts could occur during the construction of the proposed project: noise generated by construction crew commutes and noise generated during construction phases, which include includes site preparation, grading, building construction, paving, and architectural coating on the project site. The CalEEMod output for the project indicates that the project would result in an additional 642 vehicles, consisting of worker and hauling trips, being added to Huntsman Avenue, the roadway adjacent to the project site. Because the existing traffic volume on Huntsman Avenue is approximately 570, the future construction-related vehicle trips would increase by 3.3 dBA L_{dn}. Although a noise level increase greater than 3 dBA would be perceptible to the human ear in an outdoor environment, the L_{dn} on Huntsman Avenue would be 54.9 dBA L_{dn}, which is below the 60 dBA L_{dn} exterior City standard. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related noise generated from construction activities. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Table 3.13.D: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level (L_{max}) at 50 Feet[2]
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85

Table 3.13.D: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level (L_{max}) at 50 Feet[2]
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Source: *FHWA Roadway Construction Noise Model User's Guide,* Table 1 (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Specification 721.560 from the Central Artery/ Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
FHWA = Federal Highway Administration
L_{max} = maximum instantaneous sound level

Table 3.13.D lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor, obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model. With these maximum noise levels for individual equipment, the project construction composite noise levels at a distance of 50 ft were calculated to range from 74 dBA L_{eq} to 88 dBA L_{eq}, with the highest noise levels occurring during the site preparation and grading phases. composite noise levels.

As noted above, the closest sensitive receptors to the project site include residential uses located east and northeast of the project site.

Table 13.3.E shows the nearest sensitive uses to the project site, their distance from the center of construction activities, and composite noise levels expected during construction. These noise level projections do not consider intervening topography or barriers.

Table 13.3.E Potential Construction Noise Impacts at Nearest Receptor

Receptor (Location)	Composite Noise Level (dBA L_{eq}) at 50 feet[1]	Distance (feet)	Composite Noise Level (dBA L_{eq})
Residences (East)	88	800	64
Residences (Northeast)		1,145	61

Source: Compiled by LSA (2023).
[1] The composite construction noise level represents the site preparation/grading phases, which are expected to result in the greatest noise level as compared to other phases.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

While construction noise will vary, it is expected that composite noise levels during construction at the nearest off-site sensitive residential uses to the east would reach an average noise level of 64 dBA L_{eq} during daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously and, therefore, are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed.

The proposed project would implement Mitigation Measure NOI-1, which requires compliance with the construction hours specified in the General Plan EIR, which states that construction activities are allowed between the hours of 7:00 a.m. and 5:00 p.m, and with best construction practices that include use of noise attenuation fixtures for construction equipment, and the location of staging areas and stationary construction equipment away from nearby sensitive uses. As it relates to off-site uses, construction-related noise impacts would not exceed the 80 dBA L_{eq} construction noise level criteria, as established by the FTA for residential land uses for the average daily condition as modeled from the center of the project site. Construction would be temporary, and with compliance with Mitigation Measure NOI-1, noise impacts to nearby sensitive receptors would be minimized. As such, impacts would be less than significant with mitigation.

Long-Term Operational Noise Impacts. The following section addresses possible noise level increases in the project vicinity resulting from implementation of the proposed project, including mobile and stationary noise sources. Mobile noise sources include traffic noise. Stationary noise sources include noise associated with heating, ventilation, air conditioning (HVAC) equipment, truck deliveries and loading and unloading activities, and truck maintenance and wash.

- **Traffic Noise.** The guidelines included in the FHWA *Highway Traffic Noise Prediction Model* (FHWA-RD-77 108) were used to evaluate highway traffic-related noise conditions along roadway segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours.

  The without and with project scenario traffic volumes were obtained from the *Traffic Impact Study for East Huntsman Avenue Industrial Park Project*.[42] Specific model assumptions and output sheets can be found in the Noise and Vibration Impact Analysis (Appendix C). The model results show that the increase in project-related traffic noise would be up to 6.5 dBA on Huntsman Avenue. Although the noise level increase is greater than 3 dBA, the L_{dn} on Huntsman Avenue would be 53.9 dBA L_{dn}, which is below the 60 dBA L_{dn} exterior City standard. Therefore, traffic noise impacts from project-related traffic on off-site sensitive receptors would be less than significant and no mitigation measures are required.

- **Stationary Operational Noise.** To provide a conservative analysis of noise impacts to off-site sensitive land uses from the proposed operational activities, it is assumed that operations would occur equally during all daytime hours of the day and that 4 loading docks would be active at all

[42] LSA Associates, Inc. 2023. *Traffic Impact Study - East Huntsman Avenue Industrial Park Project, Reedley California*. December.

times. Additionally, it is assumed that within any given hour, 15 heavy trucks would maneuver to park near or back into one of the proposed loading docks. To determine the future noise impacts from project operations to the nearby noise sensitive uses, a 3-D noise model, SoundPLAN, was used to incorporate the site topography as well as the shielding from the proposed buildings, and the proposed 10 ft high wall along the eastern and northeastern property line. Following is a description of stationary noise sources and levels considered in the SoundPLAN analysis.

- ***Heating, Ventilation, and Air Conditioning Equipment.*** The project would have various rooftop mechanical equipment, including HVAC units, on the proposed buildings. Based on the project site plan, the project is assumed to have a total of 46 rooftop HVAC units and assumed to operate 24 hours per day. The HVAC equipment could operate 24 hours per day and would generate sound power levels (SPL) of up to 87 dBA SPL or 72 dBA L_{eq} at 5 ft, based on manufacturer data (Trane n.d.).

- ***Truck Deliveries, Truck Loading and Unloading Activities, Truck Maintenance and Truck Wash Operations.*** Noise levels generated by delivery trucks would be similar to noise readings from truck loading and unloading activities, which generate a noise level of 75 dBA L_{eq} at 20 ft based on measurements taken by LSA (*Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center*[43]). Shorter term noise levels that occur during the docking process taken by LSA were measured to be 76.3 dBA L_{eq} at 20 ft. Delivery trucks would arrive on site and maneuver their trailers so that trailers would be parked within the loading docks. During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms while the truck is backing into the dock. These noise levels would occur for a shorter period of time (less than 5 minutes). After a truck enters the loading dock, the doors would be closed, and the remainder of the truck loading activities would be enclosed and therefore much less perceptible. To present a conservative assessment, it is assumed that truck arrivals and departure activities could occur at 15 spaces for a period of less than 5 minutes each and unloading activities could occur at 4 docks simultaneously for a period of more than 30 minutes in a given hour.

  Truck Maintenance. The significant sources of noise in the service area include impact wrenches and car lifts.

  - *Impact wrenches*: It is assumed that an impact wrench would operate for a total of 30 minutes per hour. Based on reference information gathered from Dewalt, an impact wrench would produce a noise level of 104 dBA SPL at a distance of 2 feet.

  - *Drive Ratchets*: It is assumed that a drive ratchet would operate for a total of 30 minutes per hour. Based on reference information gathered from Milwaukee, an impact wrench would produce a noise level of 99 dBA SPL at a distance of 2 feet.

[43] LSA Associates, Inc. 2016. *Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center*. May.

- *Car lifts*: It is assumed that car lifts would operate for a total of 30 minutes in a given hour. Based on reference noise levels measured by LSA, a car lift would produce a noise level of 81.9 dBA SPL at a distance of 3 feet.

- *Air Hoses*: It is assumed that air hoses would operate for less than 30 minutes in a given hour. Based on reference noise levels by Air Saving Products, an air hose would produce a noise level of 84 dBA SPL at a distance of 3 feet.

Truck Wash. Below are sources at the wash bays of the project.

- *Shop Vacuum*: It is assumed that the shop vacuum equipment would operate for 30 minutes each hour. Based on reference noise level from a variety of commercially available products, each shop vacuum would produce a noise level of 70 dBA SPL at a distance of 3 feet.

- *Water Blaster*: It is assumed that the water blaster would operate for 30 minutes each hour. Based on reference noise levels from Tech Gear Lab, the shop vacuum would produce a noise level of 65.1 dBA SPL at a distance of 25 feet.

The SoundPLAN results (See Appendix C) show that the unmitigated project-generated noise levels would exceed the residential use daytime and nighttime noise standards of 55 dBA L_{eq} and 50 dBA L_{eq}, respectively, at the sensitive receptors to the east. As such, implementation of Mitigation Measure NOI-2 would be required, which would include the incorporation of a 10-foot sound wall along the eastern and northeastern property line, and would limit dock and heavy truck operations, as well as operations of truck wash and maintenance buildings between the hours of 10 p.m. to 7 a.m. Therefore, with the incorporation of Mitigation Measure NOI-2, the impact would be less than significant.

Mitigation Measure NOI-1: The project contractor shall implement the following measures during construction of the project:

- The project would comply with the City's General Plan EIR allowed daily hours of construction between 7:00 a.m. and 5:00 p.m.

- The project construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers consistent with manufacturer's standards.

- The project construction contractor shall locate staging areas away from off-site sensitive uses during the later phases of project development.

- The project construction contractor shall place all stationary construction equipment so that emitted noise is directed away

from sensitive receptors nearest the project site whenever feasible.

Mitigation Measure NOI-2: The following measures shall be implemented to ensure compliance with the City of Reedley's daytime and nighttime noise standards for residential uses outlined in the City's General Plan.

- A 10-foot sound wall shall be incorporated along the project site's eastern and northeastern property lines.
- No operations at the proposed truck wash or maintenance buildings shall be permitted between the hours of 10 p.m. to 7 a.m.
- No loading dock or heavy truck operations/movements at the buildings on Parcels 21 and 22 shall be permitted between the hours of 10 p.m. to 7 a.m.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when within 25 feet of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of old buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

Short-Term Construction Vibration Impacts. Construction of the proposed project could result in the generation of groundborne vibration. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in peak particle velocity (PPV) (in/sec) because vibration levels calculated in root-mean-square (RMS) are best for characterizing human response to building

vibration, while vibration level in PPV is best used to characterize potential for damage. The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment guidelines indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table 13.3.F shows the PPV and VdB values at 25 ft from the construction vibration source. As shown in Table 13.3.F, bulldozers and other heavy-tracked construction equipment (expected to be used for this project) generate approximately 0.089 PPV in/sec or 87 VdB of ground-borne vibration when measured at 25 ft, based on the FTA Manual. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project construction boundary (assuming the construction equipment would be used at or near the project setback line).

Table 13.3.F: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer[2]	**0.089**	**87**
Caisson Drilling	0.089	87
Loaded Trucks[2]	**0.076**	**86**
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
[2] Equipment shown in **bold** is expected to be used on site.
µin/sec = microinches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inch/inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

The formulae for vibration transmission are provided below, and Tables 13.3.G and 13.3.H provide a summary of off-site construction vibration levels.

$$L_v dB\ (D) = L_v dB\ (25\ ft) - 30\ Log\ (D/25)$$

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

According to the FTA Manual, the threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses.

Table 13.3.G: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft[1]	Distance (ft)[2]	Vibration Level (VdB)
Residences (East)	87	800	42
Residences (Northeast)		1,145	37

Source: Compiled by LSA (2023).
[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses.
ft = foot/feet
VdB = vibration velocity decibels

Table 13.3.H: Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft[1]	Distance (ft)[2]	Vibration Level (PPV)
Residences (East)	0.089	20	0.124
Residences (Northeast)		380	0.002

Source: Compiled by LSA (2023).
[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.
ft = foot/feet
PPV = peak particle velocity

Based on the information provided in Table 13.3.G, vibration levels are expected to approach 42 VdB at the closest residential uses located east of the project site, which is below the 78 VdB threshold for annoyance.

Based on the information provided in Table 13.3.H, vibration levels are expected to approach 0.124 PPV in/sec at the nearest surrounding off-site structures and would not exceed the 0.2 PPV in/sec damage threshold considered safe for non-engineered timber and masonry buildings. Vibration levels at all other nearby buildings would be lower. Furthermore, because construction activities would be limited to the allowed period between the hours of 7:00 a.m. and 5:00 p.m., vibration impacts would not occur during the more sensitive nighttime hours. Therefore, project construction would not result in any vibration damage, and impacts would be less than significant.

Operational Vibration Impacts. The proposed project would not generate vibration levels related to on-site operations. The streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Based on a reference vibration level of 0.076 in/sec PPV, structures greater than 20 ft from the roadways that contain project trips would experience

vibration levels below the most conservative standard of 0.12 in/sec PPV; therefore, vibration levels generated from project-related traffic on the adjacent roadways would be less than significant, and no mitigation measures are required.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airport to the proposed project site is Reedley Municipal Airport, located approximately 6 miles north of the project site. According to Figure 6.2 of the City's General Plan[44], the project site is located well outside the 65 dBA CNEL airport noise impact zone. Therefore, the project would not be adversely affected by airport/airfield noise, nor would the project contribute to or result in adverse airport/airfield noise impacts.

[44] City of Reedley. 2014a. General Plan 2030. February 18. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/Reedley-General-Plan-2030-Adopted-February-18-2014-1.pdf (accessed June 2023).

3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

3.14.1 Impact Analysis

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The project site is currently zoned in Fresno County's Exclusive Agriculture (AE-20) District and is designated Agriculture in the Fresno County General Plan. The project would require annexation of the project site into the City of Reedley, after which the site would be pre-zoned to the Light Industrial (ML) District, and the General Plan land use designation would be changed to Light Industrial. The project site currently contains one dwelling unit, which would be preserved with the proposed project. The proposed project would not result in direct population growth as the use proposed is not residential and would not contribute to permanent residency on site. Once operational, the proposed project would employ approximately 555 people.

The 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Fresno COG determined that a jurisdiction is considered housing rich if the employment-to-household ratio is less than 1.10 jobs for every household and job rich if the ratio is above 1.30 jobs for every household.[45] The City of Reedley had an employment-to-household ratio of 0.78 in 2020, which indicates that the City is considered "job poor" and employment opportunities within the City's jurisdiction are likely to be occupied by residents of Reedley.[46]

Furthermore, the site has been planned for light industrial development according to the City's General Plan. Therefore, the proposed project would not induce substantial unplanned population growth in an area, either directly or indirectly, and this impact would be considered less than significant. No mitigation is required.

[45] Fresno Council of Governments (Fresno COG). 2022. Draft Program Environmental Impact Report for the 2022 Regional Transportation Plan and Sustainable Communities Strategy. Pg. 3-403. April 15.

[46] Fresno Council of Governments (Fresno COG). 2020. Fresno County 2019-2050 Growth Projections. Website: https://agendas.fresnocog.org/itemAttachments/604/Fresno_COG_2019_2050_Projections_Draft_Report_101920.pdf (accessed August 2023).

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The project site currently contains one dwelling unit, which would be preserved with the proposed project. As such, the proposed project would not displace existing people or housing from the site necessitating the construction of replacement housing elsewhere. Impacts would be less than significant. No mitigation is required.

3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

3.15.1 Impact Analysis

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Less Than Significant Impact. The City of Reedley Fire Department (RFD) would provide fire protection services to the proposed project. The RFD operates out of a station located at 1060 D Street, approximately 1.7 miles northwest from the site. The RFD has three full-time employees, and a volunteer staff of approximately 40 people that are hired on a paid-per-call basis. The typical response time by the RFD is 5 to 8 minutes, although there is no stated policy on standard response times or officer to resident ratios established by the City for the RFD. Planned growth under the General Plan would increase calls for fire protection service in the city. However, the proposed project has been planned for light industrial development under the under the City's General Plan.

The proposed project could result in an incremental increase in the demand for fire protection services. However, the proposed project would be required to comply with all applicable codes for fire safety and emergency access. In addition, the Project Applicant would be required to pay development impact fees pursuant to Section 10-23-4 of the City's Municipal Code to account for the potential impacts to police protection services.

The RFD would continue providing services to the project site and would not require additional firefighters to serve the proposed project. The construction of a new or expanded fire station would not be required. The proposed project would not result in a significant impact on the

physical environment due to the incremental increase in demand for fire protection and life safety services. The incremental increase in demand for services is not expected to adversely affect existing responses times to the site or within Reedley. Therefore, construction and operation of the proposed project would have a less than significant impact on fire protection.

ii. Police protection?

Less Than Significant Impact. Police protection services in Reedley are provided by the Reedley Police Department (RPD). The RPD operates out of a station located at 843 G Street, approximately 1.97 miles northwest of the site. The RPD Operations Division is staffed by approximately 29 sworn officers: the chief, one lieutenant, seven sergeants, one corporal, 17 patrol officers, and two reserve officers. The RPD also consists of non-sworn staff including one administrative assistant, six dispatchers, five community service officers, and three records specialists. The RPD has a standard response time of three to five minutes. Planned growth under the General Plan would increase calls for police protection service in the city. However, the proposed project has been planned for light industrial development under the under the City's General Plan.

The project could result in an incremental increase in the demand for police protection services. The Project Applicant would be required to pay development impact fees pursuant to Section 10-23-4 of the City's Municipal Code to account for the potential impacts to police protection services.

The RPD would continue to provide services to the project site and would not require additional officers to serve the project site. The construction of new or expanded police facilities would not be required. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional police facilities or services and impacts to police protection would represent a less-than-significant impact.

iii. Schools?

Less Than Significant Impact. The Kings Canyon Unified School District (KCUSD) provides kindergarten through 12th grade education for the City of Reedley. The KCUSD covers approximately 600 square miles and has a student population of approximately 10,000. The KCUSD operates 19 schools for kindergarten through 12th grade education, as well as programs for adult, alternative, vocational, special education, and an online Leadership Academy. Planned growth under the General Plan would increase demand for school services. The proposed project would not include a residential component that may directly increase demand for school services in the KCUSD. However, the Project Applicant would be required to pay appropriate school developer fees at time of building permits to address potential impacts to KCUSD services, as set forth in Education Code Section 17620, pursuant to Government Code 65995. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional school facilities or services and impacts related to increased demand for school services would represent a less than significant.

iv. Parks?

Less Than Significant Impact. The City of Reedley operates and manages about 72 acres of developed City-owned parks, trails and facilities. The General Plan EIR identifies that the City has a parkland standard of 4 acres of parkland per 1,000 residents. Planned growth under the General Plan would increase demand for parks in the City. The proposed project consists of a light residential development consistent with planned development outlined by the City's General Plan. Although the project site does not include a residential component, the project could still increase the demand for parks in the vicinity of the site. The Project Applicant would be required to pay applicable development impact fees to address potential impacts to park and recreation facilities pursuant to Section 10-23-4 of the City's Municipal Code at the time building permits are obtained. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional park facilities, and impacts to parks would represent a less-than-significant impact.

v. Other public facilities?

Less Than Significant Impact. Planned growth under the General Plan would increase the demand for public facilities in the City. After approval of annexation of the project site into the City of Reedley, the proposed project would be consistent with planned growth under the City's General Plan.

Development of the proposed project could also increase demand for other public services, including libraries, community centers, and public health care facilities. The Project Applicant would be required to coordinate with the City the payment of applicable impact fees to mitigate impacts to public facilities resulting from the proposed project. As such, the impact would be less than significant.

3.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.16.1 Impact Analysis

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. The proposed project would develop the approximately 42-acre project site into a 26-lot light industrial park that would include office, warehouse and retail uses, truck maintenance and truck wash buildings, parking in the form of employee or truck parking stalls, and associated infrastructure and circulation improvements. Although the project does not propose residential uses, development of the site could still increase the demand for recreational facilities near the project site. The Project Applicant would be required to pay applicable development impact fees for park and recreation facilities pursuant to Section 10-23-4 of the City's Municipal Code at the time building permits are obtained. The impact fee would serve to offset project impact on existing recreational facilities. Therefore, the impact would be less than significant.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. The proposed project would develop the approximately 42-acre project site into a 26-lot light industrial park and would not include recreational facilities. The General Plan EIR identifies that Reedley has about 72 acres of developed City-owned parks, trails and other recreational facilities. Given that the project would not generate population growth in the Reedley, it is not anticipated that the project would increase demand for recreational facilities so that the expansion of existing facilities or the construction of additional public recreational facilities would be required. Impacts would be less than significant.

3.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 Impact Analysis

The following discussion is based on the Traffic Impact Study (TIS)[47] prepared for the proposed project. The TIS is included as Appendix D.

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. While levels of service (LOS) analysis is no longer a criteria of significance for traffic impacts under CEQA, the City of Reedley General Plan includes policies that utilize LOS to determine project conditions of approval. As such, this analysis includes LOS impacts while VMT impacts are discussed in Response b) below.

As per the Circulation Element of the City of Reedley General Plan (2030), the City's goal is to maintain LOS C or better. As per the County of Fresno (County) *Draft Guidelines for the Preparation of Traffic Impact Studies within the County of Fresno* (TIS Guidelines), dated May 2018, LOS D is considered as the LOS standard for all intersections and roadway segments under all analysis scenarios within the sphere of influence of the cities of Fresno and Clovis. The LOS standard on all other roadways in the County is LOS C. None of the study intersections and roadway segments are located within the spheres of influence of the cities of Fresno and Clovis. Therefore, for the study area, LOS C have been considered as the applicable LOS standard. The County considers the following operational deficiency criteria for study intersections and roadway segments:

- **Signalized Intersections:**
  - If the project causes an intersection that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR

[47] LSA Associates, Inc. 2023. *Traffic Impact Study - East Huntsman Avenue Industrial Park Project, Reedley California*. December.

- If the project causes the average delay to increase by more than 5.0 seconds at a signalized intersection that is operating at an unacceptable LOS. It is to be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g., from LOS D to LOS E in County areas) is not considered a deficiency unless the corresponding delay increase is greater than 5.0 seconds.

- **Unsignalized Intersections:**
  - If the project causes a movement or approach that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR
  - If the project causes the average delay to increase by more than 5.0 seconds on a movement or approach that is operating at an unacceptable LOS. It is to be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g., from LOS D to LOS E in County areas) is not considered a deficiency unless the corresponding delay increase is greater than 5.0 seconds.

- **Roadway Segments:**
  - If the project causes a roadway that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR
  - If the project causes the volume-to-capacity (v/c) ratio (on a unidirectional peak hour basis) to increase by more than 0.05 on a roadway that is already operating at an unacceptable LOS. It is to be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g., from LOS D to LOS E in County areas) is not considered a deficiency unless the corresponding v/c ratio increase is greater than 0.05.

The TIS examined traffic operations in the vicinity of the proposed project under the following six scenarios:

- Existing conditions
- Existing Plus Project conditions
- Near-term Without Project conditions
- Near-term Plus Project conditions
- Cumulative Without Project conditions
- Cumulative Plus Project conditions

Traffic operations at the study intersections and study roadway segments were analyzed during the weekday AM and PM peak hours. Within the TIS Guidelines, the AM peak hour is defined as the 1 hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m., while the PM peak hour is defined as the 1 hour of highest traffic volumes occurring between 4:00 p.m. and 6:00 p.m. The study area for the TIS included the following study intersections and roadway segments.

- **Study Intersections:**
  - Buttonwillow Avenue/Dinuba Avenue (Reedley)
  - Englehart Avenue/Dinuba Avenue (County of Fresno)
  - Buttonwillow Avenue/Huntsman Avenue (Reedley)

- Englehart Avenue/Huntsman Avenue (County of Fresno)
- Project Driveway 1/Huntsman Avenue (County of Fresno)
- Project Driveway 2/Huntsman Avenue (County of Fresno)

- **Roadway Segments:**
  - Buttonwillow Avenue, between Dinuba Avenue and Huntsman Avenue (City of Reedley)
  - Buttonwillow Avenue, between Huntsman Avenue and Reedley City Limit (City of Reedley)
  - Buttonwillow Avenue, between Reedley City Limits and Floral Avenue (Fresno County)
  - Englehart Avenue, between Dinuba Avenue and Huntsman Avenue (Fresno County)
  - Englehart Avenue, between Huntsman Avenue and Floral Avenue (Fresno County)
  - Dinuba Avenue, between Buttonwillow Avenue and Englehart Avenue (City of Reedley)
  - Huntsman Avenue, between Buttonwillow Avenue and the project site (City of Reedley/Fresno County)
  - Huntsman Avenue, between project site and Englehart Avenue (Fresno County)

Project Trip Generation. To assess potential impacts that the project may have on the surrounding roadway network, the first step was to determine project trip generation. Project trip generation has been developed using the rates for Land Use 150 – " Warehousing ", and Land Use 710 – "General Office Building" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition). Project truck trips were converted to passenger car equivalents (PCEs) using the appropriate PCE conversion factors. The concept of PCE accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. The Transportation Research Board (TRB) Highway Capacity Manual (HCM) recommends applying a PCE factor of 2.0 to convert truck trips to equivalent passenger car trips. However, as a conservative approach, all truck trips were converted to PCE using a 2.0 PCE factor for 2-axle and 3-axle trucks, and 3.0 for 4- and more axle trucks. The project is estimated to generate 970 daily PCE trips, with 100 trips occurring during the AM peak hour and 105 trips occurring during the PM peak hour.

LOS Analysis. Intersection LOS was calculated using the Synchro 12 software, which uses the HCM 7 methodologies, and SIDRA software for roundabouts. Roadway segment LOS was calculated based on the Florida LOS tables, consistent with the TIS Guidelines.

Under the existing conditions, all study intersections and study roadway segments are currently operating at a satisfactory LOS. Similarly, under the Existing Plus Project and Near-Term Without Project scenarios, all study intersections and roadway segments are forecast to operate at a satisfactory LOS.

For the Near-Term Plus Project, Cumulative Without Project and Cumulative Plus Project scenarios, all study roadway segments are forecast to operate at a satisfactory LOS. However, an operational deficiency is forecast to exist at the intersection of Englehart Avenue/Dinuba Avenue under these three scenarios.

At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place, the project is responsible for its fair-share payment. For the intersection at Dinuba Avenue/Englehart Avenue, converting the existing two-way stop control (TWSC) to all-way stop control (AWSC) is recommended to eliminate the forecasted operational deficiency under near-term and cumulative conditions. As there is no funding mechanism/fee program available for the recommended improvements, the proposed project will be paying its fair share for the recommended improvements at the intersection of Englehart Avenue/Dinuba Avenue. Therefore, the intersection is forecast to operate at a satisfactory LOS with the implementation of the proposed improvement and impacts to intersection LOS would be less than significant. No mitigation is required.

The proposed project would not involve the alteration of any existing roadways, transit or bicycle infrastructure in the surrounding area, and would not interfere with the operation of any transit, bicycle, and pedestrian facilities. The project would include the construction of pedestrian sidewalks along the project frontage with Huntsman Avenue, which would be constructed pursuant to City standards. The proposed project would not conflict with applicable existing transportation programs and policies. Therefore, the proposed project would result in a less than significant impact.

b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Less Than Significant Impact. SB 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as VMT instead of LOS. VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact.

The *State CEQA Guidelines* were amended to implement SB 743, by adding Section 15064.3. Among its provisions, Section 15064.3 confirms that, except with respect to transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, LOS measures of impacts on traffic facilities is no longer a relevant CEQA criteria for transportation impacts.

The City of Reedley is one of the member jurisdictions of Fresno COG and follows the Fresno County SB 743 Implementation Regional Guidelines, dated January 2021 (VMT Guidelines) that includes recommended screening criteria, methodology and significant threshold criteria for projects within Fresno COG member jurisdictions, including Reedley. Therefore, the VMT evaluation in the TIS was conducted using the recommended screening criteria, methodology and significant threshold criteria included in the VMT Guidelines.

Methodology and Thresholds of Significance. The VMT Guidelines provide multiple screening criteria for land use projects. Each of these criteria was evaluated for the project to determine if the project can be screened out. However, as described in the TIS, the project cannot be screened out from a detailed VMT analysis. As such, pursuant to the VMT Guidelines, a detailed VMT analysis was conducted using the regional travel demand model.

The project includes non-residential land uses only; however, it is a mixed-use project with primarily industrial and office uses that would require a General Plan Amendment. Pursuant to the VMT

Guidelines, VMT per employee was used as the VMT metric to determine project impacts. Additionally, as recommended in the VMT Guidelines, the threshold for determining VMT impacts has been considered as 13 percent below the region's current baseline VMT per employee, the entire Fresno County was identified as the region for VMT analysis for non-residential projects, and the Fresno COG Activity-Based Model (ABM) was used to calculate project VMT.

As discussed in the TIS, the baseline regional average is 25.6 VMT per employee. Further, as stated above, 13 percent below the baseline regional VMT per employee, or 22.3, was considered as the VMT threshold.

Based on the Fresno COG ABM model output, the project VMT per employee for the proposed office use was calculated to be 12.4, 44.39 percent lower than the VMT threshold. Similarly, the VMT per employee for the proposed warehouse use was calculated to be 12.8, which is 42.60 percent lower than the VMT threshold. As such, both project components are estimated to have no significant VMT impact. Therefore, the proposed project would have a less than significant VMT impact.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Vehicle access to the project site would be provided by two driveways located along Huntsman Avenue. Both project driveways would be one-way stop controlled, meaning vehicles exiting the project site from a project driveway would need to stop before merging on the neighboring circulation network. Pedestrian circulation for the proposed project would occur through proposed pedestrian sidewalks to be constructed pursuant to City requirements along the project frontage with Huntsman Avenue, and through internal pathways and walkways in the project site.

As described in the Driveway Access Analysis prepared for the project in the TIS, project traffic would not create blockages for the through traffic along Huntsman Avenue. Along the project frontage, currently there is no dedicated on-street parking provision. Additionally, there's no other large objects present or proposed as part of the project frontage improvement to obstruct the sight distance of vehicles exiting the project site. Therefore, both project driveways would have adequate sight distance for safe maneuvers of project traffic.

In addition, the proposed project would not include any sharp curves or other roadway design elements that would create dangerous conditions. In addition, the project design features would be required to comply with standards set by the City's General Plan and City Engineer. In addition, the proposed project would also be required to submit plans to the RFD for review and approval prior to the issuance of building permits to ensure there are no substantial hazards associated with the project design. Therefore, the proposed project would result in a less than significant impact related to hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and no mitigation is required.

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. Emergency vehicles would have access to the project site via two driveways located on Huntsman Avenue. Further, the proposed project's site plan would be subject to review and approval by the RFD to ensure the project includes adequate emergency access. In addition, as discussed in Section 3.9, Hazards and Hazardous Material, project implementation would not physically interfere with emergency evacuation or the RFD access to and from the project site. Therefore, the proposed project would result in less than significant impacts related to inadequate emergency access, and no mitigation is required.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.18.1 Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant with Mitigation Incorporated. The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting traditional Tribal Cultural Resources (TCRs) through the *State CEQA Guidelines*. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places,

and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a TCR (PRC Section 21074(a)(1-2)).

Additional information may also be available from the California NAHC's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System (CHRIS) administered by the California Office of Historic Preservation (OHP). Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

AB 52, which became law January 1, 2015, requires that, as part of the CEQA review process, public agencies provide early notice of a project to California Native American Tribes to allow for consultation between the tribe and the public agency. The purpose of AB 52 is to provide the opportunity for public agencies and tribes to consult and consider potential impacts to TCRs, as defined by the PRC Section 2107(a). Under AB 52, public agencies shall reach out to California Native American Tribes who have requested to be notified of projects in areas within or which may have been affiliated with their tribal geographic range. Pursuant to AB 52, Santa Rosa Indian Community of the Santa Rosa Rancheria was invited to consult on March 24, 2023. The contracted Tribe responded to the consultation notice on May 10, 2023, requesting a copy of the cultural resource assessment prepared for the project, and for an archeological monitor to be present onsite during all ground disturbing activities related to project development. The Tribe's request has been implemented through the provision of the project's cultural resource assessment and through Mitigation Measure CUL-1, which requires an archeological monitor to be present during project ground disturbing activities. As such, AB 52 consultation requirements have been fulfilled.

Furthermore, Mitigation Measures CUL-1 and CUL-2 included in Section 3.5, Cultural Resources, would apply to the project and would reduce potential impacts to unknown TCRs to less than significant.

3.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 Impact Analysis

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Water. Water supply for the proposed project would be provided by the City of Reedley. The proposed project would connect to a proposed water main along East Huntsman Avenue.

Short-term demand for water may occur during excavation, grading, and construction activities on site. Construction activities would require water primarily for dust mitigation purposes. Water from existing potable water lines in the vicinity of the project site would be used. Overall, short-term construction activities would require minimal water and are not expected to have any adverse impacts on the existing water system or available water supplies. The proposed project would not require the construction of new or expanded water conveyance, treatment, or collection facilities with respect to construction activities. According to the City's 2020 UWMP,[48] the City obtains its entire water supply from the Kings Subbasin. Water is extracted through seven active domestic water supply wells and distributed through the City's water system, which consists of 82 miles of

[48] City of Reedley. 2021. 2020 Urban Water Management Plan. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2021/12/City_of_Reedley_UWMP_-_Public_Draft-1639427519.pdf (accessed June 2023).

pipeline and three elevated storage tanks. The City's UWMP identified that the City's 2020 daily per capita water use target was 215 gallons per capita per day (GPCD). Although the project would not include residential uses that would permanently increase the population of the project site, the project site would be occupied by approximately 555 employees once operational. Using the City's per capita water use target to estimate project water use, the project would require 119,325 gallons of water per day. As described in the discussion for b) below, Reedley would have sufficient water supplies during normal, single-year dry and multiple-year dry scenarios through 2045, and given that the project would introduce light industrial development on the project site consistent with planned growth in Reedley per the General Plan, the proposed project would be consistent with growth under the General Plan, and would be accounted for in the City's UWMP projections. As such, the proposed project would not necessitate new or expanded water entitlements, and the city would be able to accommodate the increased demand for potable water.

Wastewater. Wastewater sewage services for the proposed project would be provided by the City of Reedley. The proposed project would connect to a proposed wastewater main along East Huntsman Avenue. Wastewater from the project site would be collected and transported to the City of Reedley WWTP. The WWTP has a treatment capacity of to 7.0 million gallons per day (mgd).

No significant increase in wastewater flows is anticipated as a result of construction activities on the project site. Sanitary services during construction would be provided by portable toilet facilities, which transport waste off site for treatment and disposal. Based on estimated water consumption for the project, wastewater generation is estimated to be 119,325 gallons per day. Based on the capacity of existing infrastructure, wastewater generation associated with the proposed project is not anticipated to exceed wastewater treatment requirements or exceed the available capacity to accommodate the increased wastewater flows from the proposed project. The project would be adequately served by the capacity and the existing wastewater conveyance system. The Project Applicant would be required to cover payment of any applicable connection charges and/or fees and extension of services in a manner which is compliant with the City's standards, specifications, and policies. As such, the proposed project would not necessitate new or expanded wastewater facilities, and the City would be able to accommodate the increased demand for wastewater services.

Stormwater. The City of Reedley would provide stormwater management services to the projects site. Stormwater from the project site would be collected through surface and subsurface drainage infrastructure onsite towards proposed stormwater collection and drainage infrastructure along East Huntsman Avenue.

Impacts to storm drainage facilities have been previously discussed in Section 3.10, Hydrology and Water Quality. The proposed project would result in the construction of new surface and subsurface drainage infrastructure to direct stormwater towards the City's proposed stormwater collection and drainage system along East Huntsman Avenue and towards the City's infiltration infrastructure. However, the construction of such minor facilities would be constructed in conformance with City standards; therefore, its construction would not cause significant environmental effects.

Natural Gas and Electricity Facilities. Natural gas and electricity services would be provided by PG&E and would be supplied through connections to existing service infrastructure. Natural gas and

electricity facilities would require connections to the project site. However, because the project site is located within an area with existing facilities in close proximity, connection to these facilities would not cause significant environmental effects. As a result, the project would result in a less-than-significant impact related to the relocation or construction or new or expanded utilities.

Summary. The proposed project would not require or result in the relocation or construction of new or expanded facilities for water, wastewater treatment, storm drainage, electric power or telecommunications which could cause significant environmental effects. Impacts would be less than significant, and no mitigation is required.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. Refer to discussion b) of Section 3.10, Hydrology and Water Quality. Based on the City's 2020 UWMP, the water supplies under normal conditions for the City from 2025 (1,795 AFY) to 2045 (2,818 AFY) would be sufficient to cover the potable water demand (i.e., 1,795 acre-feet by 2025 and 2,818 acre-feet by 2045) for each normal year respectively.[49]

During a single dry year, water supplies for the city from 2025 (1,795 AFY) to 2045 (2,818 AFY) would be sufficient to cover the potable water demand for each year (i.e., 1,795 acre-feet by 2025 and 2,818 acre-feet by 2045) respectively.

After a 5-year dry period, water supplies for the city from 2025 (1,795 AFY) to 2045 (2,818 AFY) would be sufficient to cover the potable water demand for each year (i.e., 1,795 acre-feet by 2025 and 2,818 acre-feet by 2045), respectively.

The project site is planned for light industrial development according to the City's General Plan. As the project proposes the development of a light industrial park, the proposed project would introduce uses compatible with the project site's General Plan land use designation. Therefore, the project would be consistent with growth under the City's General Plan and would be accounted for in the City's UWMP projections. Therefore, the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and the impact would be less than significant.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Refer to discussion a) above. Wastewater generation associated with the proposed project is not anticipated to exceed wastewater treatment requirements or exceed the available capacity to accommodate the increased wastewater flows from the proposed project. The project would be adequately served by the capacity of the existing wastewater conveyance

[49] City of Reedley. 2021. 2020 Urban Water Management Plan. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2021/12/City_of_Reedley_UWMP_-_Public_Draft-1639427519.pdf (accessed June 2023).

system. In addition, the proposed project is not expected to exceed wastewater treatment requirements of the applicable RWQCB. As such, the proposed project would result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. In addition, the proposed project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner that is compliant with the City's standards, specifications, and policies. As such, impacts would be less than significant. No mitigation is required.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The City of Reedley has an exclusive franchise agreement with Mid Valley Disposal, which includes curb-side garbage and recycling pick up and hauling within the City. The solid waste is then disposed at the American Avenue Disposal Site.

The American Avenue Landfill (i.e., American Avenue Disposal Site 10-AA-0009) has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic yards, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day (tpd).[50]

According to the CalEEMod analysis prepared for the project, operation of the proposed project would generate approximately 436 tons of solid waste per year, or approximately 1.2 tpd. Given the available capacity at the landfills, the additional solid waste generated by the proposed project is not anticipated to cause the facility to exceed its daily permitted capacity. As such, the project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs, and impacts associated with the disposition of solid waste would be less than significant.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. To comply with the California Integrated Waste Management Act of 1989 (AB 939), the County must divert at least 50 percent of its solid waste from landfills. In addition, AB 341 sets a statewide 75 percent recycling goal by 2020. AB 341 also requires businesses generating more than four cubic yards of solid waste to recycle. The project is required to comply with federal, State, and local management and reduction statues and regulations, including Title 14 and Title 27 of the CCR and General Plan goals and policies. Therefore, the proposed project would not conflict with federal, state, and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant. No mitigation is required.

[50] California Department of Resources Recycling and Recovery (CalRecycle). SWIS Facility/Site Summary. American Avenue Disposal Site (10-AA-0009). Website: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/352 (accessed June 2023).

3.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

3.20.1 Impact Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not interfere with any emergency evacuation routes within Reedley or an adopted emergency response plan. The project would not impede access to any nearby roadways that may serve as emergency access routes in the project vicinity. Therefore, the impact would be less than significant.

b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. The project site is in an area mapped by CAL FIRE as LRA Unzoned, indicating that the area is urbanized and not susceptible to wildland conflagrations, and is not located within a VHFHSZ.[51] The project site would comply with City and County fire safety regulations for project construction and operation. Therefore, the proposed project would not exacerbate wildfire risks and potentially expose project occupants to wildfires. The impact would be less than significant.

[51] California Department of Forestry and Fire Protection (CAL FIRE). 2022. Fresno County State Responsibility Area Fire Hazard Severity Zones. Website: https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/ (accessed August 2023).

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. The project site is located in an LRA Unzoned area and is not located within a VHFHSZ. Although the proposed project may require the installation of infrastructure to serve the site, the installation of this infrastructure would not exacerbate fire risk in the project vicinity. The installation of water, wastewater and stormwater infrastructure to serve the project site would comply with design and construction requirements of the City. The Project Applicant would also pay for applicable impact fees and connection fees for utilities that would serve the project site. Compliance with utility installation requirements of the City and utility providers would reduce potential impacts to less than significant.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. As discussed above, the project is not located within a VHFHSZ. The project site is also located on a relatively flat area and is not adjacent to any hills. In general, the potential for land sliding or slope failure in Reedley is very low, and the project site would not be susceptible to landslides. Although portions of the project site within the Travers Creek frontage are within a flood hazard zone, the project would comply with the City of Reedley's flood ordinance (Title 12 of the Reedley Municipal Code). Implementation of design requirements outlined in the City's flood ordinance would reduce potential impacts associated with flooding due to post-fire drainage changes. Therefore, the proposed project would not expose people or structures to significant post-fire risks, and the impact would be less than significant.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

3.21.1 Impact Analysis

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. As discussed in Section 3.4, Biological Resources and Section 3.5, Cultural Resources, with the incorporation of Mitigation Measures BIO-1 through BIO-9 and CUL-1 and CUL-2, development of the proposed project would not: (1) degrade the quality of the environment; (2) substantially reduce the habitat of a fish or wildlife species; (3) cause a fish or wildlife species population to drop below self-sustaining levels; (4) threaten to eliminate a plant or animal community; (5) reduce the number or restrict the range of a rare or endangered plant or animal; or (6) eliminate important examples of the major periods of California history. Therefore, this impact would be less than significant with mitigation incorporated.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant with Mitigation Incorporated. *The* proposed project's impacts would be individually limited and not cumulatively considerable due to the site-specific nature of the potential impacts. The potentially significant impacts that can be reduced to less-than-significant levels with

implementation of recommended mitigation measures include the topics of Aesthetics, Air Quality, Biological Resources, Cultural Resources, and Noise. These impacts would primarily be related to construction-period activities, would be temporary in nature, and would not substantially contribute to any potential cumulative impacts associated with these topics.

Implementation of mitigation measures AIR-1, BIO-1 through BIO-9, CUL-1 and CUL-2, GEO-1, GHG-1 NOI-1 and NOI-2 would ensure that the impacts of the project would be below established thresholds of significance. Since the proposed project would not result in any significant project-level impacts, the proposed project would not result in any significant impacts that would combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. As such, this impact would be less than significant with mitigation incorporated.

For the topics of Aesthetics, Agriculture and Forestry Resources, Energy, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildlife, the project would have no impacts or less than significant impacts; therefore, the project would not substantially contribute to any potential cumulative impacts for these topics. As such, impacts would be less than significant with mitigation incorporated.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. The proposed project's potential to result in environmental effects that could directly or indirectly impact human beings has been evaluated in this Initial Study. With implementation of the recommended mitigation measures, all environmental effects that could adversely affect human beings, either directly or indirectly, would be less than significant with mitigation incorporated.

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5.0 REFERENCES

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APPENDIX A

CALLEEMOD OUTPUT SHEETS

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East Huntsman Avenue Industrial Park Project Custom Report

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1.1. Basic Project Information

Data Field	Value
Project Name	East Huntsman Avenue Industrial Park Project
Construction Start Date	1/6/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.90
Precipitation (days)	31.4
Location	20349 E Huntsman Ave, Reedley, CA 93654, USA
County	Fresno
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2511
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Industrial Park	352	1000sqft	39.8	351,560	32,670	—	—	—
Parking Lot	705	Space	2.23	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.11	13.4	20.3	0.03	0.51	1.00	1.51	0.47	0.24	0.71	—	4,051	4,051	0.14	0.17	4,110
Mit.	0.90	3.59	20.3	0.03	0.05	1.00	1.05	0.05	0.24	0.30	—	4,051	4,051	0.14	0.17	4,110
% Reduced	19%	73%	—	—	90%	—	30%	89%	—	58%	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	111	30.4	36.0	0.06	1.25	7.76	8.70	1.12	3.96	4.80	—	6,706	6,706	0.27	0.17	6,731
Mit.	111	4.48	36.0	0.06	0.12	7.76	7.86	0.12	3.96	4.06	—	6,706	6,706	0.27	0.17	6,731
% Reduced	< 0.5%	85%	—	—	90%	—	10%	89%	—	15%	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	4.38	10.1	13.9	0.02	0.39	0.96	1.35	0.36	0.32	0.68	—	2,771	2,771	0.10	0.10	2,804
Mit.	4.22	2.43	13.9	0.02	0.04	0.96	1.00	0.04	0.32	0.36	—	2,771	2,771	0.10	0.10	2,804
% Reduced	4%	76%	—	—	90%	—	26%	89%	—	47%	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.80	1.84	2.54	< 0.005	0.07	0.18	0.25	0.07	0.06	0.12	—	459	459	0.02	0.02	464
Mit.	0.77	0.44	2.54	< 0.005	0.01	0.18	0.18	0.01	0.06	0.07	—	459	459	0.02	0.02	464
% Reduced	4%	76%	—	—	90%	—	26%	89%	—	47%	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.11	13.4	20.3	0.03	0.51	1.00	1.51	0.47	0.24	0.71	—	4,051	4,051	0.14	0.17	4,110
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	111	30.4	36.0	0.06	1.25	7.76	8.70	1.12	3.96	4.80	—	6,706	6,706	0.27	0.17	6,731
2026	111	1.16	1.78	< 0.005	0.07	0.16	0.23	0.06	0.04	0.10	—	289	289	0.01	0.01	292
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.38	10.1	13.9	0.02	0.39	0.96	1.35	0.36	0.32	0.68	—	2,771	2,771	0.10	0.10	2,804
2026	0.43	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.15	1.15	< 0.005	< 0.005	1.17
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.80	1.84	2.54	< 0.005	0.07	0.18	0.25	0.07	0.06	0.12	—	459	459	0.02	0.02	464
2026	0.08	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	0.19

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.90	3.59	20.3	0.03	0.05	1.00	1.05	0.05	0.24	0.30	—	4,051	4,051	0.14	0.17	4,110
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	111	4.48	36.0	0.06	0.12	7.76	7.86	0.12	3.96	4.06	—	6,706	6,706	0.27	0.17	6,731
2026	111	0.72	1.78	< 0.005	< 0.005	0.16	0.16	< 0.005	0.04	0.04	—	289	289	0.01	0.01	292
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.22	2.43	13.9	0.02	0.04	0.96	1.00	0.04	0.32	0.36	—	2,771	2,771	0.10	0.10	2,804
2026	0.43	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.15	1.15	< 0.005	< 0.005	1.17
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.77	0.44	2.54	< 0.005	0.01	0.18	0.18	0.01	0.06	0.07	—	459	459	0.02	0.02	464
2026	0.08	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	0.19

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.4	5.06	30.3	0.05	0.33	2.14	2.47	0.32	0.54	0.86	391	12,013	12,403	40.7	0.61	13,706
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	9.68	5.12	13.6	0.05	0.30	2.14	2.44	0.30	0.54	0.84	391	11,709	12,100	40.8	0.63	13,397
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.9	5.09	20.9	0.05	0.31	2.10	2.41	0.31	0.53	0.84	391	11,808	12,199	40.8	0.62	13,498
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.00	0.93	3.81	0.01	0.06	0.38	0.44	0.06	0.10	0.15	64.7	1,955	2,020	6.75	0.10	2,235

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.68	1.16	11.8	0.03	0.01	2.14	2.16	0.01	0.54	0.55	—	2,616	2,616	0.11	0.13	2,667
Area	10.5	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	12.4	5.06	30.3	0.05	0.33	2.14	2.47	0.32	0.54	0.86	391	12,013	12,403	40.7	0.61	13,706
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.49	1.35	10.4	0.02	0.01	2.14	2.16	0.01	0.54	0.55	—	2,376	2,376	0.13	0.14	2,422
Area	7.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	9.68	5.12	13.6	0.05	0.30	2.14	2.44	0.30	0.54	0.84	391	11,709	12,100	40.8	0.63	13,397
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.51	1.25	10.2	0.02	0.01	2.10	2.11	0.01	0.53	0.54	—	2,443	2,443	0.12	0.14	2,491
Area	9.22	0.06	7.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.0	31.0	< 0.005	< 0.005	31.1
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	10.9	5.09	20.9	0.05	0.31	2.10	2.41	0.31	0.53	0.84	391	11,808	12,199	40.8	0.62	13,498
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.28	0.23	1.86	< 0.005	< 0.005	0.38	0.39	< 0.005	0.10	0.10	—	405	405	0.02	0.02	412
Area	1.68	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15
Energy	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,516	1,516	0.19	0.02	1,525
Water	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141
Waste	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2
Total	2.00	0.93	3.81	0.01	0.06	0.38	0.44	0.06	0.10	0.15	64.7	1,955	2,020	6.75	0.10	2,235

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.68	1.16	11.8	0.03	0.01	2.14	2.16	0.01	0.54	0.55	—	2,616	2,616	0.11	0.13	2,667
Area	10.5	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1

Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	12.4	5.06	30.3	0.05	0.33	2.14	2.47	0.32	0.54	0.86	391	12,013	12,403	40.7	0.61	13,706
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.49	1.35	10.4	0.02	0.01	2.14	2.16	0.01	0.54	0.55	—	2,376	2,376	0.13	0.14	2,422
Area	7.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	9.68	5.12	13.6	0.05	0.30	2.14	2.44	0.30	0.54	0.84	391	11,709	12,100	40.8	0.63	13,397
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.51	1.25	10.2	0.02	0.01	2.10	2.11	0.01	0.53	0.54	—	2,443	2,443	0.12	0.14	2,491
Area	9.22	0.06	7.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.0	31.0	< 0.005	< 0.005	31.1
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	10.9	5.09	20.9	0.05	0.31	2.10	2.41	0.31	0.53	0.84	391	11,808	12,199	40.8	0.62	13,498
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.28	0.23	1.86	< 0.005	< 0.005	0.38	0.39	< 0.005	0.10	0.10	—	405	405	0.02	0.02	412
Area	1.68	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15
Energy	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,516	1,516	0.19	0.02	1,525
Water	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141

Waste	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2
Total	2.00	0.93	3.81	0.01	0.06	0.38	0.44	0.06	0.10	0.15	64.7	1,955	2,020	6.75	0.10	2,235

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.90	24.0	28.3	0.05	0.94	—	0.94	0.84	—	0.84	—	5,295	5,295	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.66	0.78	< 0.005	0.03	—	0.03	0.02	—	0.02	—	145	145	0.01	< 0.005	146
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.12	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.0	24.0	< 0.005	< 0.005	24.1
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.53	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	94.2	94.2	< 0.005	< 0.005	95.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.67	2.67	< 0.005	< 0.005	2.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.44	0.44	< 0.005	< 0.005	0.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	2.59	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,295	5,295	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.78	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	145	145	0.01	< 0.005	146
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.0	24.0	< 0.005	< 0.005	24.1
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.53	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	94.2	94.2	< 0.005	< 0.005	95.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.67	2.67	< 0.005	< 0.005	2.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.44	0.44	< 0.005	< 0.005	0.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	30.3	35.3	0.06	1.25	—	1.25	1.12	—	1.12	—	6,599	6,599	0.27	0.05	6,622

Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	1.66	1.94	< 0.005	0.07	—	0.07	0.06	—	0.06	—	362	362	0.01	< 0.005	363
Dust From Material Movement	—	—	—	—	—	0.20	0.20	—	0.08	0.08	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.30	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.9	59.9	< 0.005	< 0.005	60.1
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.05	0.60	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	108	108	< 0.005	0.01	109
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.11	6.11	< 0.005	< 0.005	6.21
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.01	1.01	< 0.005	< 0.005	1.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.4. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,599	6,599	0.27	0.05	6,622
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.24	1.94	< 0.005	0.01	—	0.01	0.01	—	0.01	—	362	362	0.01	< 0.005	363
Dust From Material Movement	—	—	—	—	—	0.20	0.20	—	0.08	0.08	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.35	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	59.9	59.9	< 0.005	< 0.005	60.1
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.05	0.60	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	108	108	< 0.005	0.01	109
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.11	6.11	< 0.005	< 0.005	6.21
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.01	1.01	< 0.005	< 0.005	1.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	11.8	14.3	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	11.8	14.3	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	6.48	7.84	0.01	0.28	—	0.28	0.25	—	0.25	—	1,314	1,314	0.05	0.01	1,318
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	1.18	1.43	< 0.005	0.05	—	0.05	0.05	—	0.05	—	218	218	0.01	< 0.005	218
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.34	5.50	0.00	0.00	0.80	0.80	0.00	0.19	0.19	—	895	895	0.03	0.04	911

Vendor	0.04	1.22	0.54	0.01	0.01	0.19	0.20	0.01	0.05	0.06	—	758	758	0.02	0.11	794
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.41	4.45	0.00	0.00	0.80	0.80	0.00	0.19	0.19	—	794	794	0.04	0.04	807
Vendor	0.04	1.30	0.57	0.01	0.01	0.19	0.20	0.01	0.05	0.06	—	759	759	0.02	0.11	793
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.20	2.48	0.00	0.00	0.43	0.43	0.00	0.10	0.10	—	451	451	0.02	0.02	458
Vendor	0.02	0.69	0.30	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	416	416	0.01	0.06	435
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.45	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	74.7	74.7	< 0.005	< 0.005	75.9
Vendor	< 0.005	0.13	0.06	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	68.8	68.8	< 0.005	0.01	72.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.11	7.84	0.01	0.02	—	0.02	0.02	—	0.02	—	1,314	1,314	0.05	0.01	1,318
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	1.43	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	218	218	0.01	< 0.005	218
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.34	5.50	0.00	0.00	0.80	0.80	0.00	0.19	0.19	—	895	895	0.03	0.04	911
Vendor	0.04	1.22	0.54	0.01	0.01	0.19	0.20	0.01	0.05	0.06	—	758	758	0.02	0.11	794
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.41	4.45	0.00	0.00	0.80	0.80	0.00	0.19	0.19	—	794	794	0.04	0.04	807
Vendor	0.04	1.30	0.57	0.01	0.01	0.19	0.20	0.01	0.05	0.06	—	759	759	0.02	0.11	793
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.31	0.20	2.48	0.00	0.00	0.43	0.43	0.00	0.10	0.10	—	451	451	0.02	0.02	458
Vendor	0.02	0.69	0.30	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	416	416	0.01	0.06	435
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.45	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	74.7	74.7	< 0.005	< 0.005	75.9
Vendor	< 0.005	0.13	0.06	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	68.8	68.8	< 0.005	0.01	72.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	8.62	10.6	0.01	0.39	—	0.39	0.36	—	0.36	—	1,511	1,511	0.06	0.01	1,517
Paving	0.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.35	0.44	< 0.005	0.02	—	0.02	0.01	—	0.01	—	62.1	62.1	< 0.005	< 0.005	62.3
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	10.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.45	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	80.7	80.7	< 0.005	< 0.005	82.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.44	3.44	< 0.005	< 0.005	3.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.57	0.57	< 0.005	< 0.005	0.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.8. Paving (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	1,517
Paving	0.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	62.1	62.1	< 0.005	< 0.005	62.3
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	10.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.45	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	80.7	80.7	< 0.005	< 0.005	82.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.44	3.44	< 0.005	< 0.005	3.49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.57	0.57	< 0.005	< 0.005	0.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	110	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.44	4.44	< 0.005	< 0.005	4.46
Architectural Coatings	3.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.74	0.74	< 0.005	< 0.005	0.74
Architectural Coatings	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.08	0.89	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	159	159	0.01	0.01	161
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.48	5.48	< 0.005	< 0.005	5.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.91	0.91	< 0.005	< 0.005	0.92

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.10. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	134
Architectural Coatings	110	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.44	4.44	< 0.005	< 0.005	4.46
Architectural Coatings	3.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.74	0.74	< 0.005	< 0.005	0.74

Architectu Coatings	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.08	0.89	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	159	159	0.01	0.01	161
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.48	5.48	< 0.005	< 0.005	5.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.91	0.91	< 0.005	< 0.005	0.92
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	110	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.52	0.52	< 0.005	< 0.005	0.52
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.09	0.09	< 0.005	< 0.005	0.09
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.07	0.82	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	156	156	0.01	0.01	158
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.63	0.63	< 0.005	< 0.005	0.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	0.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	134
Architectural Coatings	110	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.52	0.52	< 0.005	< 0.005	0.52
Architectural Coatings	0.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.09	0.09	< 0.005	< 0.005	0.09
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.07	0.82	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	156	156	0.01	0.01	158
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.63	0.63	< 0.005	< 0.005	0.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	0.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	1.68	1.16	11.8	0.03	0.01	2.14	2.16	0.01	0.54	0.55	—	2,616	2,616	0.11	0.13	2,667
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	1.68	1.16	11.8	0.03	0.01	2.14	2.16	0.01	0.54	0.55	—	2,616	2,616	0.11	0.13	2,667
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	1.49	1.35	10.4	0.02	0.01	2.14	2.16	0.01	0.54	0.55	—	2,376	2,376	0.13	0.14	2,422
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	1.49	1.35	10.4	0.02	0.01	2.14	2.16	0.01	0.54	0.55	—	2,376	2,376	0.13	0.14	2,422
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	0.28	0.23	1.86	< 0.005	< 0.005	0.38	0.39	< 0.005	0.10	0.10	—	405	405	0.02	0.02	412
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.28	0.23	1.86	< 0.005	< 0.005	0.38	0.39	< 0.005	0.10	0.10	—	405	405	0.02	0.02	412

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	1.68	1.16	11.8	0.03	0.01	2.14	2.16	0.01	0.54	0.55	—	2,616	2,616	0.11	0.13	2,667
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	1.68	1.16	11.8	0.03	0.01	2.14	2.16	0.01	0.54	0.55	—	2,616	2,616	0.11	0.13	2,667
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	1.49	1.35	10.4	0.02	0.01	2.14	2.16	0.01	0.54	0.55	—	2,376	2,376	0.13	0.14	2,422
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	1.49	1.35	10.4	0.02	0.01	2.14	2.16	0.01	0.54	0.55	—	2,376	2,376	0.13	0.14	2,422
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.28	0.23	1.86	< 0.005	< 0.005	0.38	0.39	< 0.005	0.10	0.10	—	405	405	0.02	0.02	412
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.28	0.23	1.86	< 0.005	< 0.005	0.38	0.39	< 0.005	0.10	0.10	—	405	405	0.02	0.02	412

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	4,607	4,607	0.75	0.09	4,652
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	47.6	47.6	0.01	< 0.005	48.0
Total	—	—	—	—	—	—	—	—	—	—	—	4,654	4,654	0.75	0.09	4,700
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	4,607	4,607	0.75	0.09	4,652
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	47.6	47.6	0.01	< 0.005	48.0
Total	—	—	—	—	—	—	—	—	—	—	—	4,654	4,654	0.75	0.09	4,700
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	763	763	0.12	0.01	770
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	7.87	7.87	< 0.005	< 0.005	7.95
Total	—	—	—	—	—	—	—	—	—	—	—	771	771	0.12	0.02	778

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	4,607	4,607	0.75	0.09	4,652
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	47.6	47.6	0.01	< 0.005	48.0
Total	—	—	—	—	—	—	—	—	—	—	—	4,654	4,654	0.75	0.09	4,700
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	4,607	4,607	0.75	0.09	4,652
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	47.6	47.6	0.01	< 0.005	48.0
Total	—	—	—	—	—	—	—	—	—	—	—	4,654	4,654	0.75	0.09	4,700
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	763	763	0.12	0.01	770
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	7.87	7.87	< 0.005	< 0.005	7.95
Total	—	—	—	—	—	—	—	—	—	—	—	771	771	0.12	0.02	778

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512

Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	745	745	0.07	< 0.005	747
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	745	745	0.07	< 0.005	747

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	745	745	0.07	< 0.005	747
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	745	745	0.07	< 0.005	747

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.51	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1
Total	10.5	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	7.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	7.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.23	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15
Total	1.68	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.51	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1
Total	10.5	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	7.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.23	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15
Total	1.68	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00

Total	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipmen Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipmen t Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequester	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/6/2025	1/17/2025	5.00	10.0	—
Grading	Grading	1/20/2025	2/14/2025	5.00	20.0	—
Building Construction	Building Construction	2/17/2025	11/21/2025	5.00	200	—
Paving	Paving	11/24/2025	12/12/2025	5.00	15.0	—
Architectural Coating	Architectural Coating	12/15/2025	1/2/2026	5.00	15.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 3	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 3	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 3	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 3	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 3	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 3	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 3	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 3	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 3	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 3	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 3	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 3	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 3	2.00	8.00	81.0	0.42

Paving	Paving Equipment	Diesel	Tier 3	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 3	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 3	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 3	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	7.70	LDA,LDT1,LDT2
Site Preparation	Vendor	—	4.00	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	7.70	LDA,LDT1,LDT2
Grading	Vendor	—	4.00	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	148	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	57.6	4.00	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	7.70	LDA,LDT1,LDT2
Paving	Vendor	—	4.00	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	29.5	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	4.00	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	7.70	LDA,LDT1,LDT2
Site Preparation	Vendor	—	4.00	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	7.70	LDA,LDT1,LDT2
Grading	Vendor	—	4.00	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	148	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	57.6	4.00	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	7.70	LDA,LDT1,LDT2
Paving	Vendor	—	4.00	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	29.5	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	4.00	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	527,340	175,780	5,828

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	15.0	0.00	—
Grading	—	—	60.0	0.00	—
Paving	0.00	0.00	0.00	0.00	2.23

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Industrial Park	0.00	0%
Parking Lot	2.23	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	587	587	587	214,293	3,063	3,063	3,063	1,118,007
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	587	587	587	214,293	3,063	3,063	3,063	1,118,007
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	527,340	175,780	5,828

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	8,242,809	204	0.0330	0.0040	14,040,986
Parking Lot	85,094	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	8,242,809	204	0.0330	0.0040	14,040,986
Parking Lot	85,094	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	81,298,250	448,468
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	81,298,250	448,468
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	436	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	436	—

Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	The proposed project would divide the 42-acre project site into 26 lots, which would be developed with light industrial uses. The lots would include office, warehouse, retail uses, and truck maintenance building. Future tenants have not be identified. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.
Construction: Construction Phases	Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026.
Construction: Off-Road Equipment	Assuming use of Tier 3 construction equipment consistent with information provided by Project Applicant.
Operations: Vehicle Data	The proposed project would generate 691 average daily trips, including 517 passenger cars, 38 two-axle trucks, 31 three-axle trucks, and 105 four+-axle trucks. All four+-axle trips are evaluated in a separate model run.
Operations: Fleet Mix	Revised fleet mix to reflect 517 passenger cars (50% LDA, 25% LDT1, 25% LDT2), 38 two-axle trucks (100% MDV), 31 three-axle trucks (100% MHD), and 105 four+-axle trucks. All four+-axle trips are evaluated in a separate model run.

East Huntsman Avenue Industrial Park Project - Heavy Heavy Duty Truck Trips Custom Report

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5.18.2.2. Mitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	East Huntsman Avenue Industrial Park Project - Heavy Heavy Duty Truck Trips
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.90
Precipitation (days)	31.4
Location	20349 E Huntsman Ave, Reedley, CA 93654, USA
County	Fresno
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2511
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Industrial Park	352	1000sqft	39.8	351,560	32,670	—	—	—

Parking Lot	705	Space	2.23	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.9	19.4	21.5	0.16	0.57	3.84	4.41	0.55	1.03	1.59	391	23,612	24,002	40.9	2.73	25,964
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.40	20.3	6.23	0.16	0.55	3.84	4.38	0.53	1.03	1.57	391	23,553	23,944	40.9	2.73	25,873
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.64	20.1	13.7	0.16	0.56	3.78	4.34	0.54	1.02	1.56	391	23,582	23,972	40.9	2.73	25,915
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.76	3.66	2.51	0.03	0.10	0.69	0.79	0.10	0.19	0.28	64.7	3,904	3,969	6.77	0.45	4,290

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.22	15.5	3.02	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,215	14,215	0.26	2.25	14,925
Area	10.5	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	10.9	19.4	21.5	0.16	0.57	3.84	4.41	0.55	1.03	1.59	391	23,612	24,002	40.9	2.73	25,964
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.20	16.5	3.06	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,220	14,220	0.26	2.25	14,897
Area	7.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	8.40	20.3	6.23	0.16	0.55	3.84	4.38	0.53	1.03	1.57	391	23,553	23,944	40.9	2.73	25,873
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.21	16.2	3.04	0.13	0.26	3.78	4.04	0.25	1.02	1.26	—	14,217	14,217	0.26	2.25	14,908
Area	9.22	0.06	7.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.0	31.0	< 0.005	< 0.005	31.1
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5

Total	9.64	20.1	13.7	0.16	0.56	3.78	4.34	0.54	1.02	1.56	391	23,582	23,972	40.9	2.73	25,915
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	2.96	0.55	0.02	0.05	0.69	0.74	0.05	0.19	0.23	—	2,354	2,354	0.04	0.37	2,468
Area	1.68	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15
Energy	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,516	1,516	0.19	0.02	1,525
Water	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141
Waste	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2
Total	1.76	3.66	2.51	0.03	0.10	0.69	0.79	0.10	0.19	0.28	64.7	3,904	3,969	6.77	0.45	4,290

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.22	15.5	3.02	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,215	14,215	0.26	2.25	14,925
Area	10.5	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	10.9	19.4	21.5	0.16	0.57	3.84	4.41	0.55	1.03	1.59	391	23,612	24,002	40.9	2.73	25,964
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.20	16.5	3.06	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,220	14,220	0.26	2.25	14,897
Area	7.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213

Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	8.40	20.3	6.23	0.16	0.55	3.84	4.38	0.53	1.03	1.57	391	23,553	23,944	40.9	2.73	25,873
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.21	16.2	3.04	0.13	0.26	3.78	4.04	0.25	1.02	1.26	—	14,217	14,217	0.26	2.25	14,908
Area	9.22	0.06	7.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.0	31.0	< 0.005	< 0.005	31.1
Energy	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	9,154	9,154	1.15	0.10	9,213
Water	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Waste	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	9.64	20.1	13.7	0.16	0.56	3.78	4.34	0.54	1.02	1.56	391	23,582	23,972	40.9	2.73	25,915
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	2.96	0.55	0.02	0.05	0.69	0.74	0.05	0.19	0.23	—	2,354	2,354	0.04	0.37	2,468
Area	1.68	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15
Energy	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	1,516	1,516	0.19	0.02	1,525
Water	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141
Waste	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2
Total	1.76	3.66	2.51	0.03	0.10	0.69	0.79	0.10	0.19	0.28	64.7	3,904	3,969	6.77	0.45	4,290

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.22	15.5	3.02	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,215	14,215	0.26	2.25	14,925
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.22	15.5	3.02	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,215	14,215	0.26	2.25	14,925
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.20	16.5	3.06	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,220	14,220	0.26	2.25	14,897
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.20	16.5	3.06	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,220	14,220	0.26	2.25	14,897
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.04	2.96	0.55	0.02	0.05	0.69	0.74	0.05	0.19	0.23	—	2,354	2,354	0.04	0.37	2,468
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.04	2.96	0.55	0.02	0.05	0.69	0.74	0.05	0.19	0.23	—	2,354	2,354	0.04	0.37	2,468

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.22	15.5	3.02	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,215	14,215	0.26	2.25	14,925

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.22	15.5	3.02	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,215	14,215	0.26	2.25	14,925
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.20	16.5	3.06	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,220	14,220	0.26	2.25	14,897
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.20	16.5	3.06	0.13	0.26	3.84	4.10	0.25	1.03	1.28	—	14,220	14,220	0.26	2.25	14,897
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.04	2.96	0.55	0.02	0.05	0.69	0.74	0.05	0.19	0.23	—	2,354	2,354	0.04	0.37	2,468
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.04	2.96	0.55	0.02	0.05	0.69	0.74	0.05	0.19	0.23	—	2,354	2,354	0.04	0.37	2,468

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	4,607	4,607	0.75	0.09	4,652
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	47.6	47.6	0.01	< 0.005	48.0
Total	—	—	—	—	—	—	—	—	—	—	—	4,654	4,654	0.75	0.09	4,700

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	4,607	4,607	0.75	0.09	4,652
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	47.6	47.6	0.01	< 0.005	48.0
Total	—	—	—	—	—	—	—	—	—	—	—	4,654	4,654	0.75	0.09	4,700
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	763	763	0.12	0.01	770
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	7.87	7.87	< 0.005	< 0.005	7.95
Total	—	—	—	—	—	—	—	—	—	—	—	771	771	0.12	0.02	778

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	4,607	4,607	0.75	0.09	4,652
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	47.6	47.6	0.01	< 0.005	48.0
Total	—	—	—	—	—	—	—	—	—	—	—	4,654	4,654	0.75	0.09	4,700
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	4,607	4,607	0.75	0.09	4,652

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	47.6	47.6	0.01	< 0.005	48.0
Total	—	—	—	—	—	—	—	—	—	—	—	4,654	4,654	0.75	0.09	4,700
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	763	763	0.12	0.01	770
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	7.87	7.87	< 0.005	< 0.005	7.95
Total	—	—	—	—	—	—	—	—	—	—	—	771	771	0.12	0.02	778

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	745	745	0.07	< 0.005	747

Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	745	745	0.07	< 0.005	747

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.21	3.77	3.17	0.02	0.29	—	0.29	0.29	—	0.29	—	4,500	4,500	0.40	0.01	4,512
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	745	745	0.07	< 0.005	747
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.04	0.69	0.58	< 0.005	0.05	—	0.05	0.05	—	0.05	—	745	745	0.07	< 0.005	747

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.51	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1
Total	10.5	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	7.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipment	0.23	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15
Total	1.68	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.51	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1
Total	10.5	0.13	15.3	< 0.005	0.03	—	0.03	0.02	—	0.02	—	62.9	62.9	< 0.005	< 0.005	63.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	7.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	7.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectu Coatings	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscap e Equipmen t	0.23	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15
Total	1.68	0.01	1.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.15

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	156	180	335	16.0	0.38	850
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	25.8	29.7	55.5	2.65	0.06	141

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	235	0.00	235	23.5	0.00	822
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	38.9	0.00	38.9	3.89	0.00	136

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15.2

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	105	105	105	38,368	4,205	4,205	4,205	1,534,700
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Industrial Park	105	105	105	38,368	4,205	4,205	4,205	1,534,700
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	527,340	175,780	5,828

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	8,242,809	204	0.0330	0.0040	14,040,986
Parking Lot	85,094	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Industrial Park	8,242,809	204	0.0330	0.0040	14,040,986
Parking Lot	85,094	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	81,298,250	448,468
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Industrial Park	81,298,250	448,468
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	436	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Industrial Park	436	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	The proposed project would divide the 42-acre project site into 26 lots, which would be developed with light industrial uses. The lots would include office, warehouse, retail uses, and truck maintenance building. Future tenants have not be identified. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.
Construction: Construction Phases	Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026.
Construction: Off-Road Equipment	Assuming use of Tier 3 construction equipment consistent with information provided by Project Applicant.
Operations: Vehicle Data	The proposed project would generate 105 four+-axle trucks. This analysis assumes trucks would travel 40 miles.

Operations: Fleet Mix	Revised fleet mix to reflect all four+-axle trips.

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APPENDIX B

HEALTH RISK ASSESSMENT

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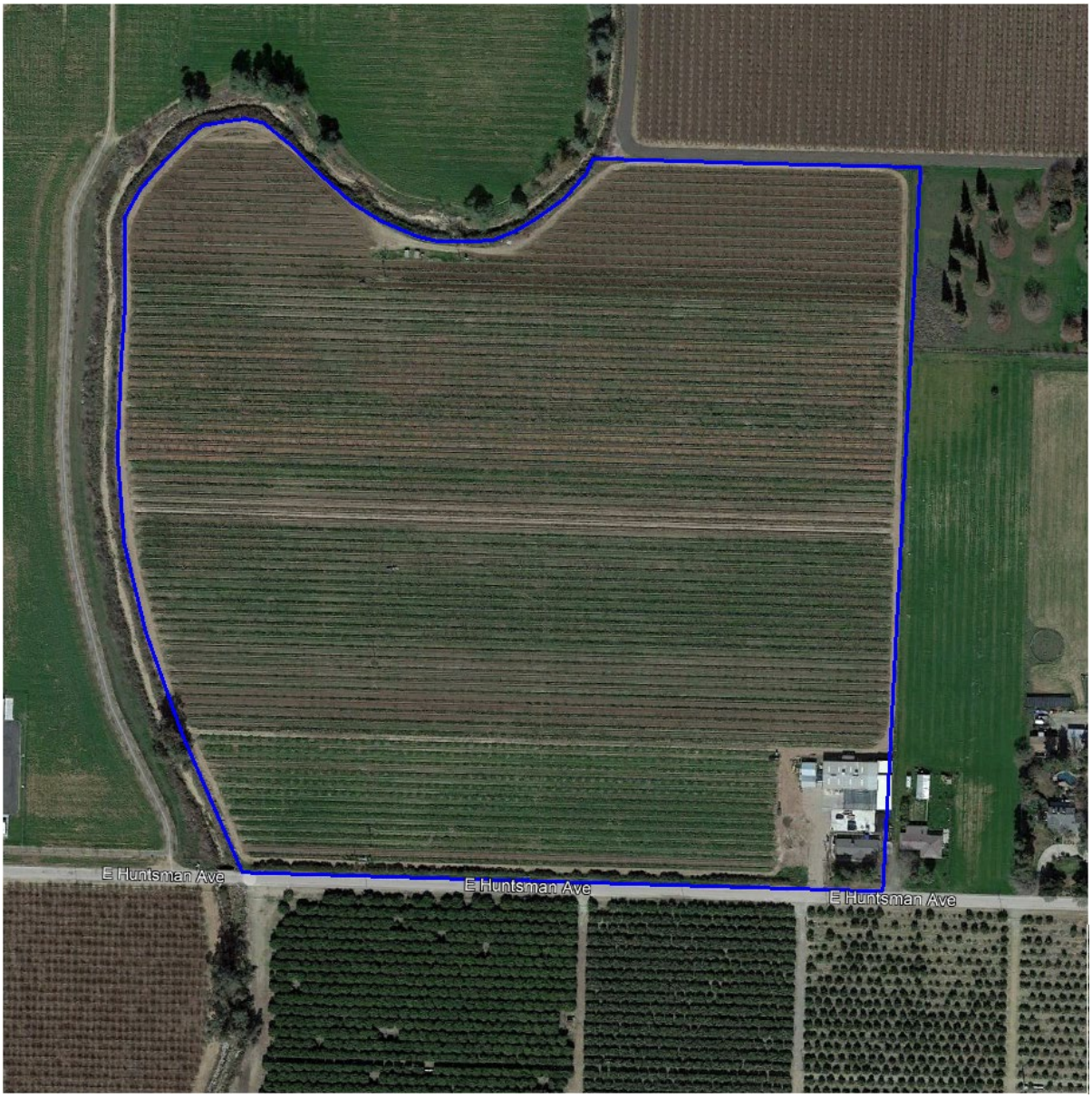
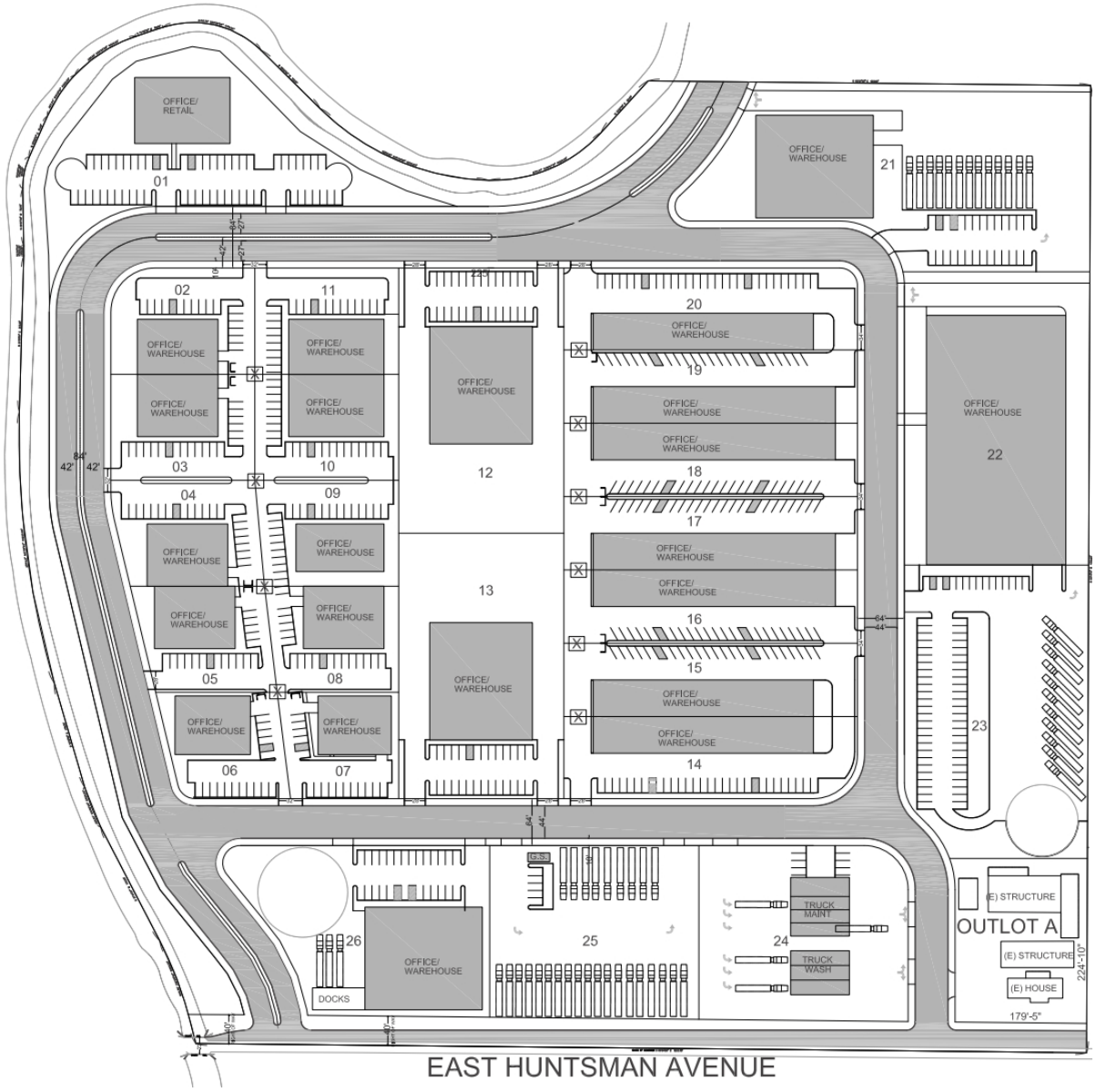
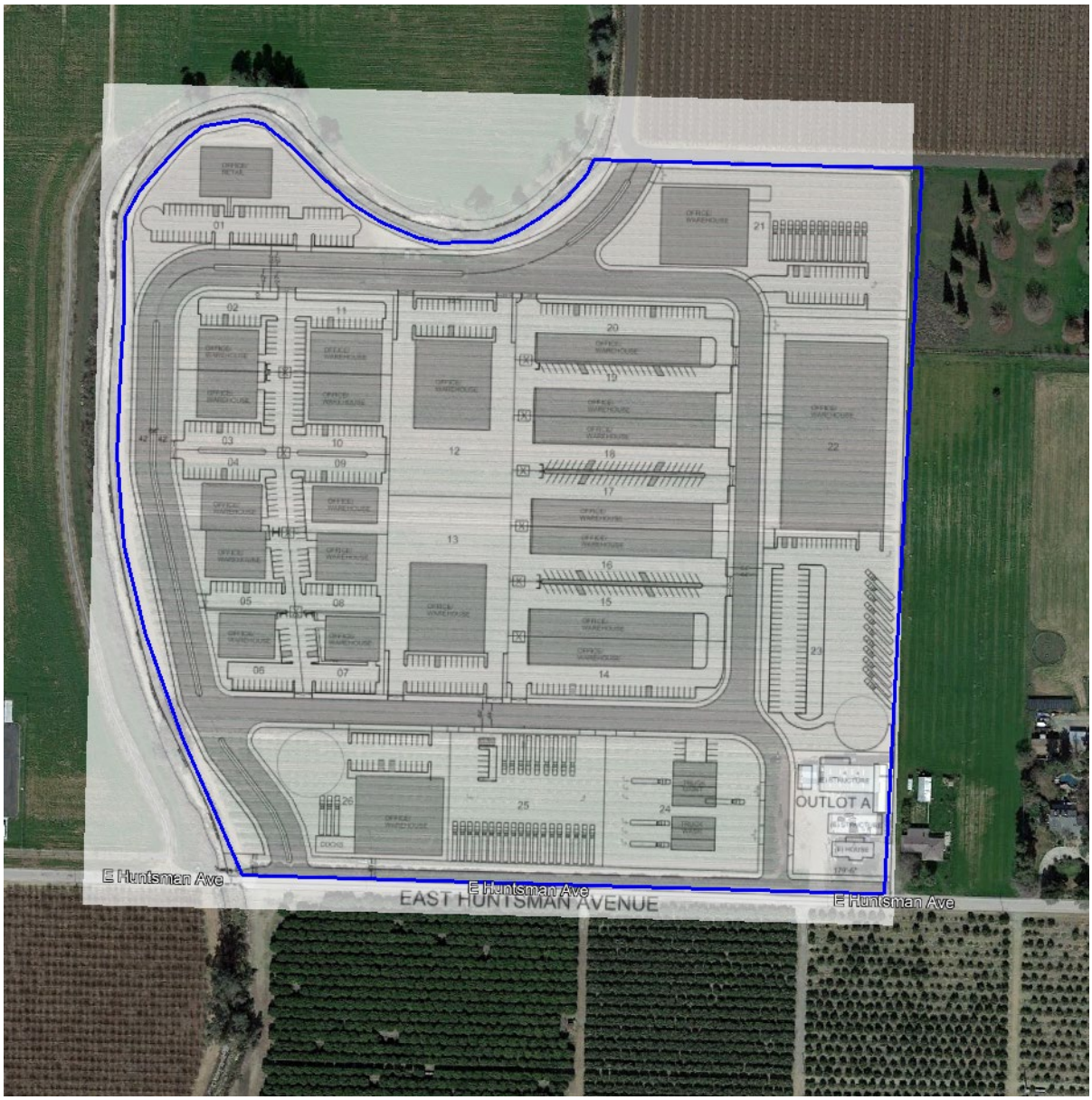
Project Location



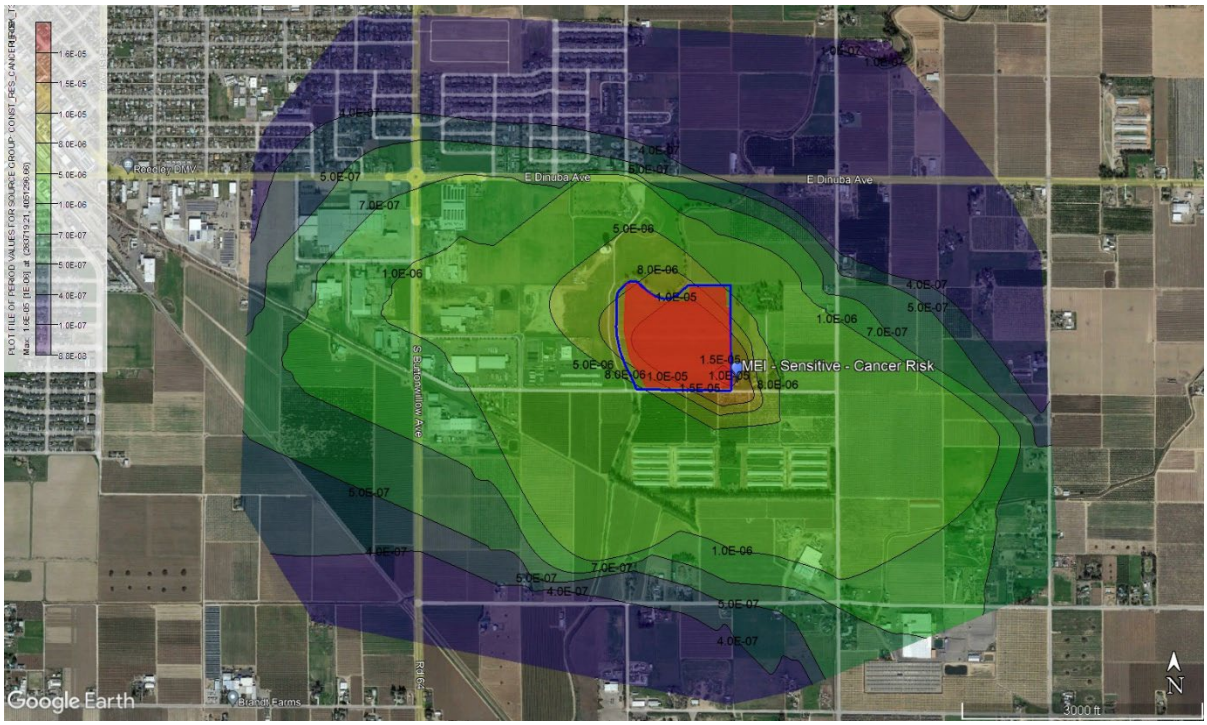
Project Site Plan



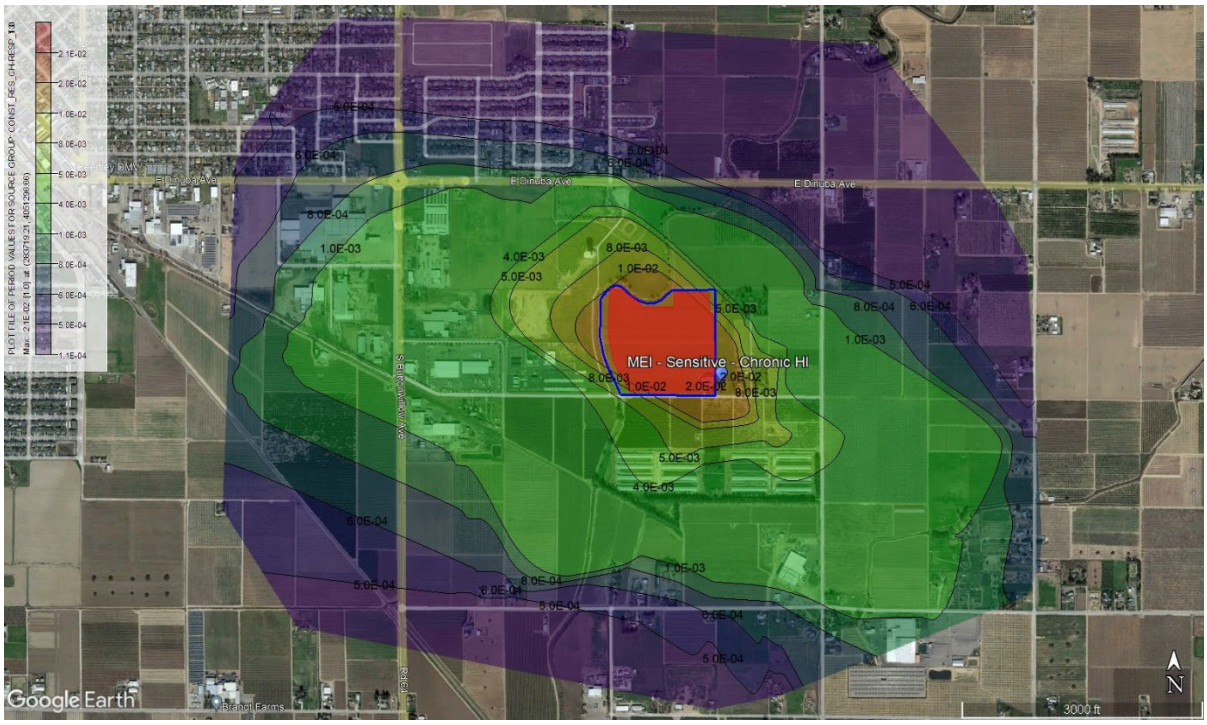
Project Layout



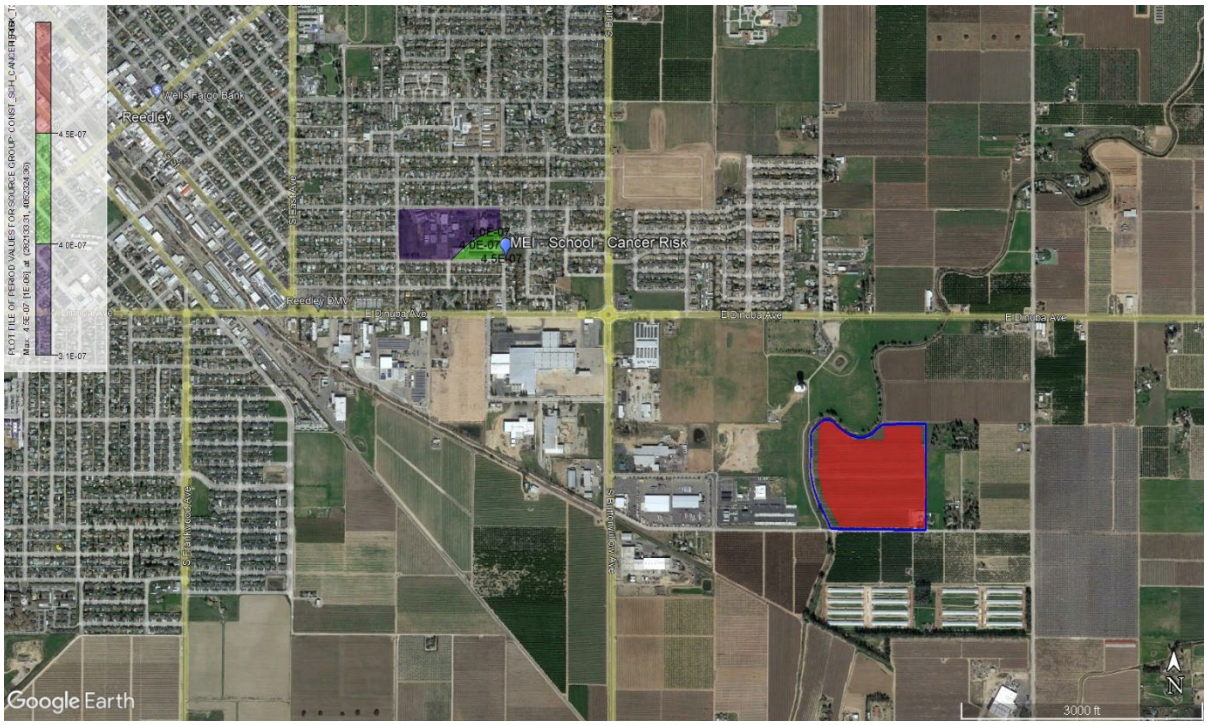
Construction Cancer Risk – Residential Receptor



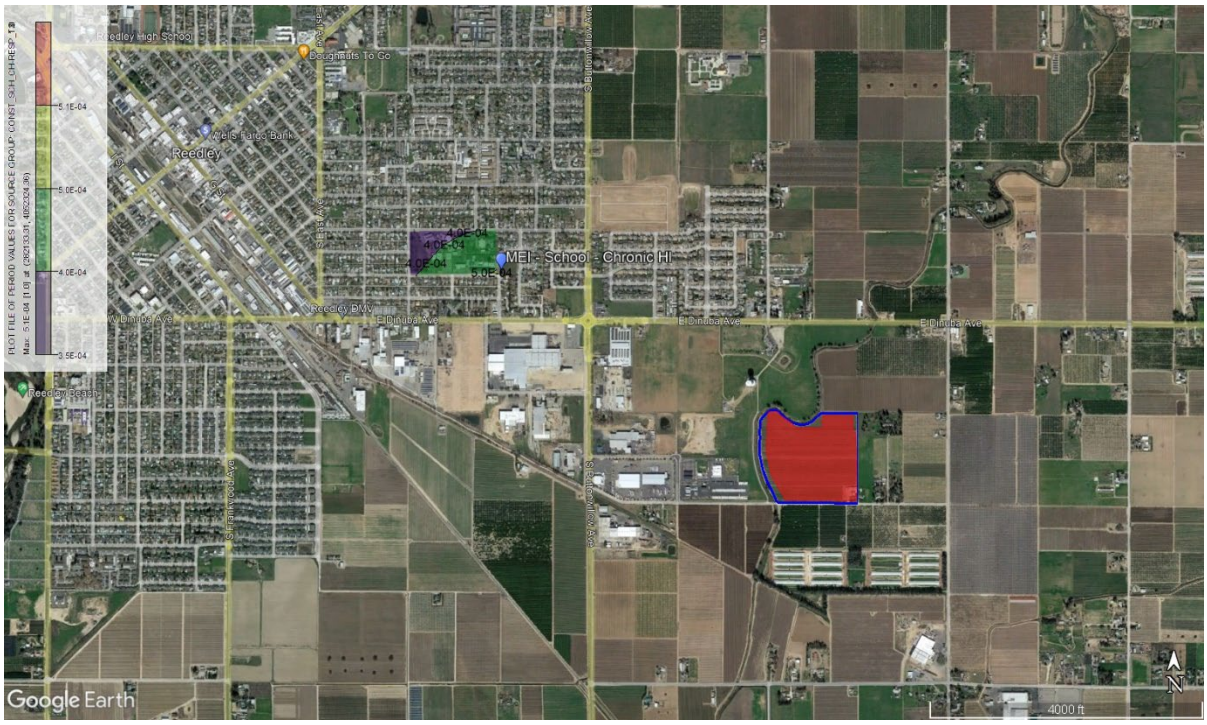
Construction Chronic Hazard Index – Residential Receptor



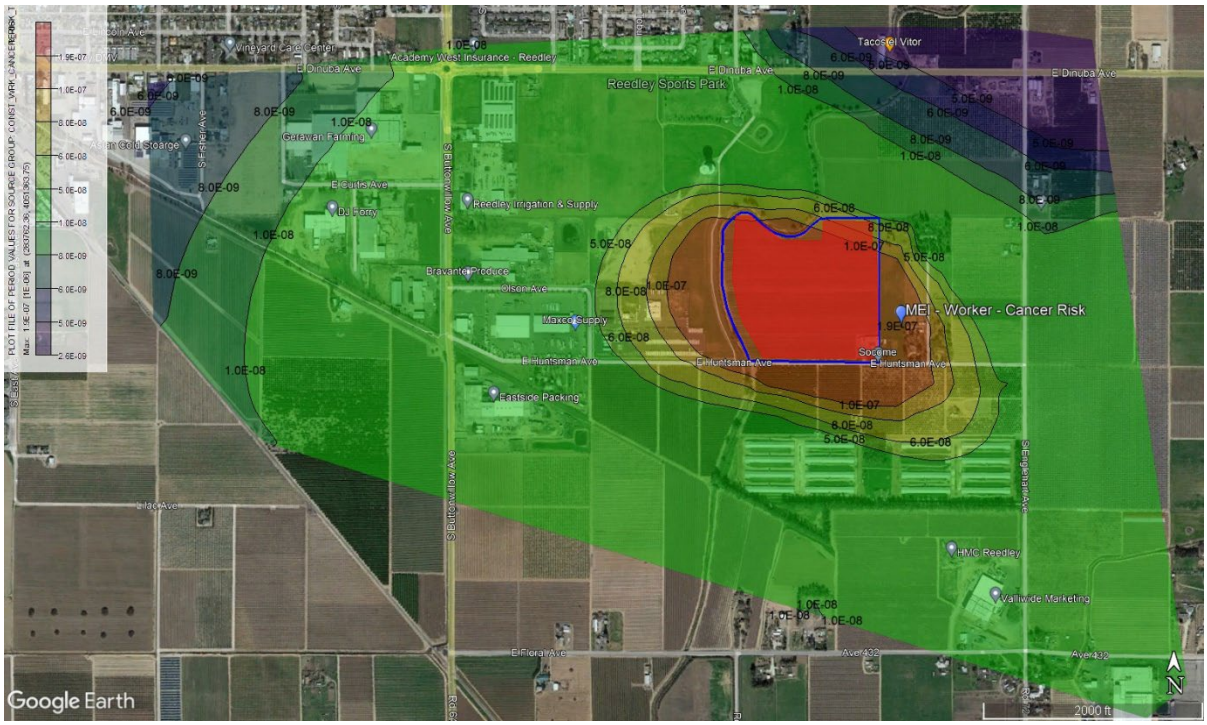
Construction Cancer Risk – School Receptor



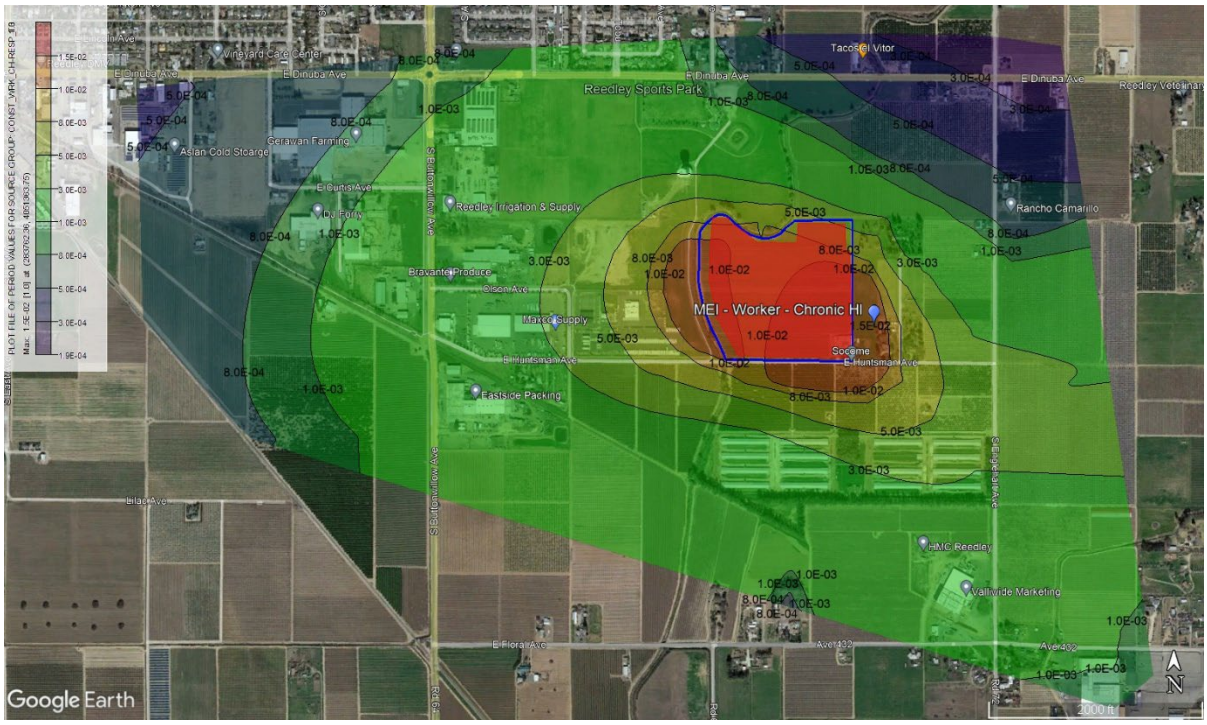
Construction Chronic Hazard Index – School Receptor



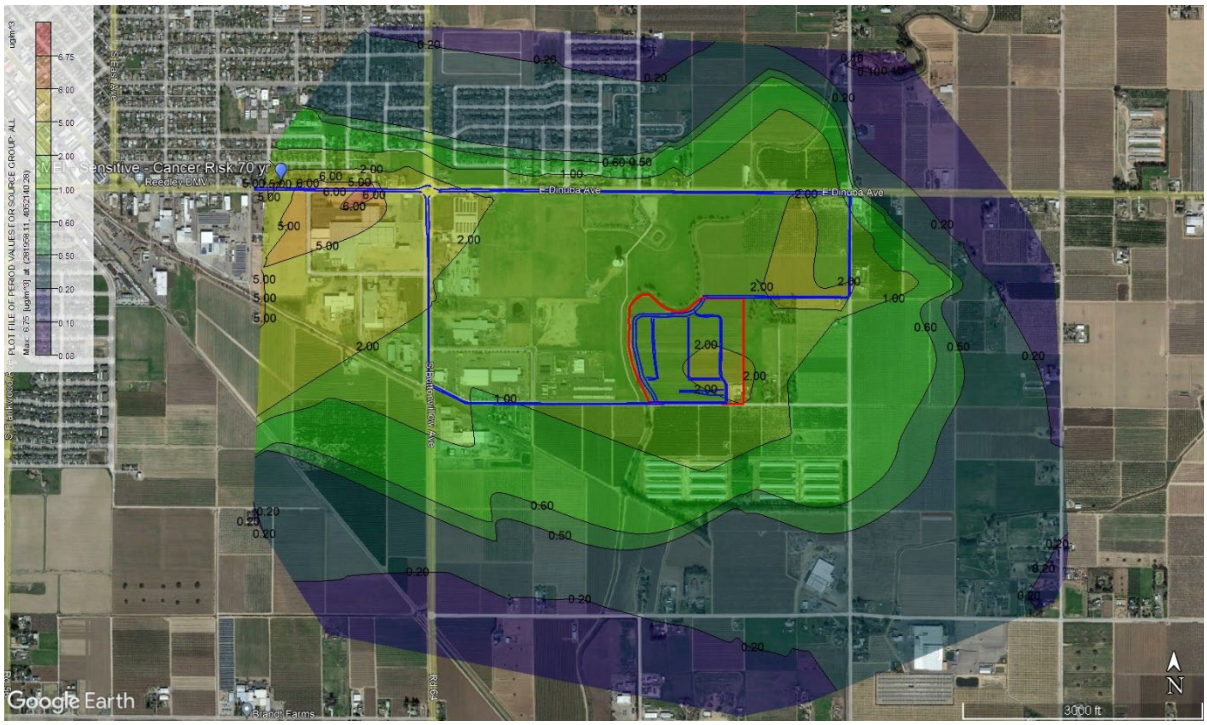
Construction Cancer Risk – Worker Receptor



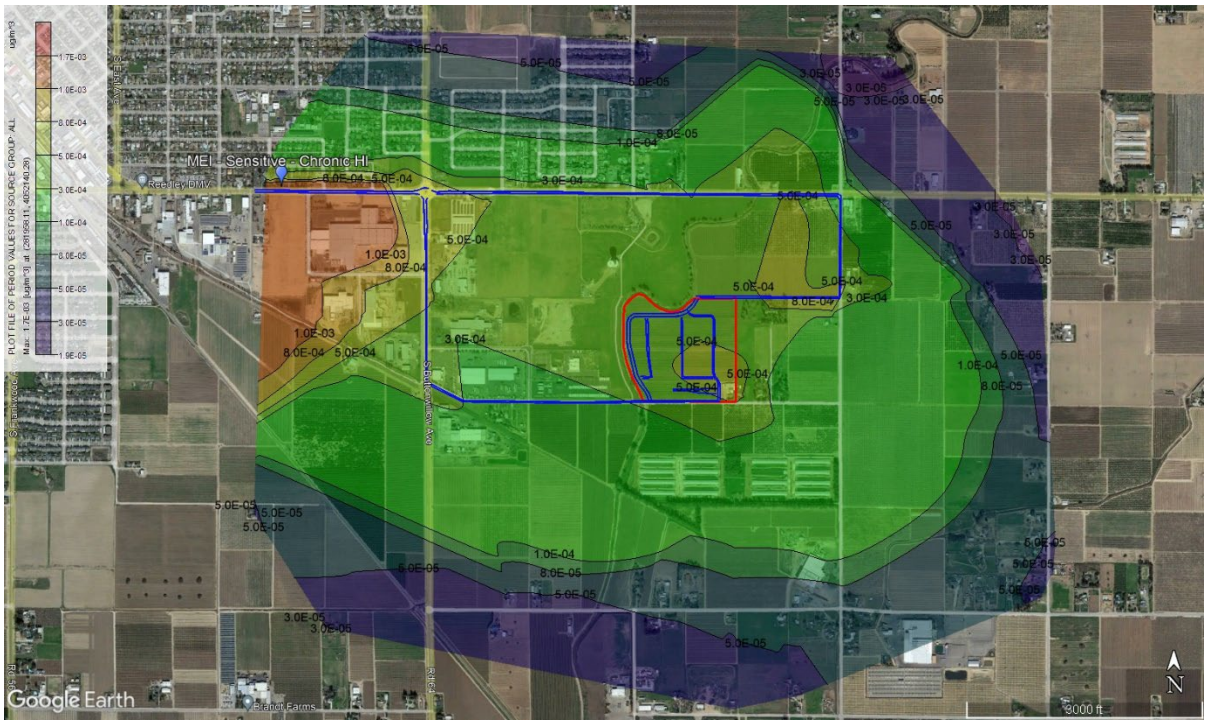
Construction Chronic Hazard Index – Worker Receptor



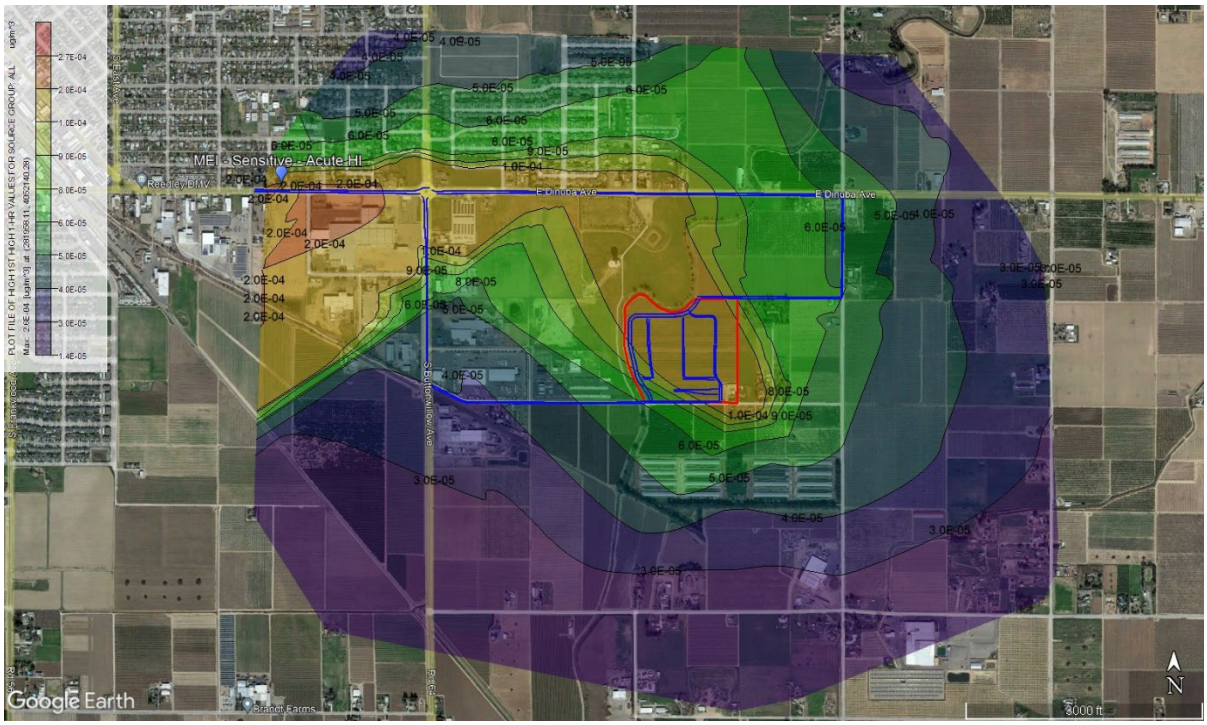
Operational Cancer Risk – Residential Receptor



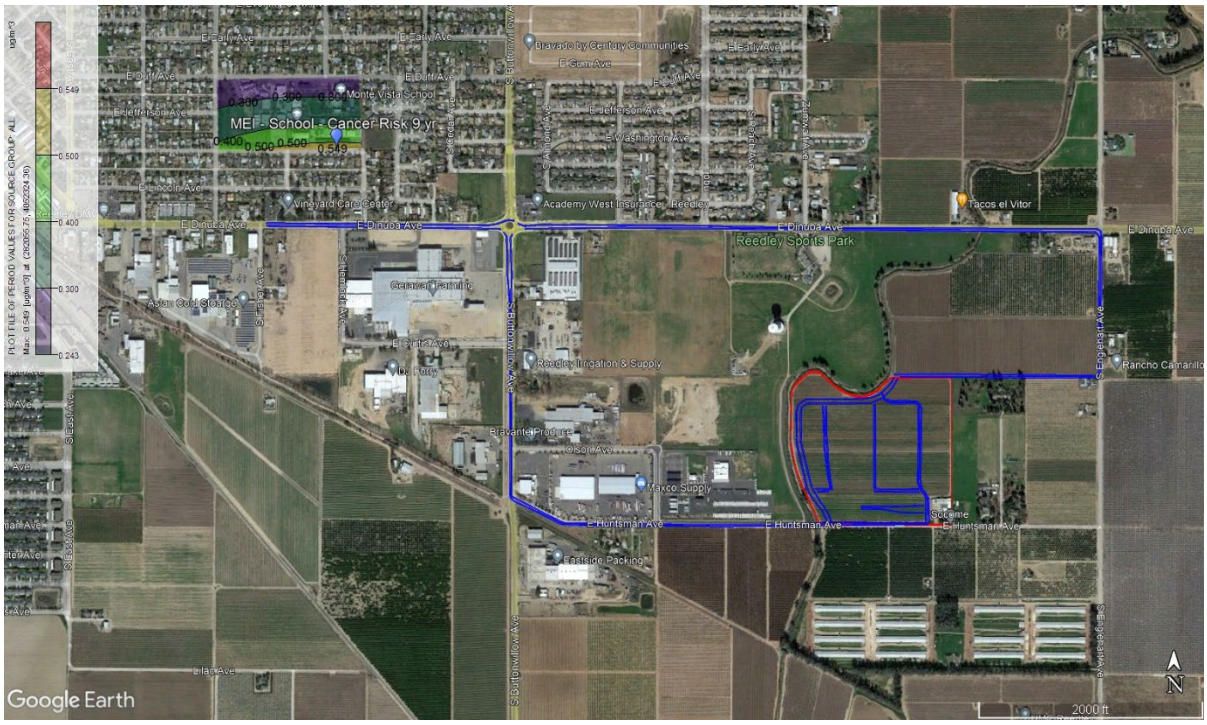
Operational Chronic Hazard Index – Residential Receptor



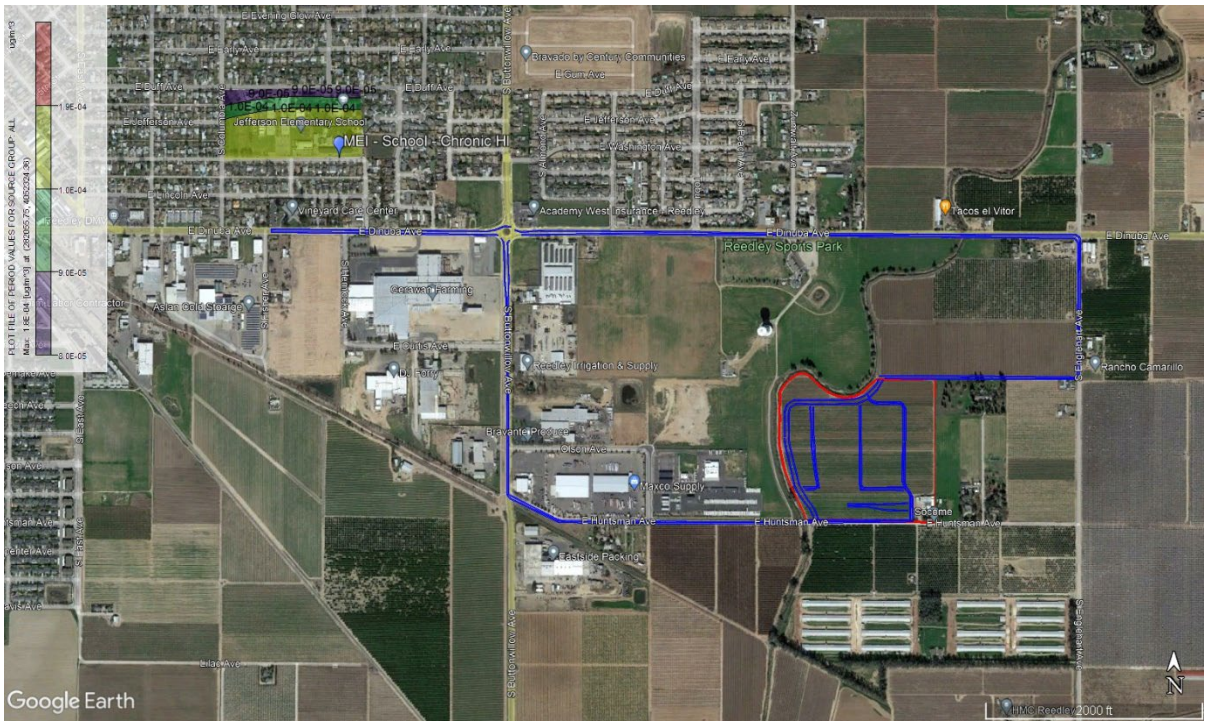
Operational Acute Hazard Index – Residential Receptor



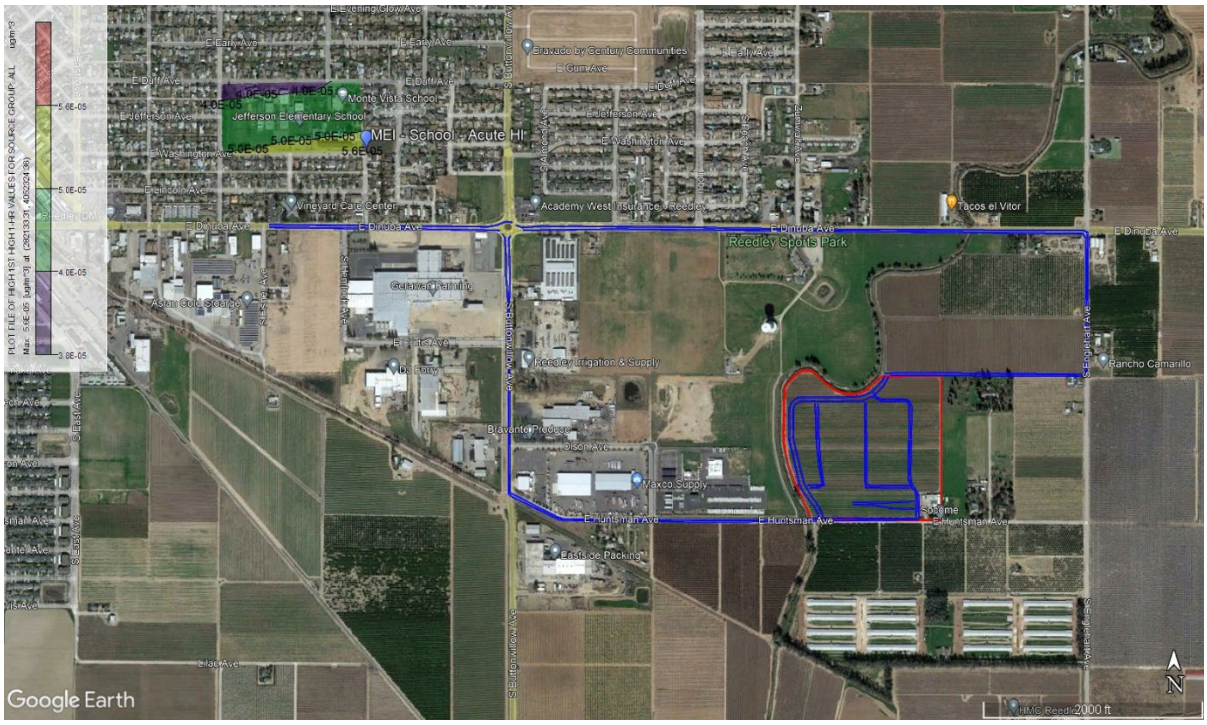
Operational Cancer Risk – School Receptor



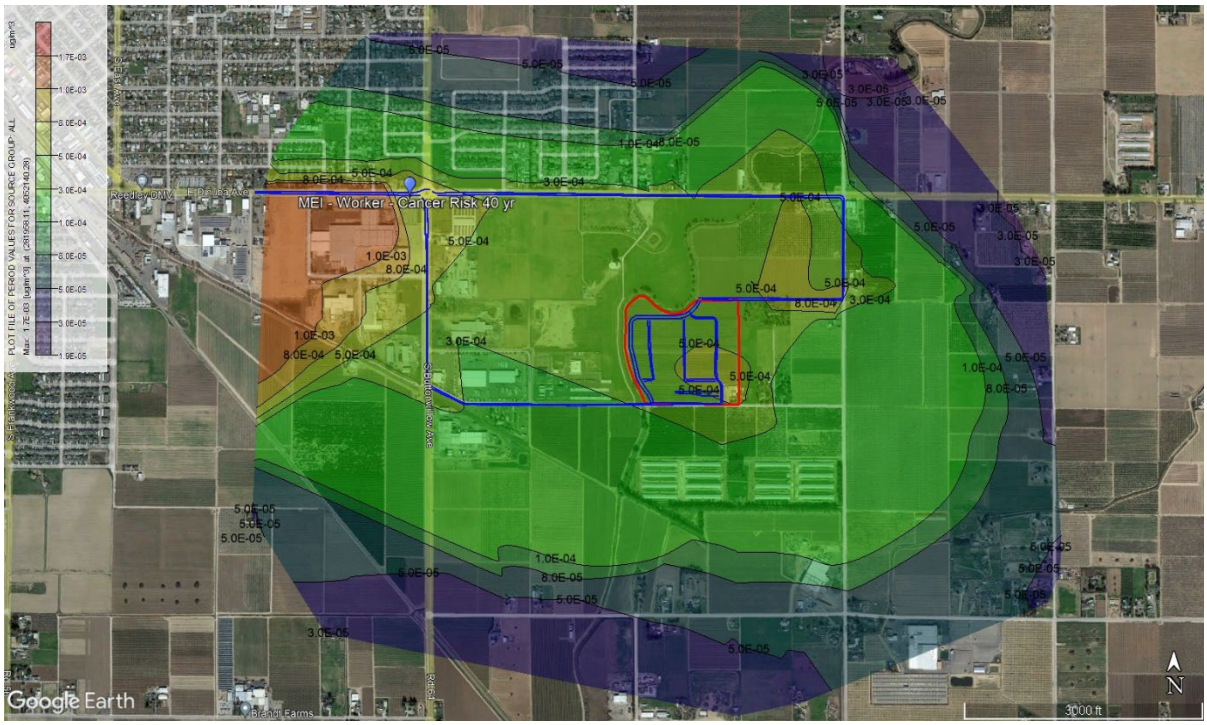
Operational Chronic Hazard Index – School Receptor



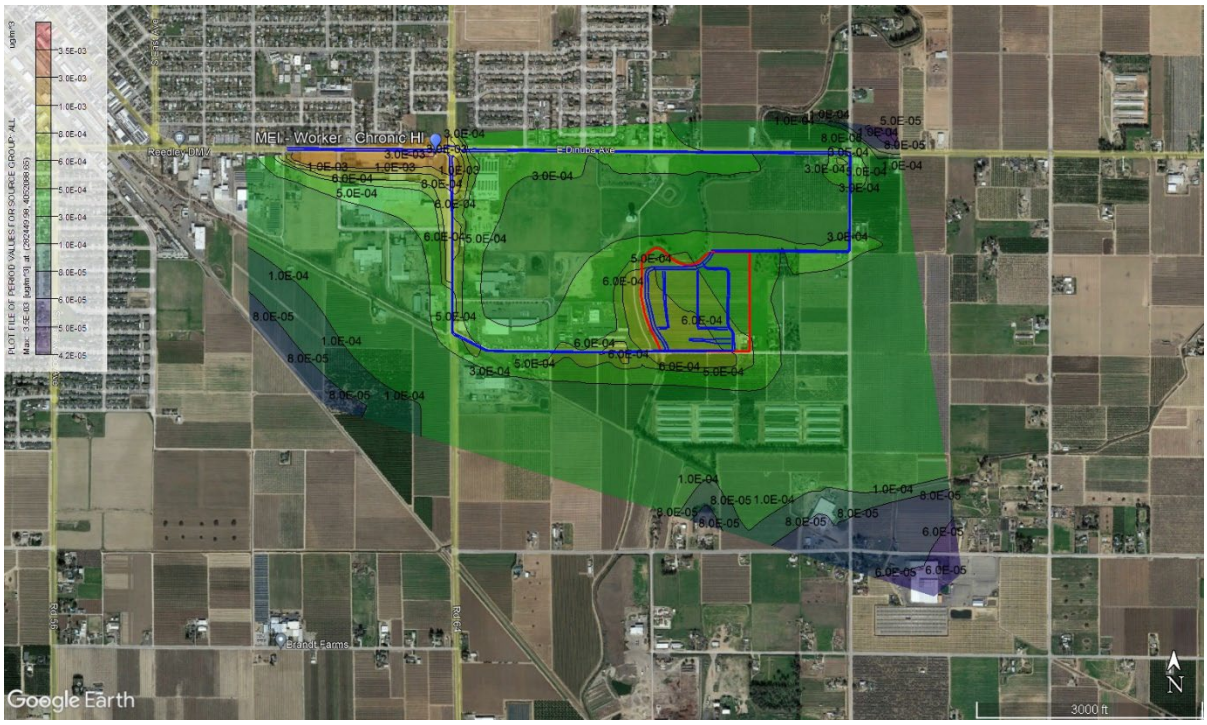
Operational Acute Hazard Index – School Receptor



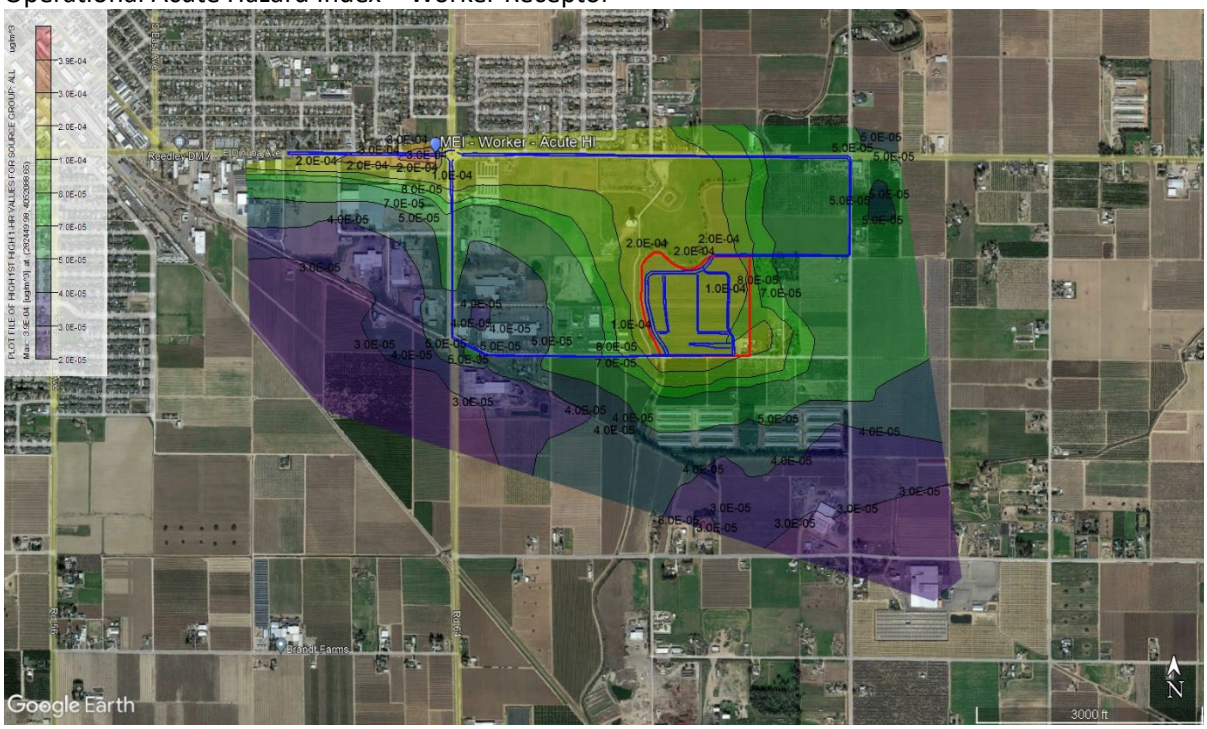
Operational Cancer Risk – Worker Receptor



Operational Chronic Hazard Index – Worker Receptor



Operational Acute Hazard Index – Worker Receptor



Construction MEI (Sensitive) - Cancer Risk (in a Million) HARP Rec #: 2 X: 283719.21 Y: 4051296.66			
T3	T4	0	0
16.20	1.64	0.00	0.00
MEI (Sensitive) - Chronic Hazard Index HARP Rec #: 2 X: 283719.21 Y: 4051296.66			
T3	T4	0	0
2.14E-02	2.17E-03	0.00E+00	0.00E+00
MEI (Sensitive) - Acute Hazard Index HARP Rec #: NA X: NA Y: NA			
T3	T4	0	0
0.00E+00	0.00E+00	0.00E+00	0.00E+00
MEI (Sensitive) - PM 2.5 HARP Rec #: 2 X: 283719.21 Y: 4051296.66			
T3	T4	0	0
0.107	0.011	0.000	0.000

Construction MEI (Worker) - Cancer Risk (in a Million) HARP Rec #: 615 X: 283762.36 Y: 4051363.75			
T3	T4	0	0
0.19	0.02	0.00	0.00
MEI (Worker) - Chronic Hazard Index HARP Rec #: 615 X: 283762.36 Y: 4051363.75			
T3	T4	0	0
1.47E-02	1.49E-03	0.00E+00	0.00E+00
MEI (Worker) - Acute Hazard Index HARP Rec #: NA X: NA Y: NA			
T3	T4	0	0
0.00E+00	0.00E+00	0.00E+00	0.00E+00
MEI (Worker) - PM 2.5 HARP Rec #: 615 X: 283762.36 Y: 4051363.75			
T3	T4	0	0
0.073	0.007	0.000	0.000

Construction MEI (School) - Cancer Risk (in a Million) HARP Rec #: 21 X: 282133.31 Y: 4052324.36			
T3	T4	0	0
0.45	0.05	0.00	0.00
MEI (School) - Chronic Hazard Index HARP Rec #: 21 X: 282133.31 Y: 4052324.36			
T3	T4	0	0
5.09E-04	5.16E-05	0.00E+00	0.00E+00
MEI (School) - Acute Hazard Index HARP Rec #: NA X: NA Y: NA			
T3	T4	0	0
0.00E+00	0.00E+00	0.00E+00	0.00E+00
MEI (School) - PM 2.5 HARP Rec #: 21 X: 282133.31 Y: 4052324.36			
T3	T4	0	0
0.0025	0.0003	0.0000	0.0000

Operational Sensitive Receptor			
Parameter	**HARP Rec #**	**X & Y Coordinate**	**Result**
30 Yr Cancer Risk (in a Million)	0	0 0	0.00
70 Yr Cancer Risk (in a Million)	688	281958.11 4052140.28	6.75
Chronic HI	688	281958.11 4052140.28	1.71E-03
Acute HI	688	281958.11 4052140.28	2.63E-04
PM 2.5	688	281958.11 4052140.28	0.0084

Operational Worker Receptor			
Parameter	**HARP Rec #**	**X & Y Coordinate**	**Result**
40 Yr Cancer Risk (in a Million)	476	282449.98 4052088.65	1.70E+00
Chronic HI	476	282449.98 4052088.65	3.50E-03
Acute HI	476	282449.98 4052088.65	3.89E-04
PM 2.5	476	282449.98 4052088.65	1.71E-01

Operational School Receptor			
Parameter	**HARP Rec #**	**X & Y Coordinate**	**Result**
9 Yr Cancer Risk (in a Million)	17	282055.75 4052324.36	0.55
Chronic HI	17	282055.75 4052324.36	1.81E-04
Acute HI	21	282133.31 4052324.36	0.00E+00
PM 2.5	17	282055.75 4052324.36	0.0009

	Zone	11	Process Coordinates									
	Datum	WGS 1984										
	KML File Name	Huntsman Project MEI								Sensitive		
Description	**Receptor Type**	**Model Type**	**UTM X**	**UTM Y**	**Latitude**	**Longitude**			Unmitigated	T2	T2L3	T4	**Row**
Construction	Sensitive	Cancer Risk	283719.21	4051296.66	36.58265421	-119.4174163		**Col**	2	3	4	5	4
Construction	Sensitive	Chronic HI	283719.21	4051296.66	36.58265421	-119.4174163			2	3	4	5	7
Construction	Sensitive	Acute HI	0	0					2	3	4	5	10
Construction	Sensitive	PM 2.5	283719.21	4051296.66	36.58265421	-119.4174163			2	3	4	5	13
Construction	School	Cancer Risk	282133.31	4052324.36	36.59154988	-119.4354188			12	13	14	15	4
Construction	School	Chronic HI	282133.31	4052324.36	36.59154988	-119.4354188			12	13	14	15	7
Construction	School	Acute HI	0	0					12	13	14	15	10
Construction	School	PM 2.5	282133.31	4052324.36	36.59154988	-119.4354188			12	13	14	15	13
Construction	Worker	Cancer Risk	283762.36	4051363.75	36.58326827	-119.4169533			7	8	9	10	4
Construction	Worker	Chronic HI	283762.36	4051363.75	36.58326827	-119.4169533			7	8	9	10	7
Construction	Worker	Acute HI	0	0					7	8	9	10	10
Construction	Worker	PM 2.5	283762.36	4051363.75	36.58326827	-119.4169533			7	8	9	10	13
Operational	Sensitive	Cancer Risk 30 yr	0	0					3	4	5	2	18
Operational	Sensitive	Cancer Risk 70 yr	281958.11	4052140.28	36.58985187	-119.4373235			3	4	5	2	20
Operational	Sensitive	Chronic HI	281958.11	4052140.28	36.58985187	-119.4373235			3	4	5	2	22
Operational	Sensitive	Acute HI	281958.11	4052140.28	36.58985187	-119.4373235			3	4	5	2	24
Operational	Sensitive	PM 2.5	281958.11	4052140.28	36.58985187	-119.4373235			3	4	5	2	26
Operational	Worker	Cancer Risk 40 yr	282449.98	4052088.65	36.58949912	-119.4318152			8	9	10	7	18
Operational	Worker	Chronic HI	282449.98	4052088.65	36.58949912	-119.4318152			8	9	10	7	20
Operational	Worker	Acute HI	282449.98	4052088.65	36.58949912	-119.4318152			8	9	10	7	22
Operational	Worker	PM 2.5	282449.98	4052088.65	36.58949912	-119.4318152			8	9	10	7	24
Operational	School	Cancer Risk 9 yr	282055.75	4052324.36	36.59153216	-119.4362851			13	14	15	12	18
Operational	School	Chronic HI	282055.75	4052324.36	36.59153216	-119.4362851			13	14	15	12	20
Operational	School	Acute HI	282133.31	4052324.36	36.59154988	-119.4354188			13	14	15	12	22
Operational	School	PM 2.5	282055.75	4052324.36	36.59153216	-119.4362851			13	14	15	12	24

General AERMOD Input Parameters			
Project Boundary			
	Based on site plan		
Project Elevation Data			
	Source	**Lakes Environmental**	
	Link	http://www.webgis.com/terraindata.html	
	Evel Data Descr.	**7.5 min DEM**	
Project Receptor Grid			
	Telescoping Grid	Spacing (m)	Distance (m)
	Grid 1	**25**	**100**
	Grid 2	**50**	**200**
	Grid 3	**100**	**400**
	Grid 4	**200**	**800**
	Comments	**Receptors on roads or parking lot areas have been removed.**	
Meteorological Dataset			
	Location	**FAT**	
	Provided By	**SJVAPCD**	
	Years	**2018-2022**	
	Elevation (m)	**100**	
	Link		
Construction Modeling Specific Inputs			
AERMOD Input Options			
	Regulatory Options	**Default**	
	Pollutant Type	**Other**	
	Averaging Period	**Period & Hourly**	
	Dispersion Coefficient	**Rural**	
	County	**Fresno**	
	Urban Grouping / Pop	**N**	
	# of Worker Receptors		
	# of Sensitive Receptors	**768**	
	# of School Receptors		
Construction Area Parameters			
	Source Type	**Polygon Area**	
	Project Area (m^2)	**135206.9**	
	Ht. of Source (m)	**3.048**	
Operational Modeling Specific Inputs			
AERMOD Input Options			
	Regulatory Options	**Default**	
	Pollutant Type	**Other**	
	Averaging Period	**Period / Hourly**	
	Dispersion Coefficient	**Urban**	
	Urban Grouping / Pop	**Y**	**2,035,210**
	# Worker Receptors	**6308**	
	# Sensitive Receptors	**4339**	
	# of School Receptors	**0**	

Diesel Truck Idling Parameters		
	Source Type	**Point**
	Stack Ht. (m)	**3.658**
	Stack Dia (m)	**0.044**
	Stack Temp (k)	**388.7**
	Velocity (m/s)	**25**
Diesel Truck Travel Parameters		
	Source Type	**Line Volume**
	Initial Vertical (m)	**1.42**
	Initial Lateral (m)	**2.84**
	Release Ht (m)	**Surface**
	Volume Length (m)	**Roadway Segment Specific**
Vehicle Travel Parameters		
	Source Type	**Line Volume**
	Initial Vertical (m)	**0.85**
	Initial Lateral (m)	**1.70**
	Release Ht (m)	**Surface**
	Comments	**Combined if trucks travel the same path**
I.C. Engine Parameters		
	Source Type	**Point**
	Stack Ht. (m)	**2.44**
	Stack Dia (m)	**0.1**
	Stack Temp (k)	**422**
	Velocity (m/s)	**50**

General HARP Input Parameters		
Construction		
School Receptors		
School Scenario Parameters		
	Class Grade	**K-12**
	Starting Age	**4**
	Age Range	**4 Year Old - 7 Years Old**
	Receptor Type	**Individual Resident**
	Assessment Type	**Cancer / Chronic / Acute**
	Exposure Duration	**1**
	Intake Rate	**RMP using the Derived Method**
	Comments	**Each year of construction is modeled separately and the impact to each receptor is summed to estimate the total exposure from construction emissions. Additionally, the starting age is increased for each year of construction.**
School Pathway Parameters		
	Pathways	**SJVAPCD Mandatory minimum Pathways**
	Deposition Rate	**0.02**
	TAH < 16 yrs	**N**
	TAH ≥ 16 yrs	**N**
Sensitive Receptors		
Sensitive Scenario Parameters		
	Starting Age	**3rd Trimester**
	Age Range	**3rd Trimester - 4 Year**

	Receptor Type	**Individual Resident**
	Assessment Type	**Cancer / Chronic / Acute**
	Exposure Duration	**1**
	Intake Rate	**RMP using the Derived Method**
	Comments	**Each year of construction is modeled separately and the impact to each receptor is summed to estimate the total exposure from construction emissions. Additionally, the starting age is increased for each year of construction.**
Sensitive Pathway Parameters		
	Pathways	**SJVAPCD Mandatory minimum Pathways**
	Deposition Rate	**0.02**
	TAH < 16 yrs	**Y**
	TAH ≥ 16 yrs	**Y**
Worker Receptors		
Worker Scenario Parameters		
	Starting Age	**16**
	Age Range	**16 - 19**
	Receptor Type	**Worker**
	Assessment Type	**Cancer / Chronic / Acute**
	Exposure Duration	**1**
	Intake Rate	**OEHHA Derived Method**
	Comments	**Each year of construction is modeled separately and the impact to each receptor is summed to estimate the total exposure from construction emissions. Additionally, the starting age is increased for each year of construction.**
Worker Pathway Parameters		
	Pathways	**OEHHA minimum Pathways**
	Deposition Rate	**0.02**
	TAH < 16 yrs	**N**
	TAH ≥ 16 yrs	**N**

PM 10				
Tons/Yr	T3	T4		
Year 1	0.07195	0.007295	0	0
Year 2	0.000047	0.0000015	0	0
Year 3	0	0	0	0
Year 4	0	0	0	0
Year 5	0	0	0	0
Year 6	0	0	0	0
Year 7	0	0	0	0
Year 8	0	0	0	0
Year 9	0	0	0	0
Year 10	0	0	0	0
Year 11	0	0	0	0

PM 2.5				
Tons/Yr	T3	T4		
Year 1	6.52E-02	7.30E-03	0.00E+00	0.00E+00
Year 2	4.35E-05	1.50E-06	0.00E+00	0.00E+00
Year 3	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Year 4	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Year 5	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Year 6	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Year 7	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Year 8	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Year 9	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Year 10	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Year 11	0.00E+00	0.00E+00	0.00E+00	0.00E+00

PM 10				
Lbs /Yr	T3	T4	0	0
Year 1	143.9	14.59	0	0
Year 2	0.094	0.003	0	0
Year 3	0	0	0	0
Year 4	0	0	0	0
Year 5	0	0	0	0
Year 6	0	0	0	0
Year 7	0	0	0	0
Year 8	0	0	0	0
Year 9	0	0	0	0
Year 10	0	0	0	0
Year 11	0	0	0	0

PM 2.5				
Lbs /Yr	T3	T4	0	0
Year 1	130.4	14.59	0	0
Year 2	0.087	0.003	0	0
Year 3	0	0	0	0
Year 4	0	0	0	0
Year 5	0	0	0	0
Year 6	0	0	0	0
Year 7	0	0	0	0
Year 8	0	0	0	0
Year 9	0	0	0	0
Year 10	0	0	0	0
Year 11	0	0	0	0

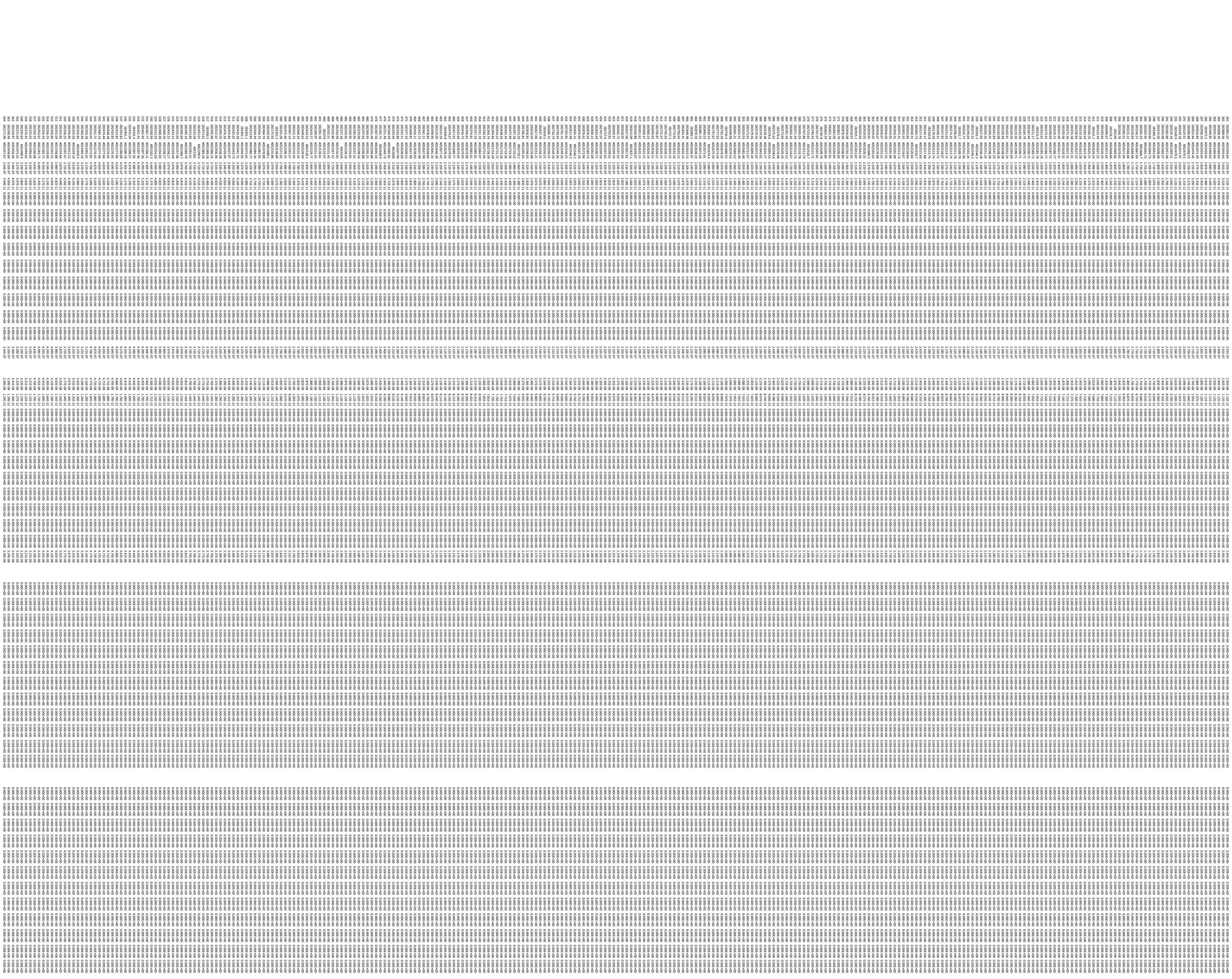
For Running Each Base Year

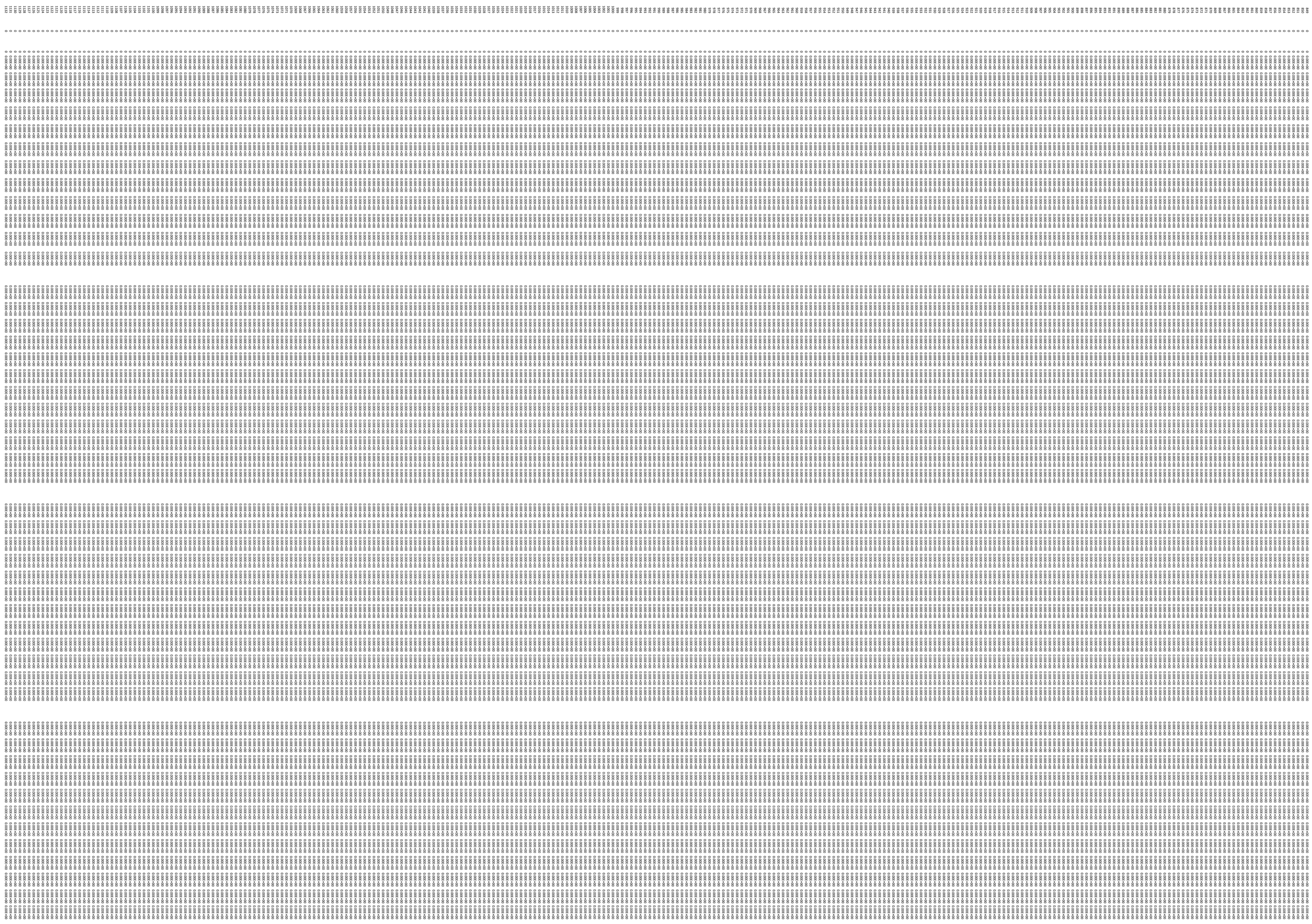
PM 10				
% Chng	T3	T4	0	0
Year 1	100%	10%	0%	0%
Year 2	100%	3%	0%	0%
Year 3	0%	0%	0%	0%
Year 4	0%	0%	0%	0%
Year 5	0%	0%	0%	0%
Year 6	0%	0%	0%	0%
Year 7	0%	0%	0%	0%
Year 8	0%	0%	0%	0%
Year 9	0%	0%	0%	0%
Year 10	0%	0%	0%	0%
Year 11	0%	0%	0%	0%

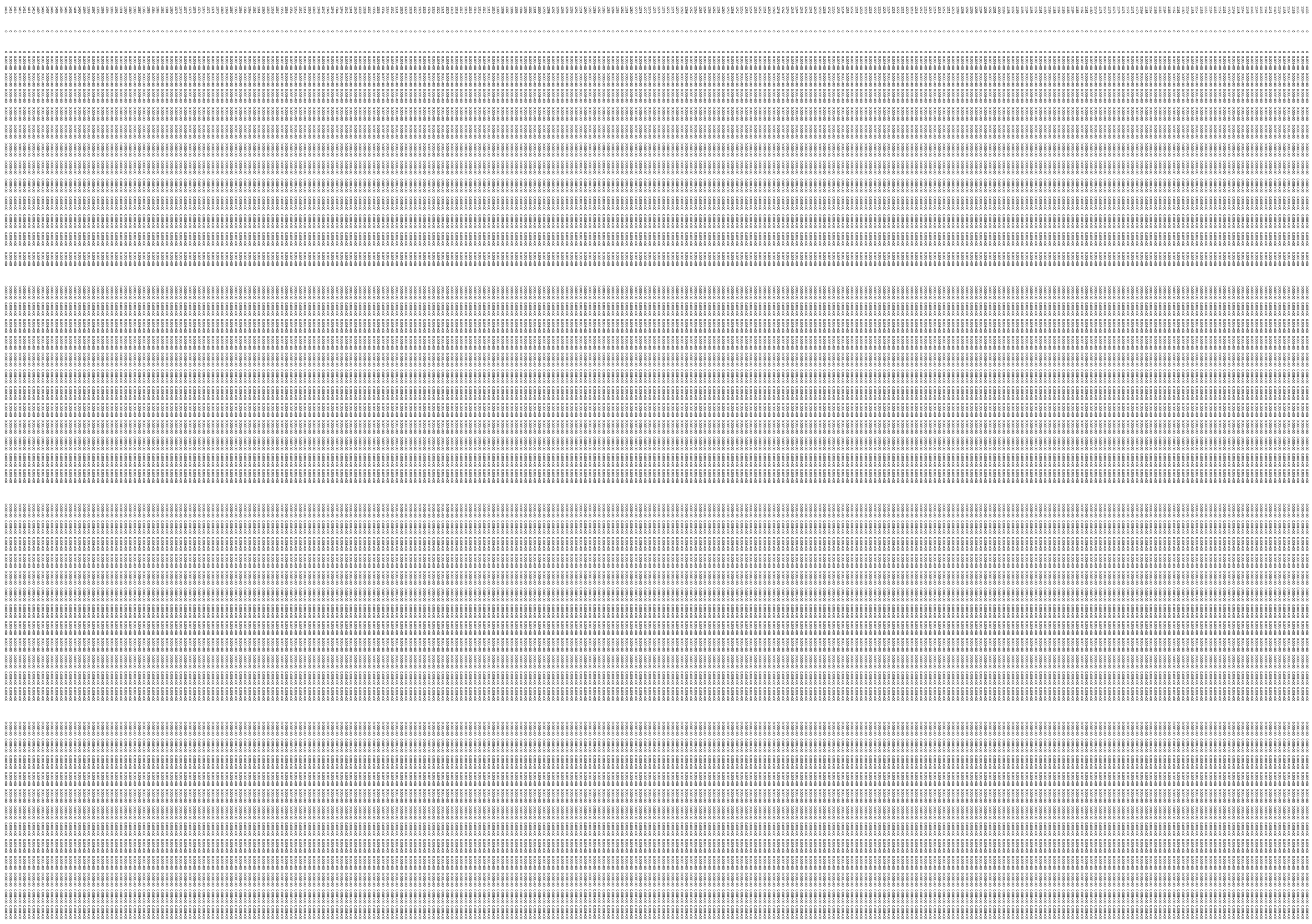
PM 2.5				
g/sec	T3	T4	0	0
Year 1	0.001875616	0.000209856	0	0
Year 2	1.25137E-06	4.31507E-08	0	0
Year 3	0	0	0	0
Year 4	0	0	0	0
Year 5	0	0	0	0
Year 6	0	0	0	0
Year 7	0	0	0	0
Year 8	0	0	0	0
Year 9	0	0	0	0
Year 10	0	0	0	0
Year 11	0	0	0	0

Run only 1 & 2 Years	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11
T3	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
T4	10%	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%	0%

	UnMitigated															T2														T2L3														T4											
															6														1.64E-06														0.00E+00													0.00E+00
															1.62E-05																																									
													2	283719.21	4051296.66																																										
		Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Total







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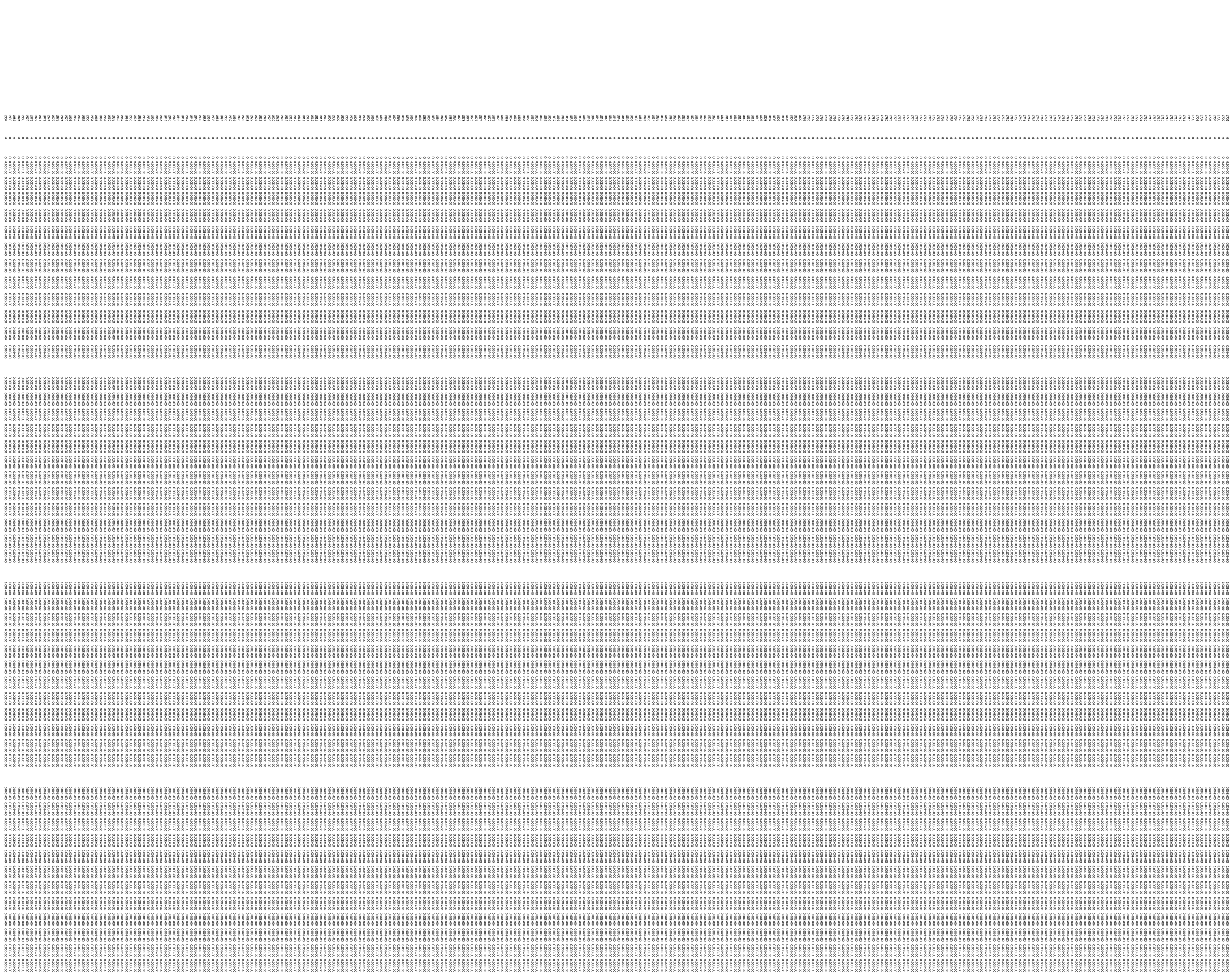

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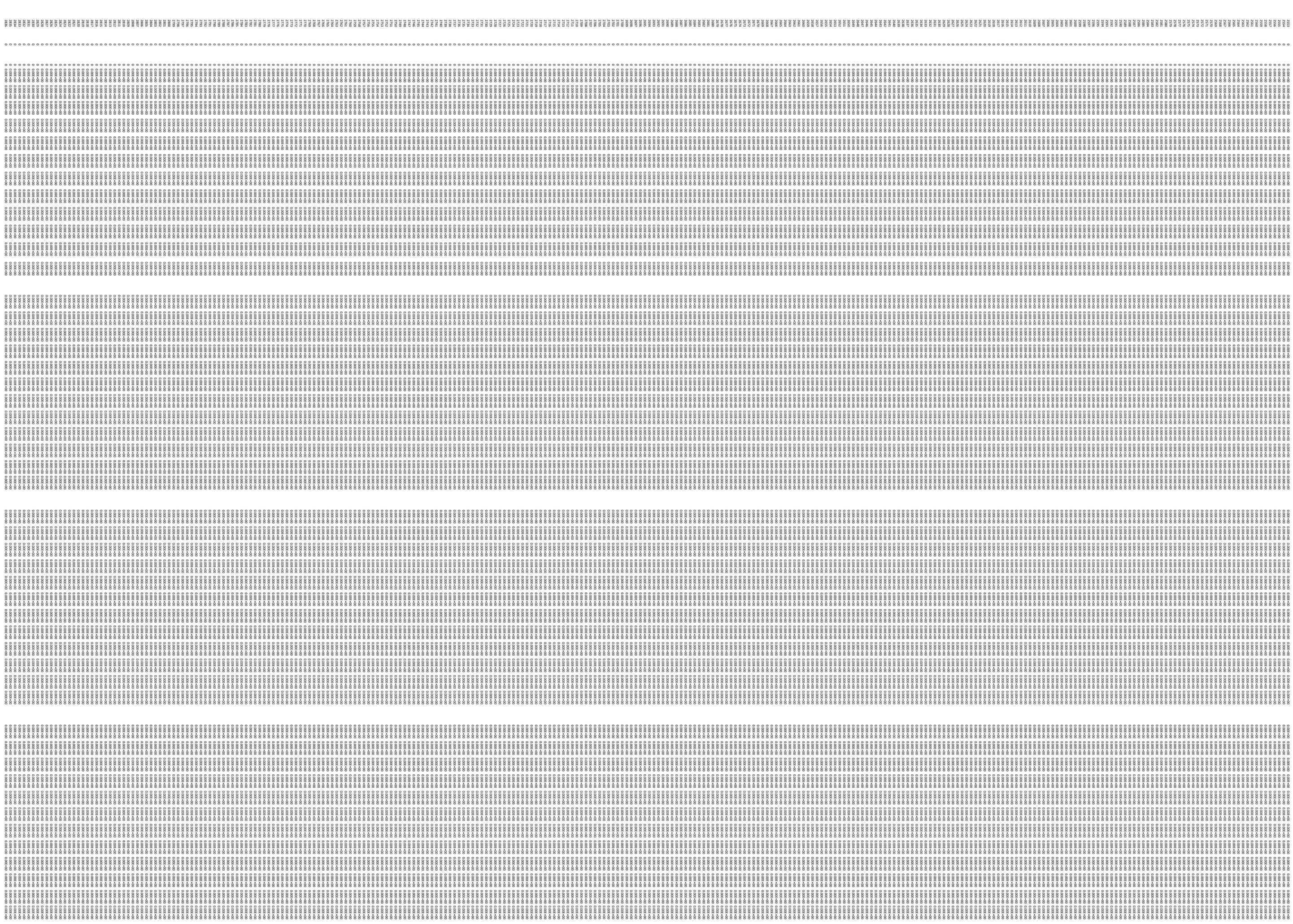

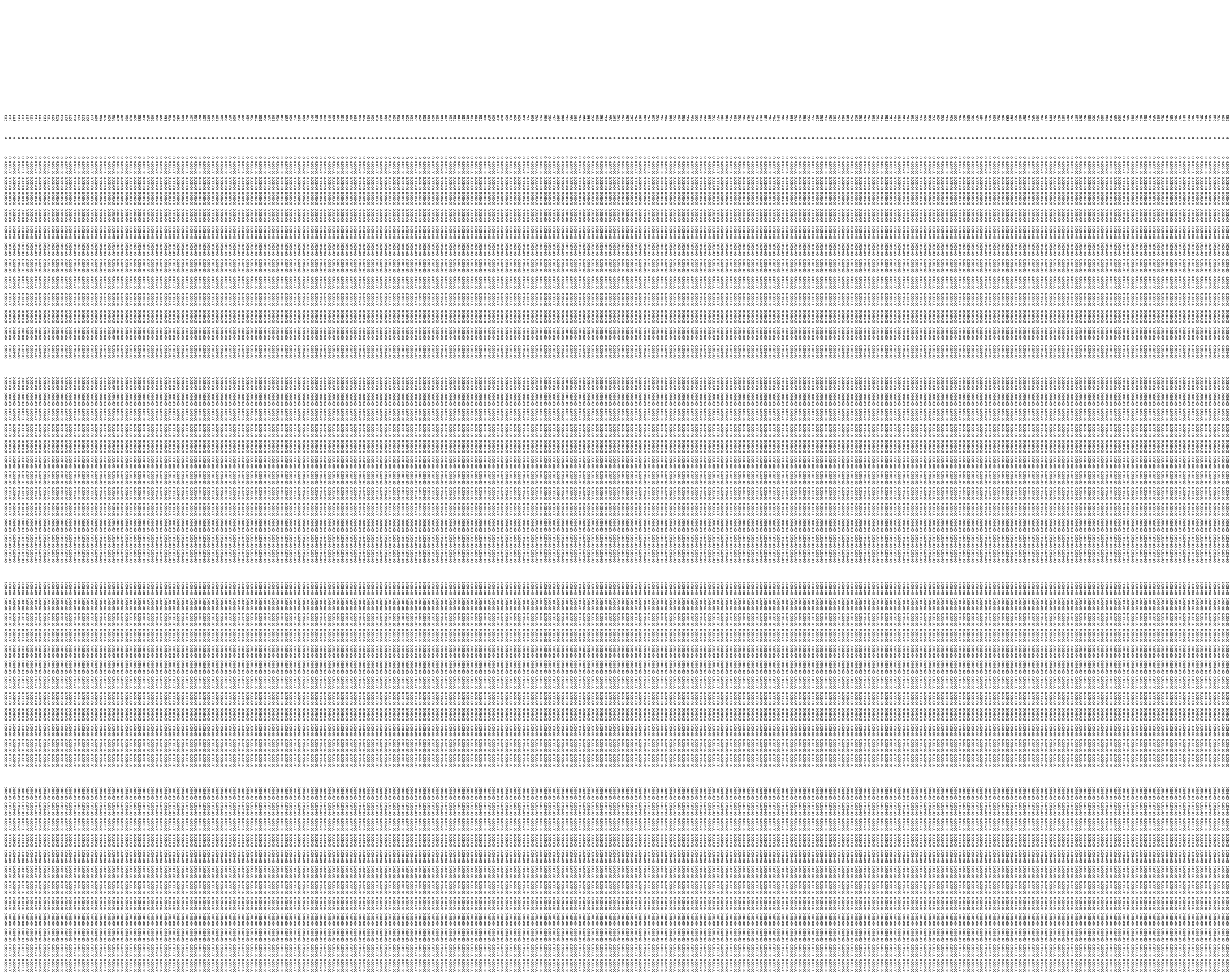

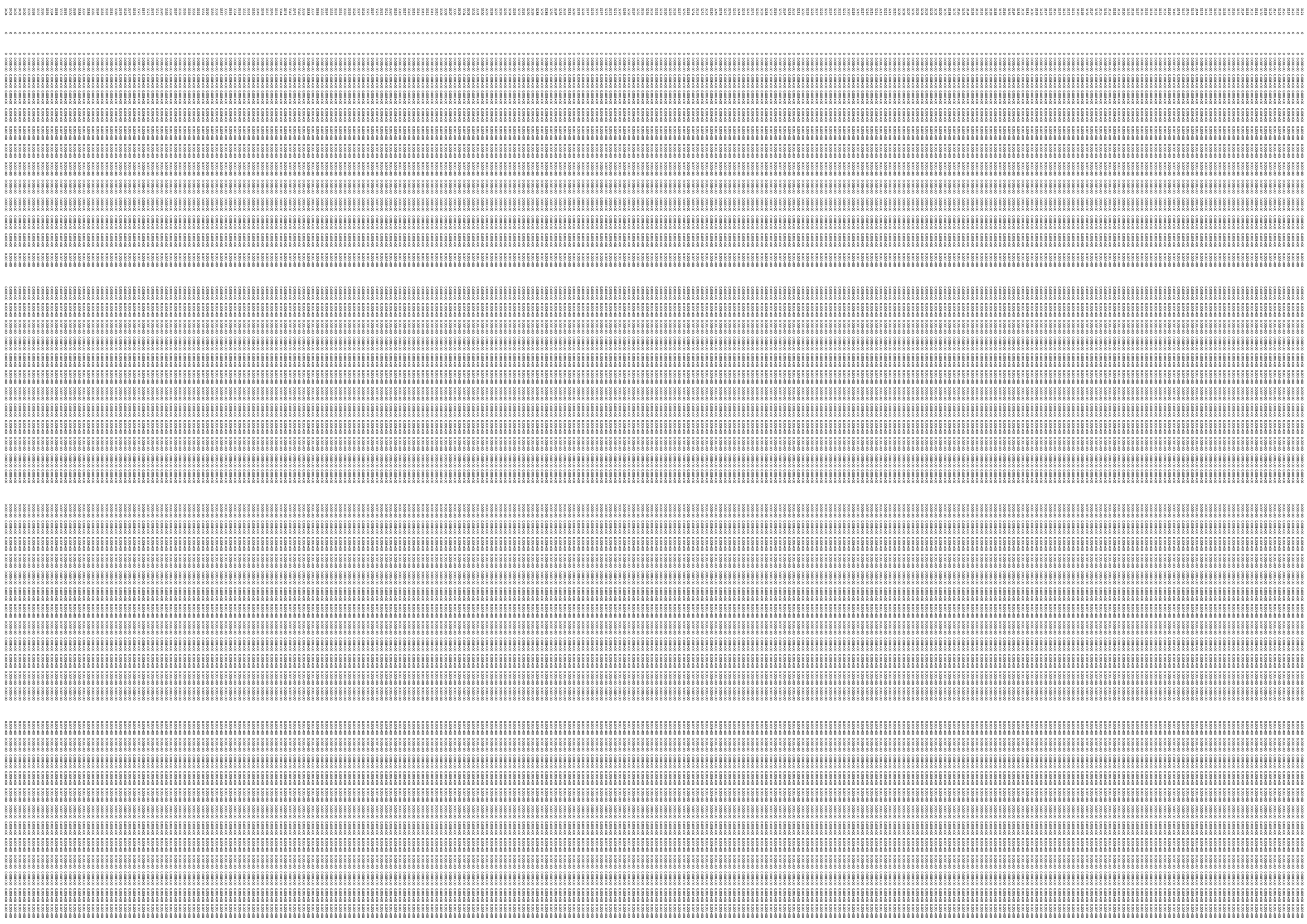

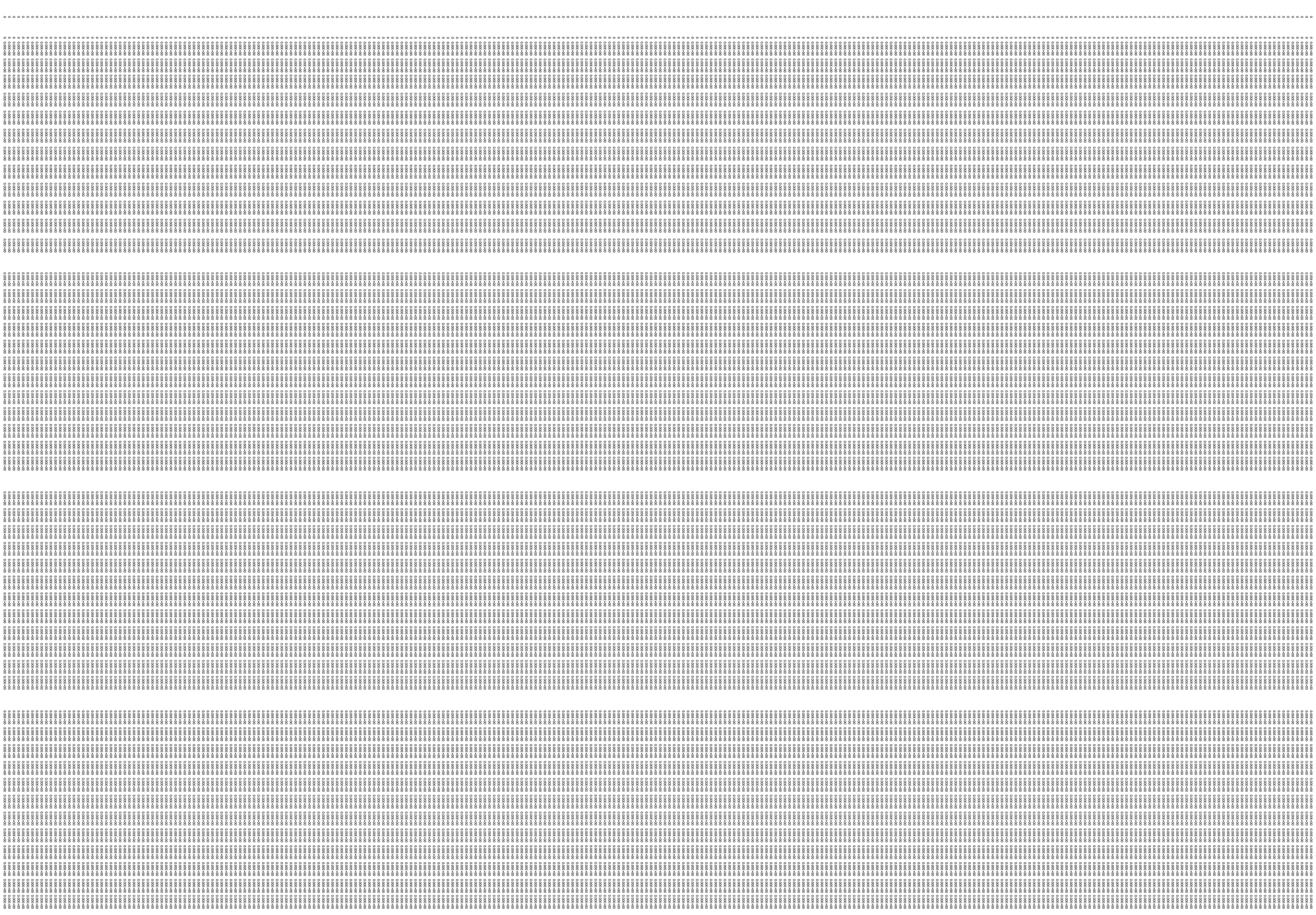

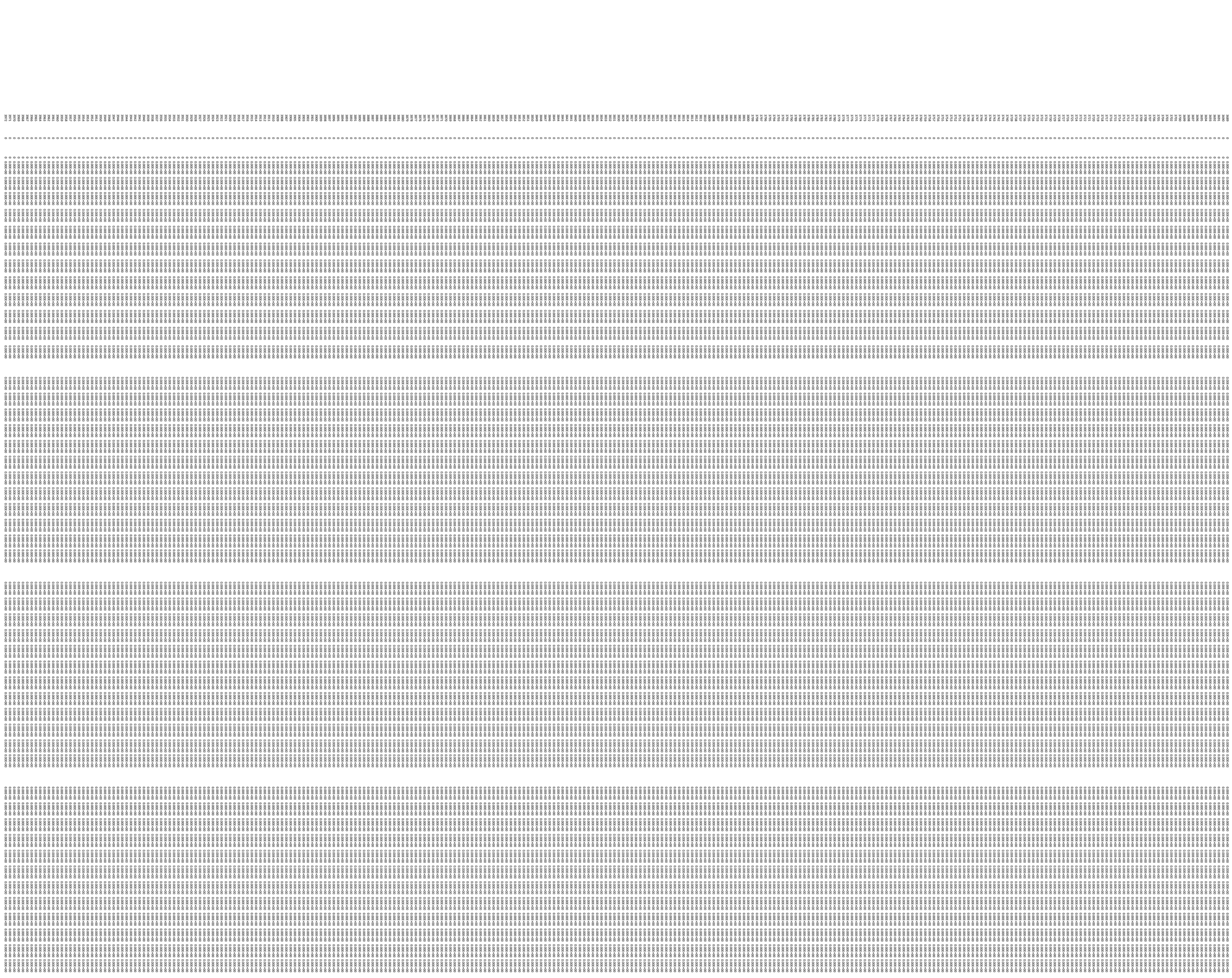

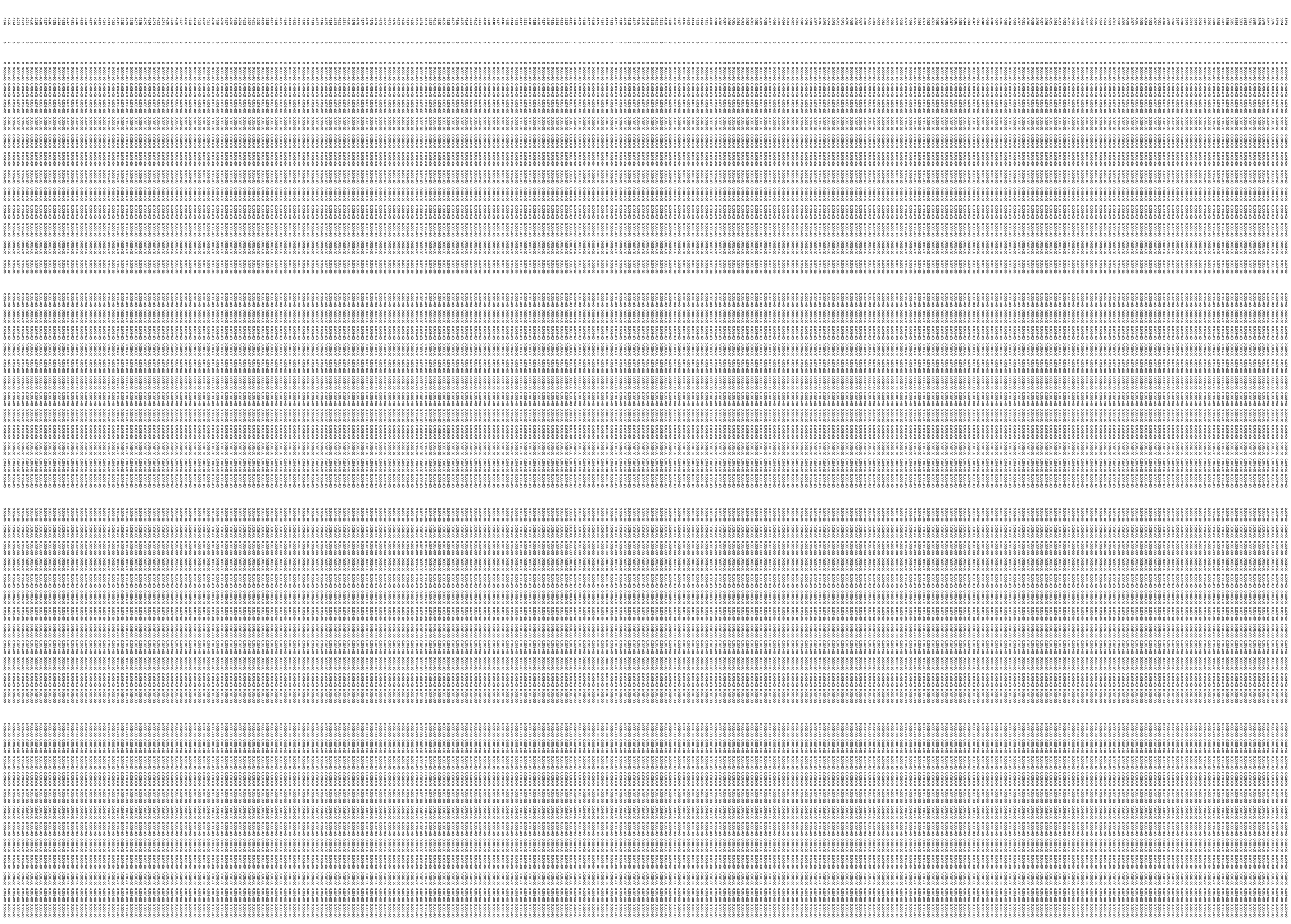

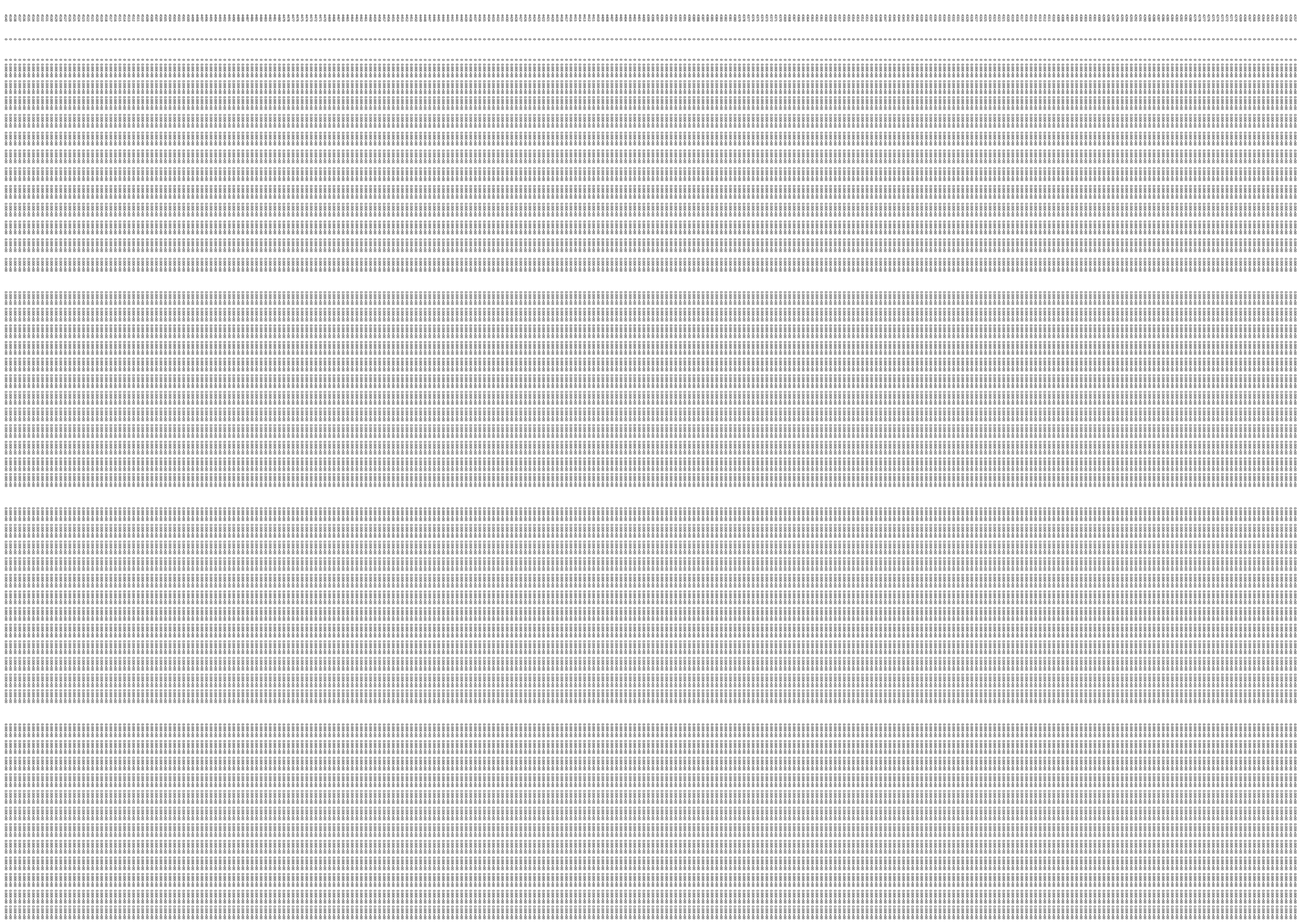

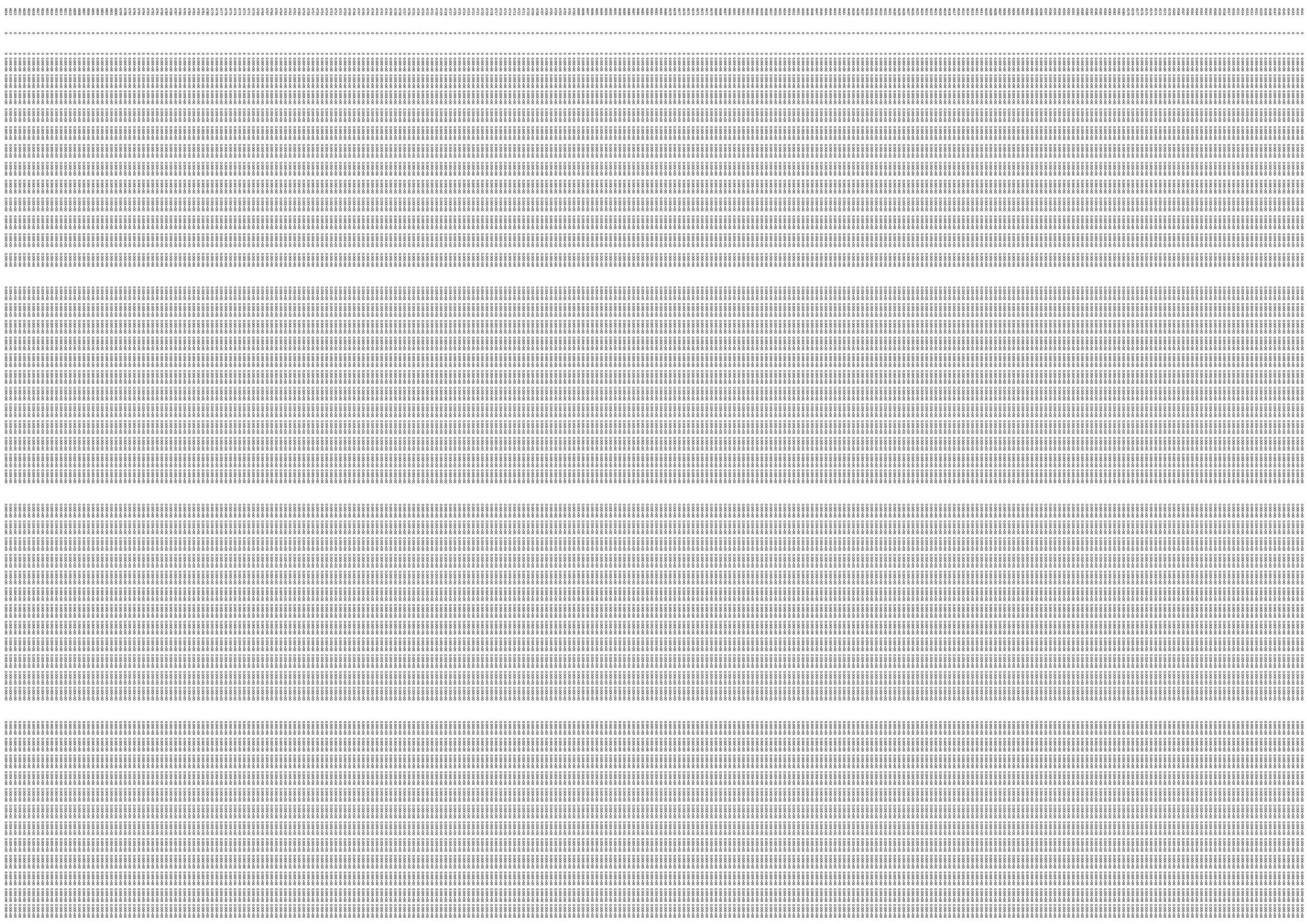

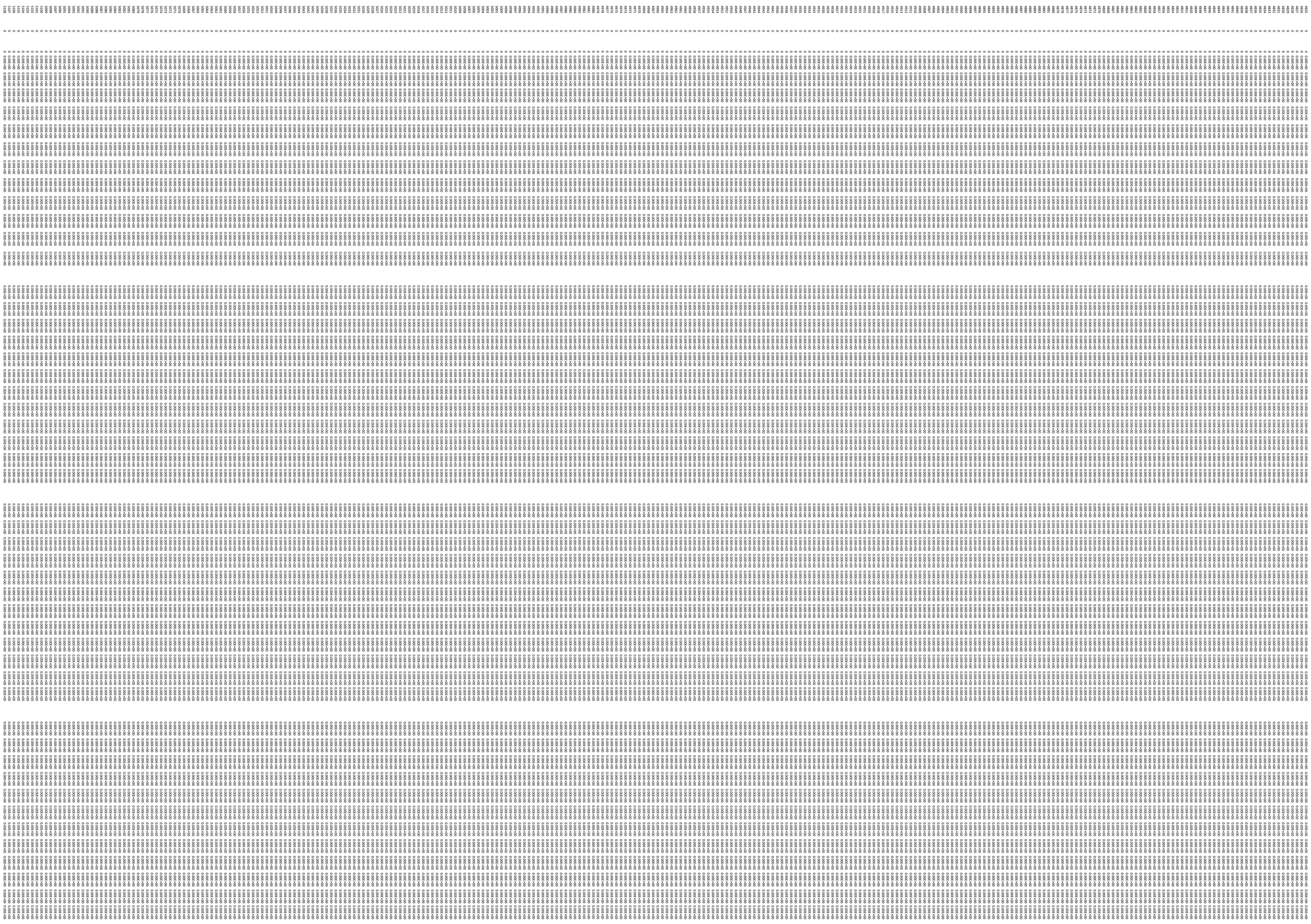

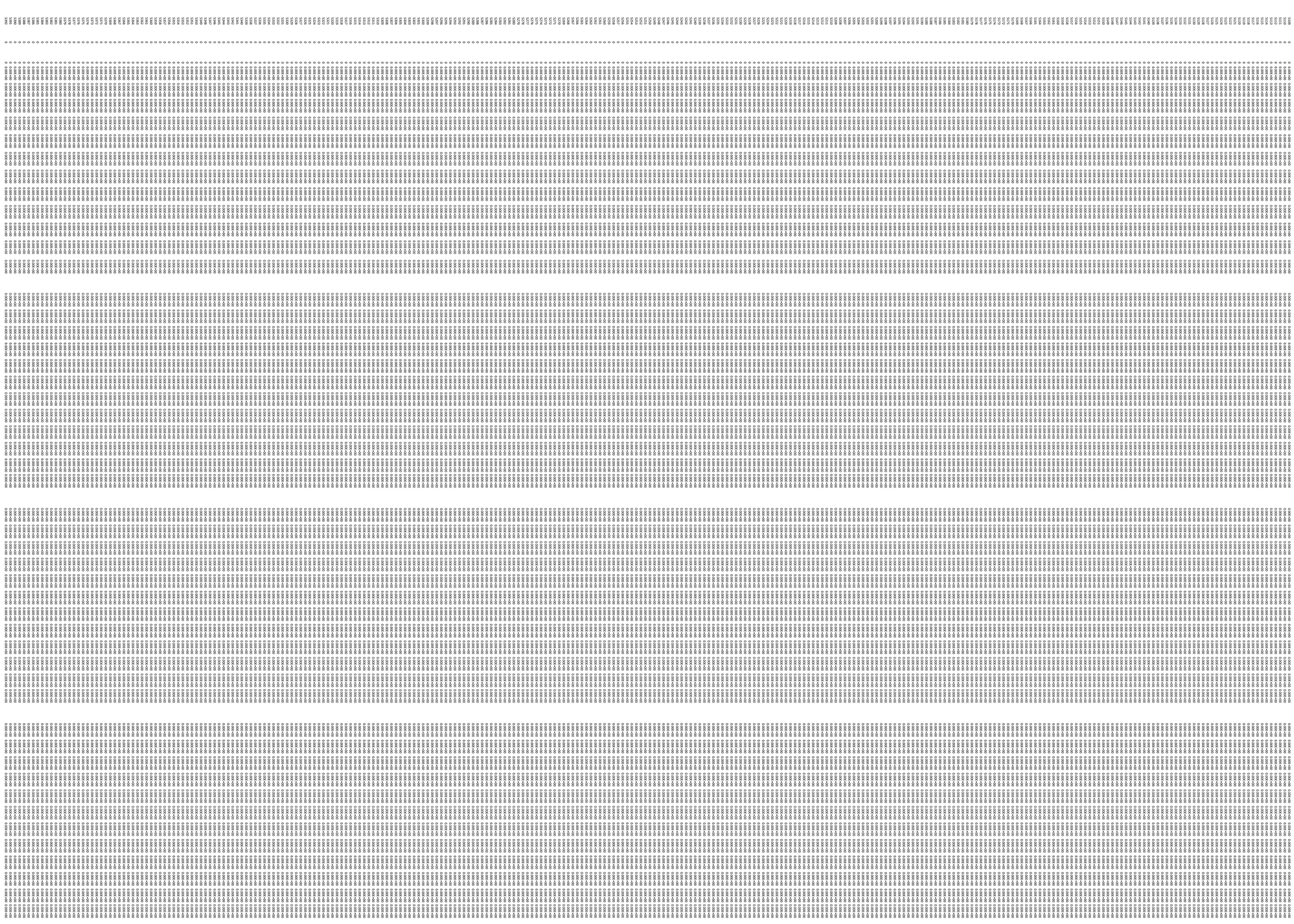

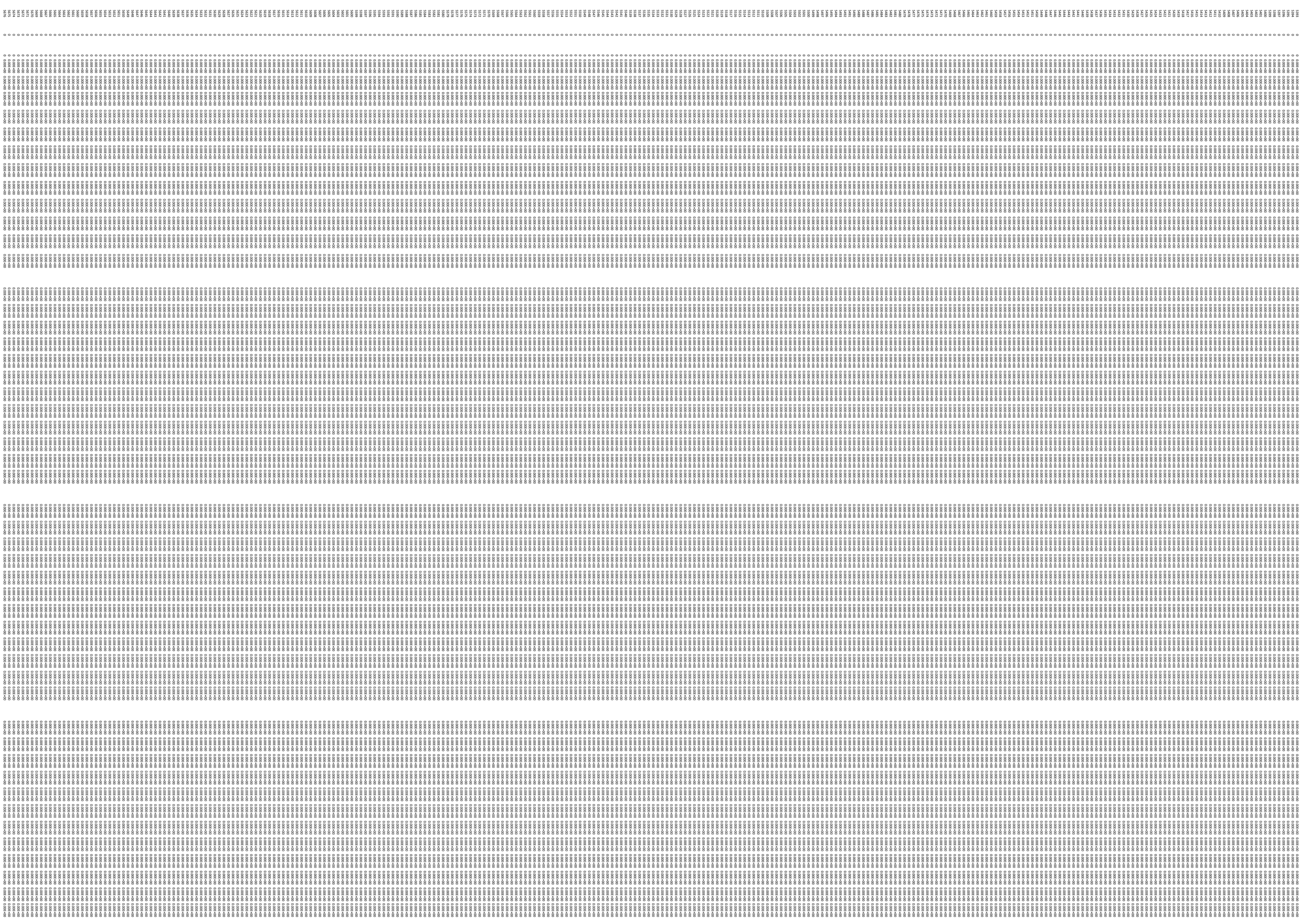

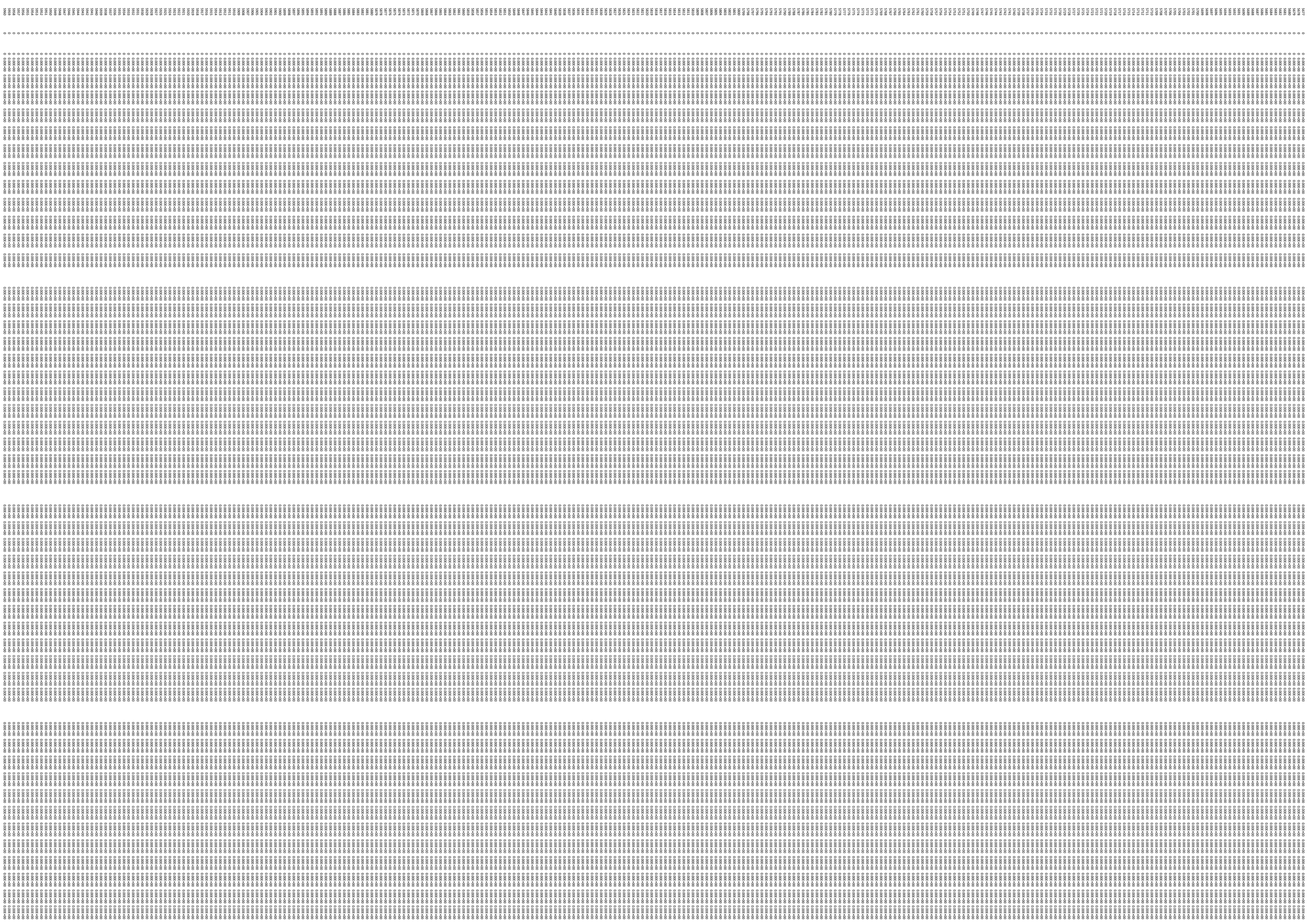

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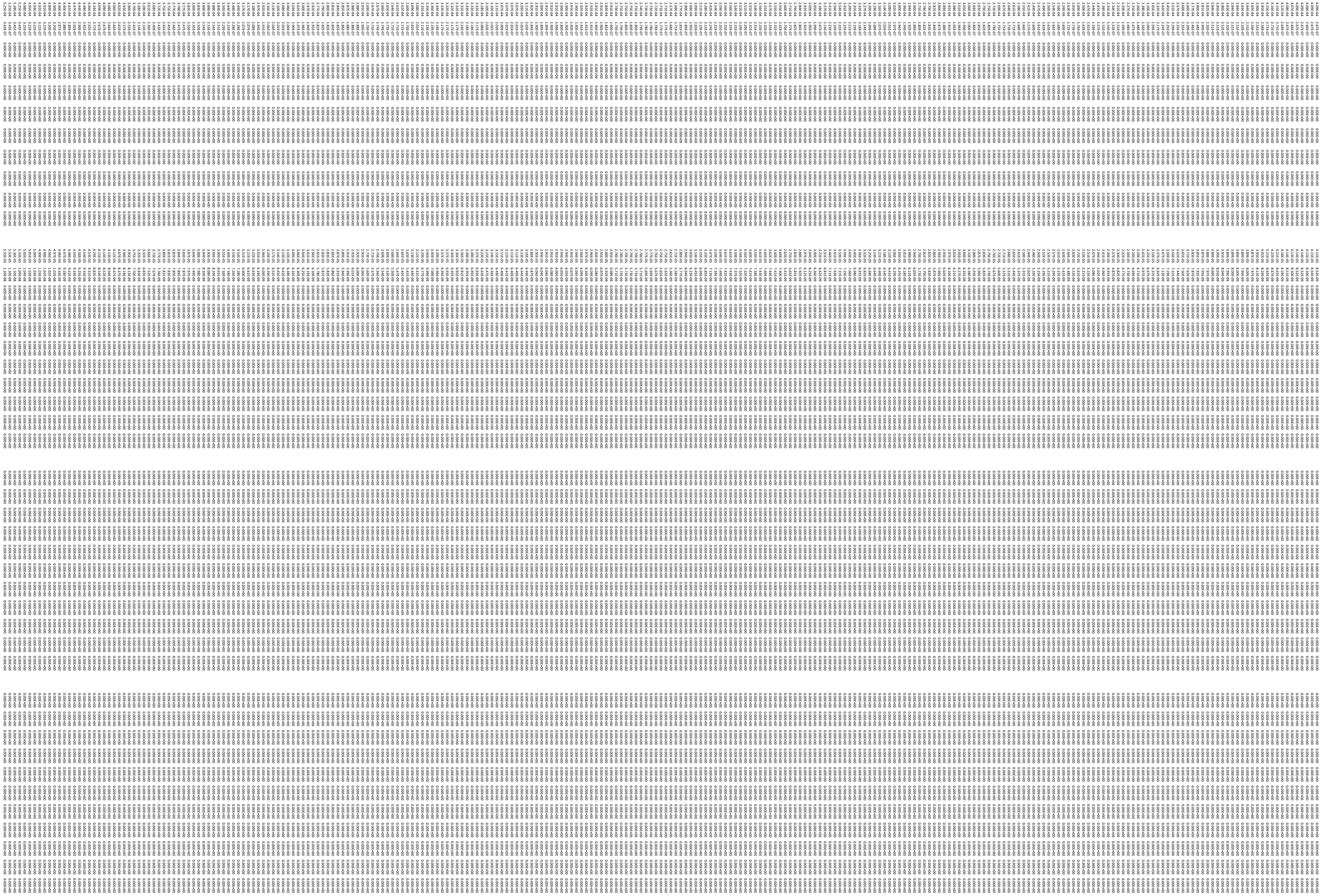

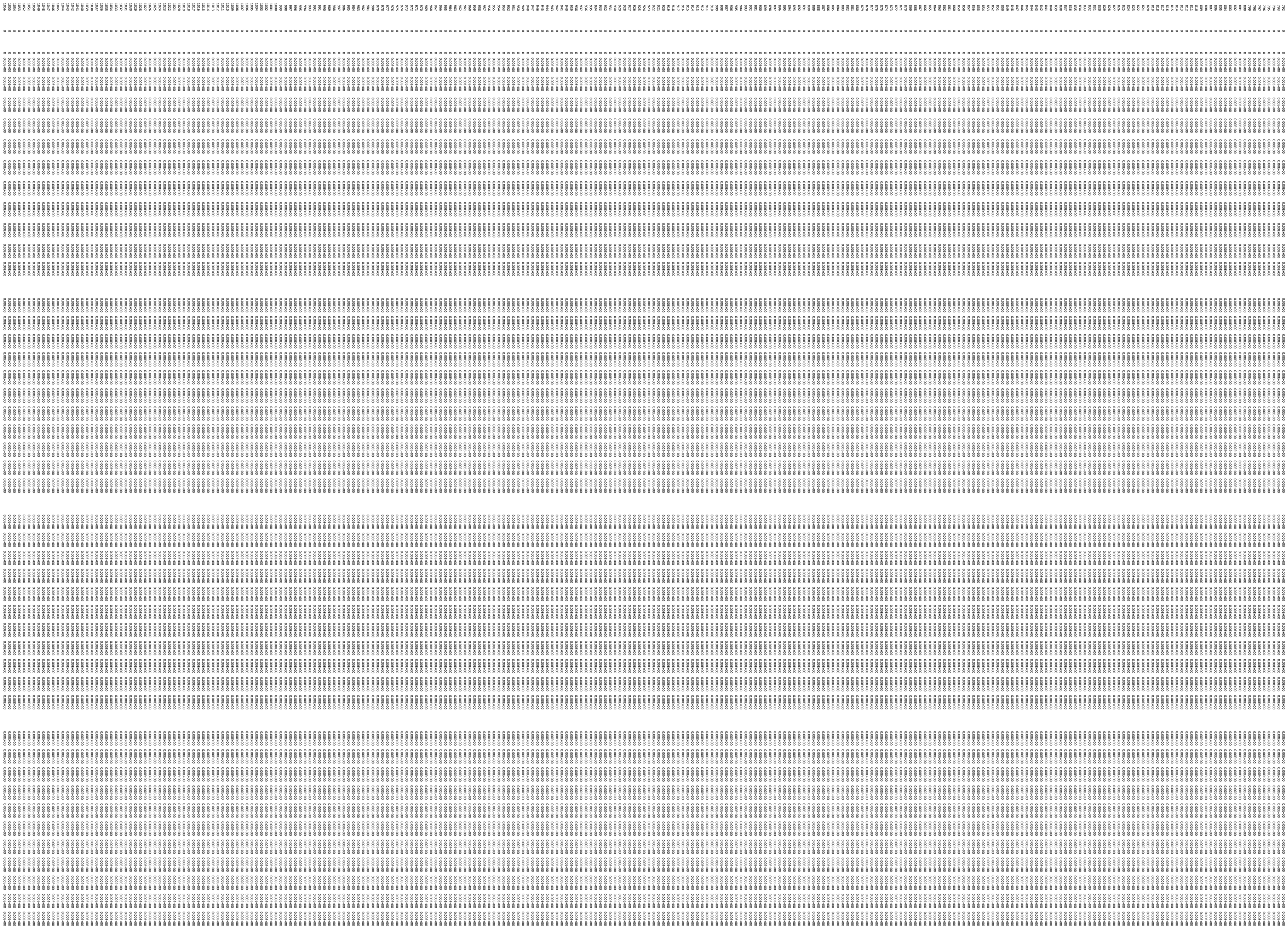

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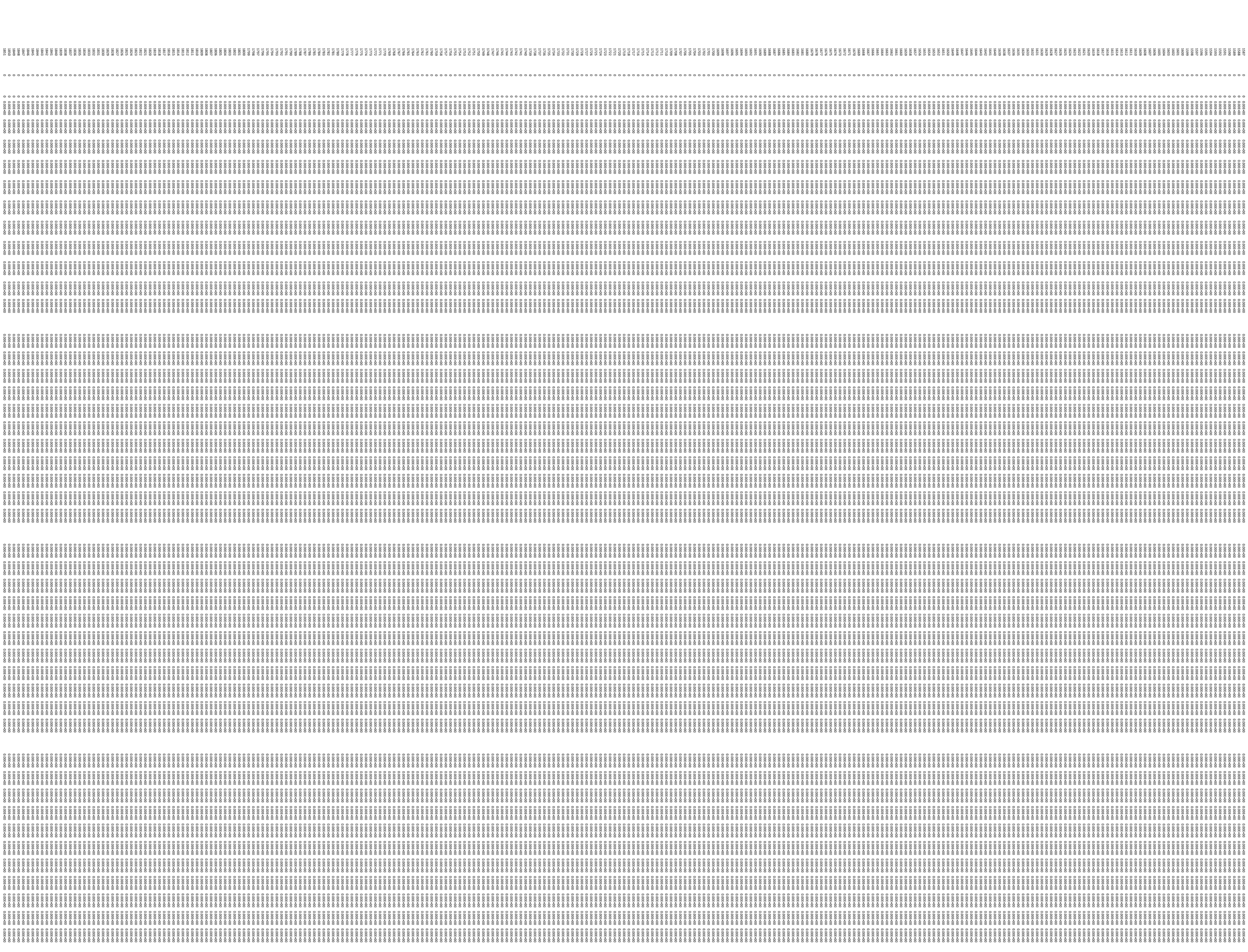

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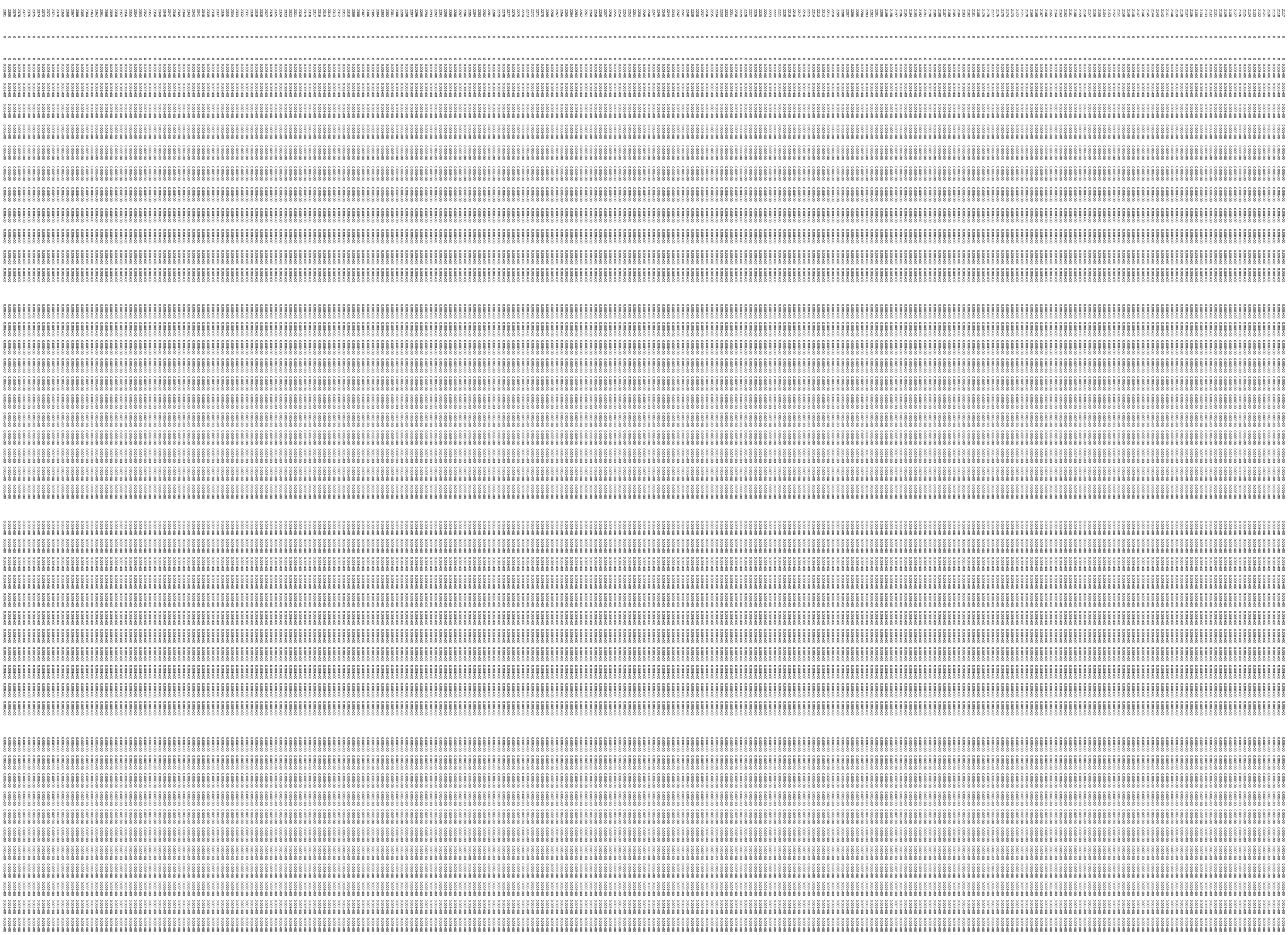

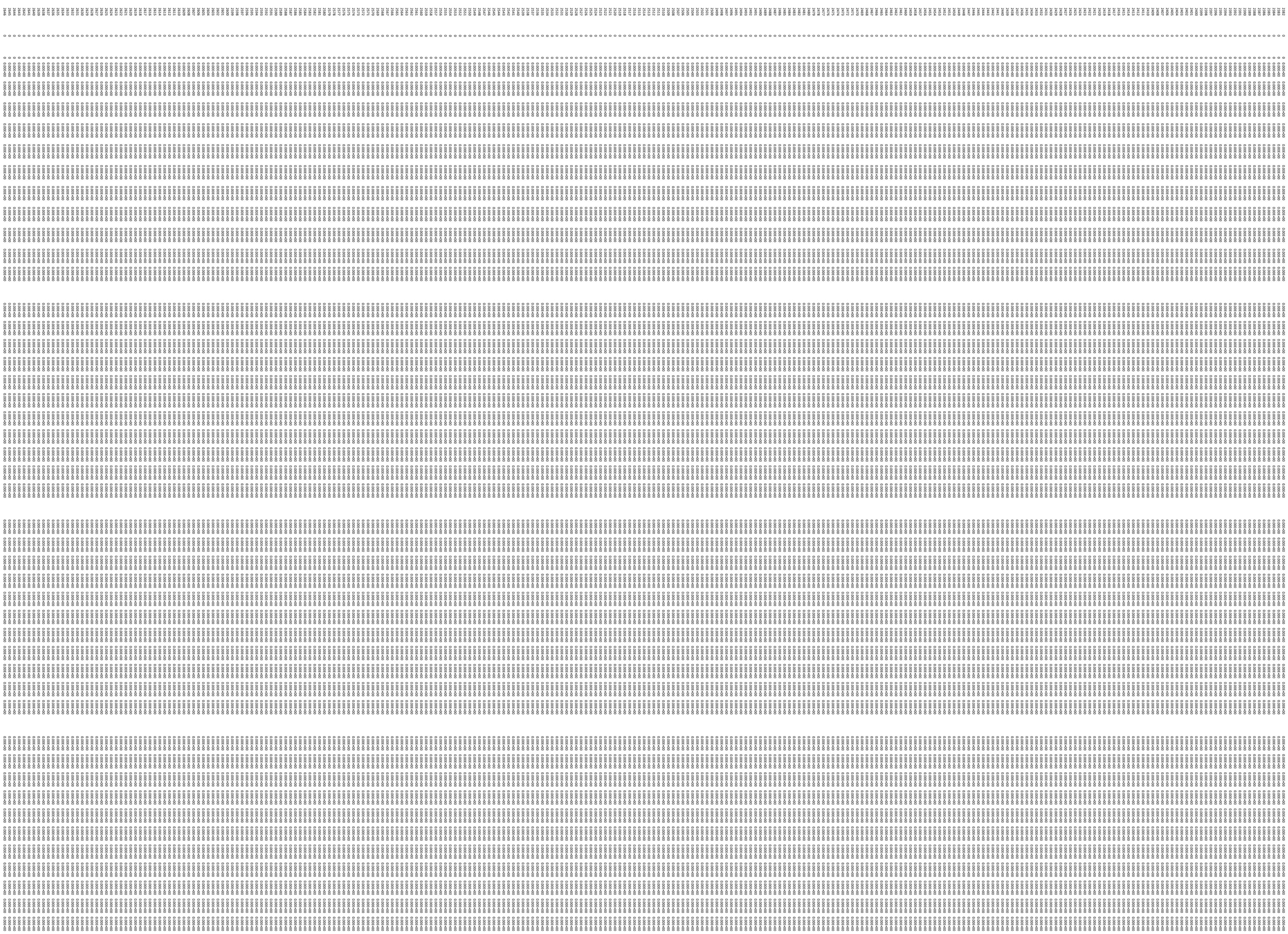

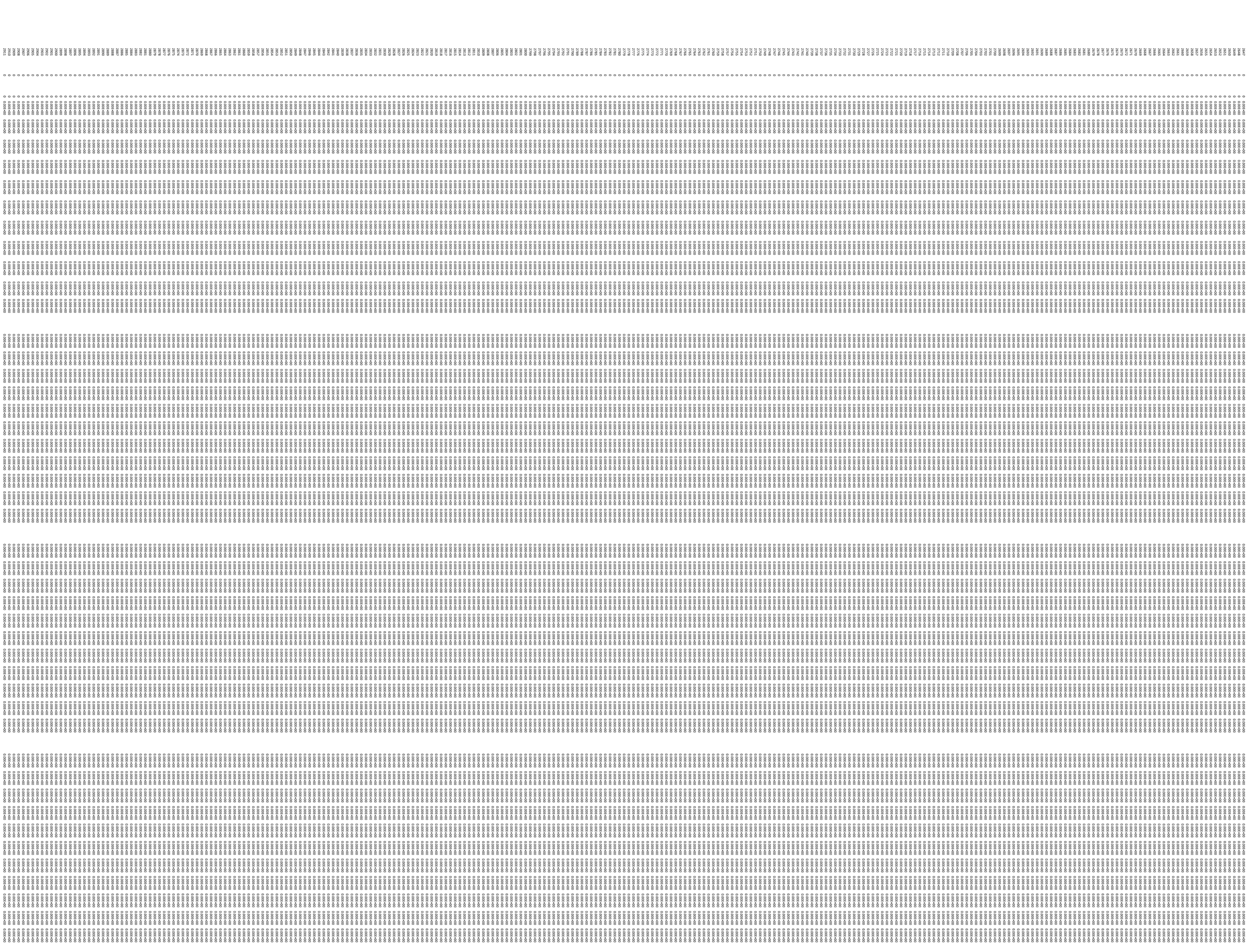

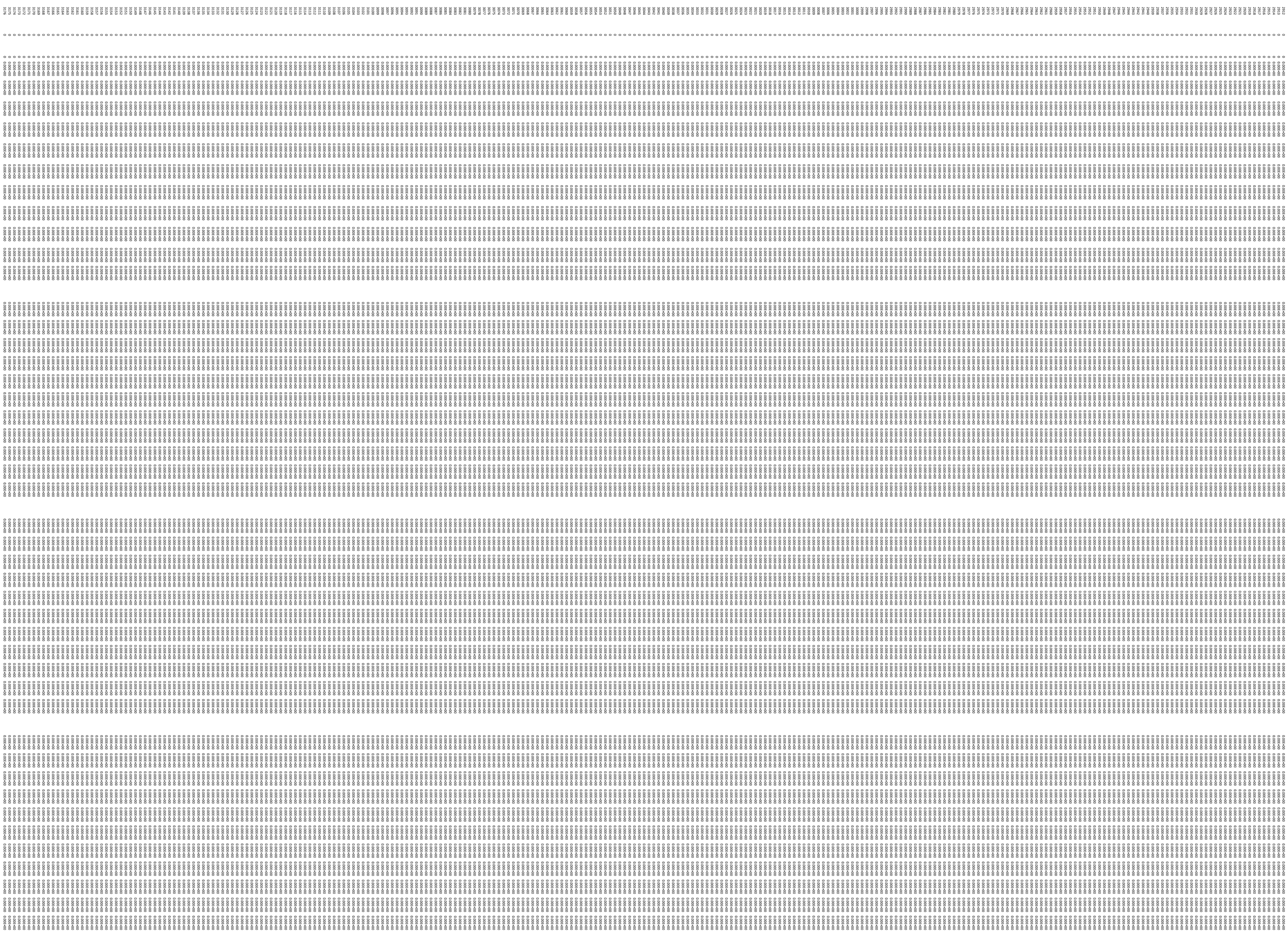

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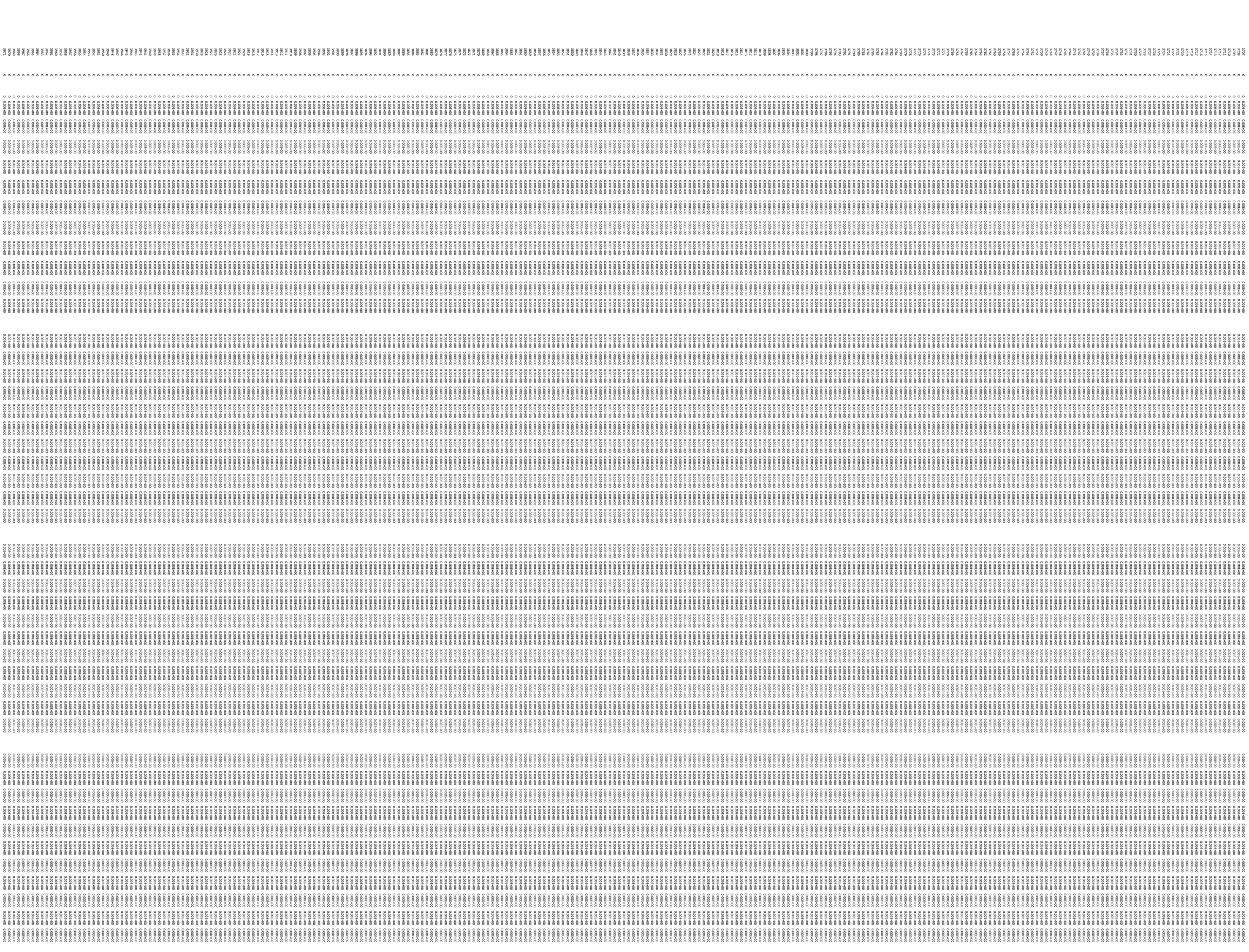

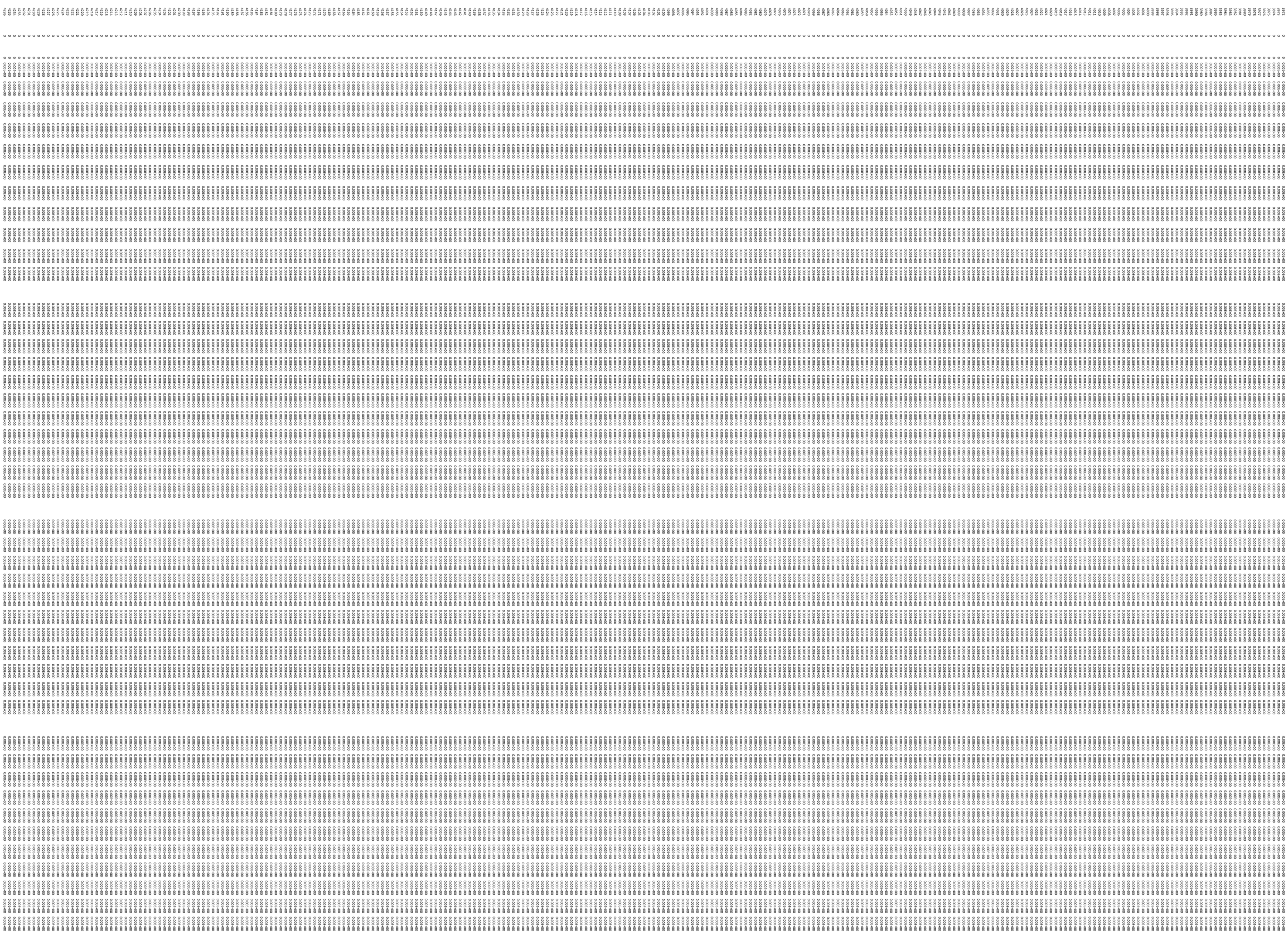

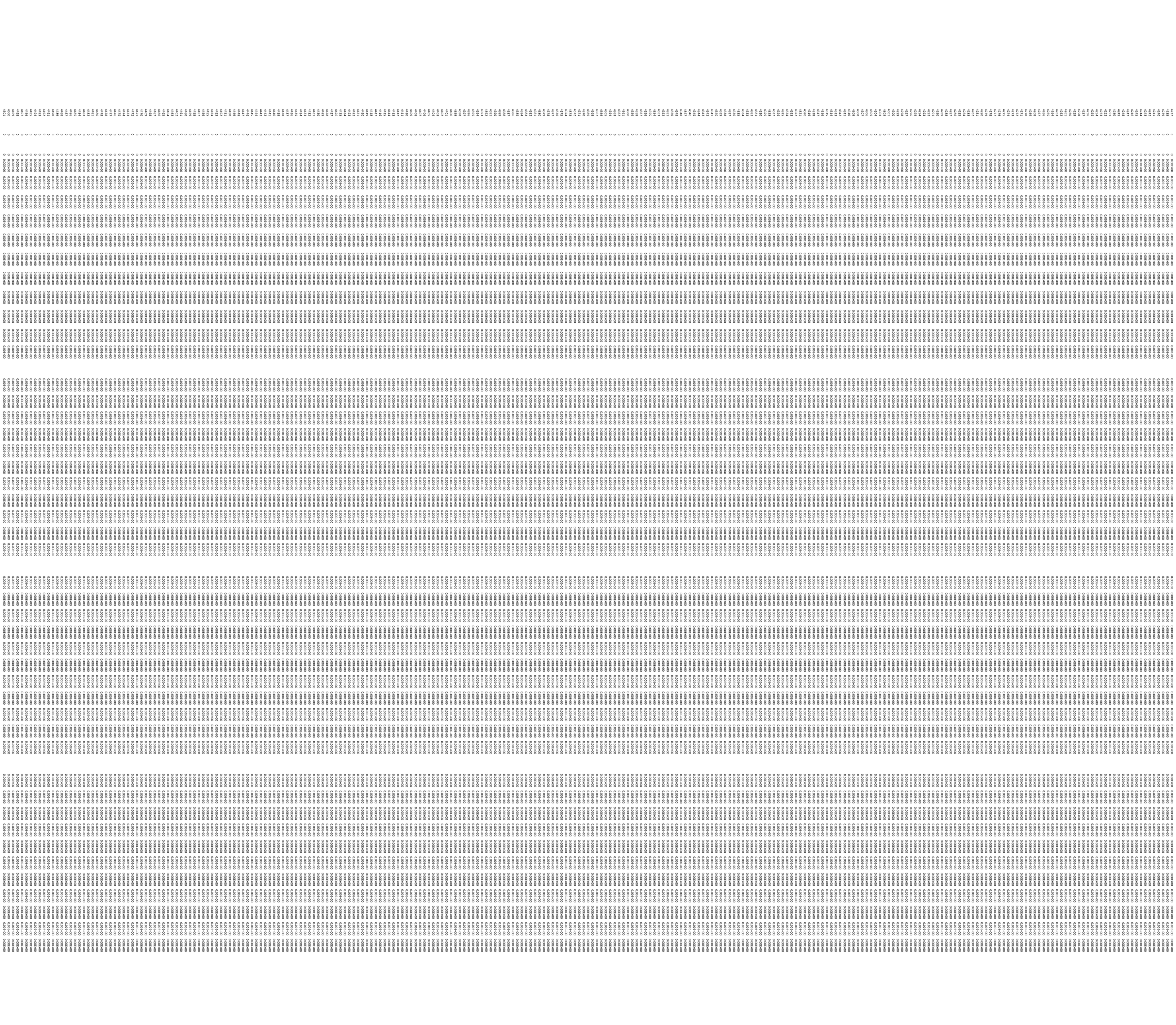

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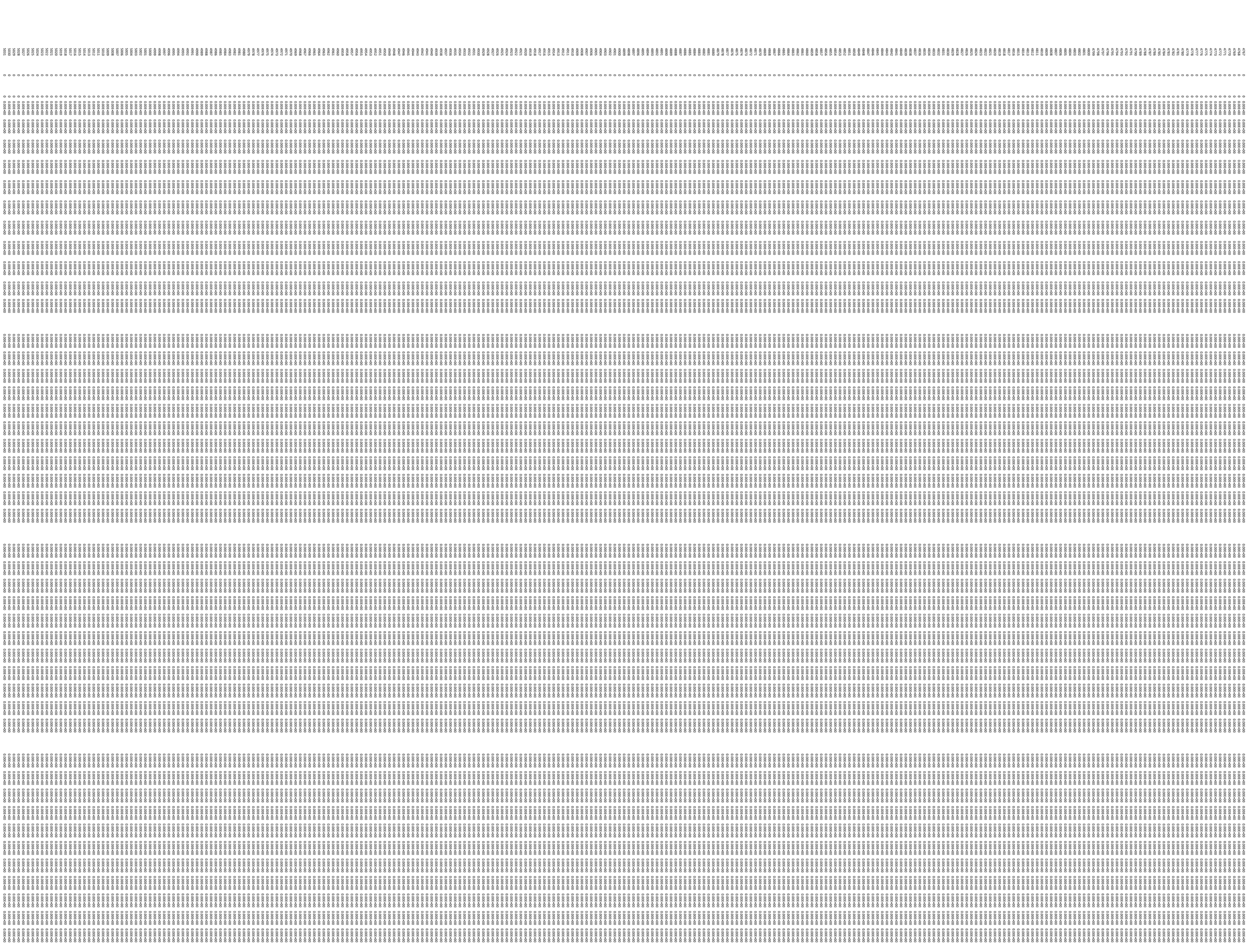

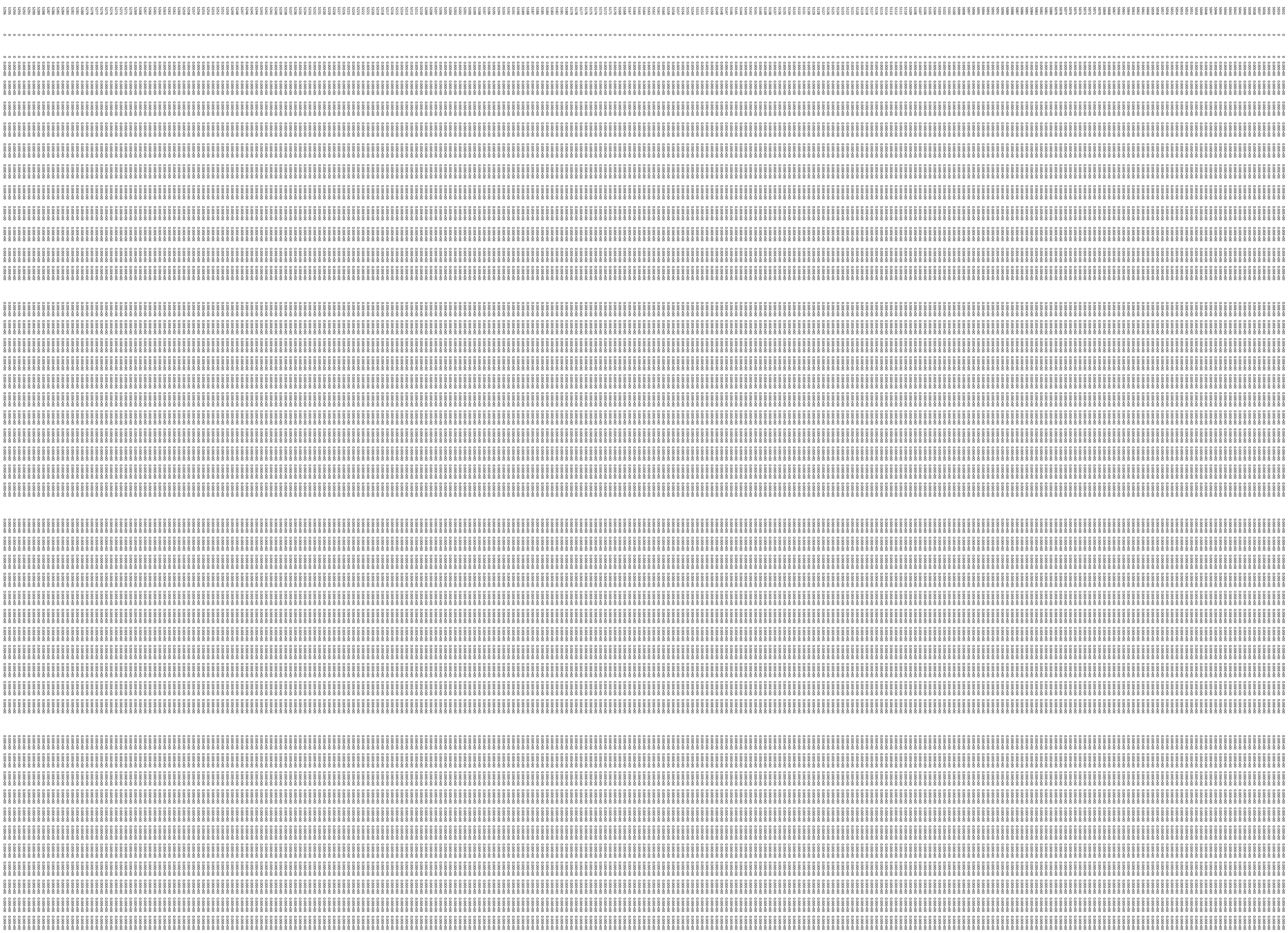

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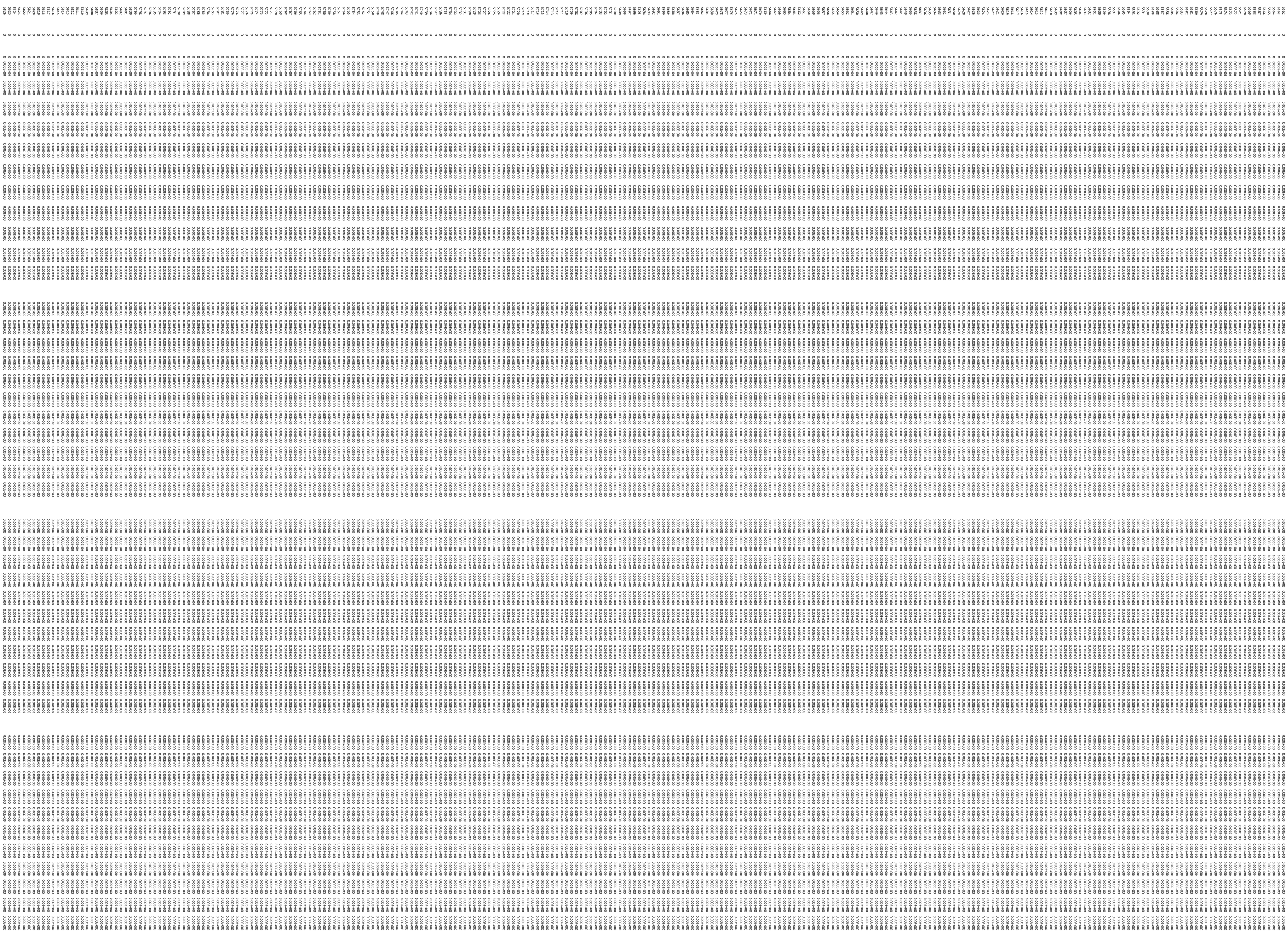

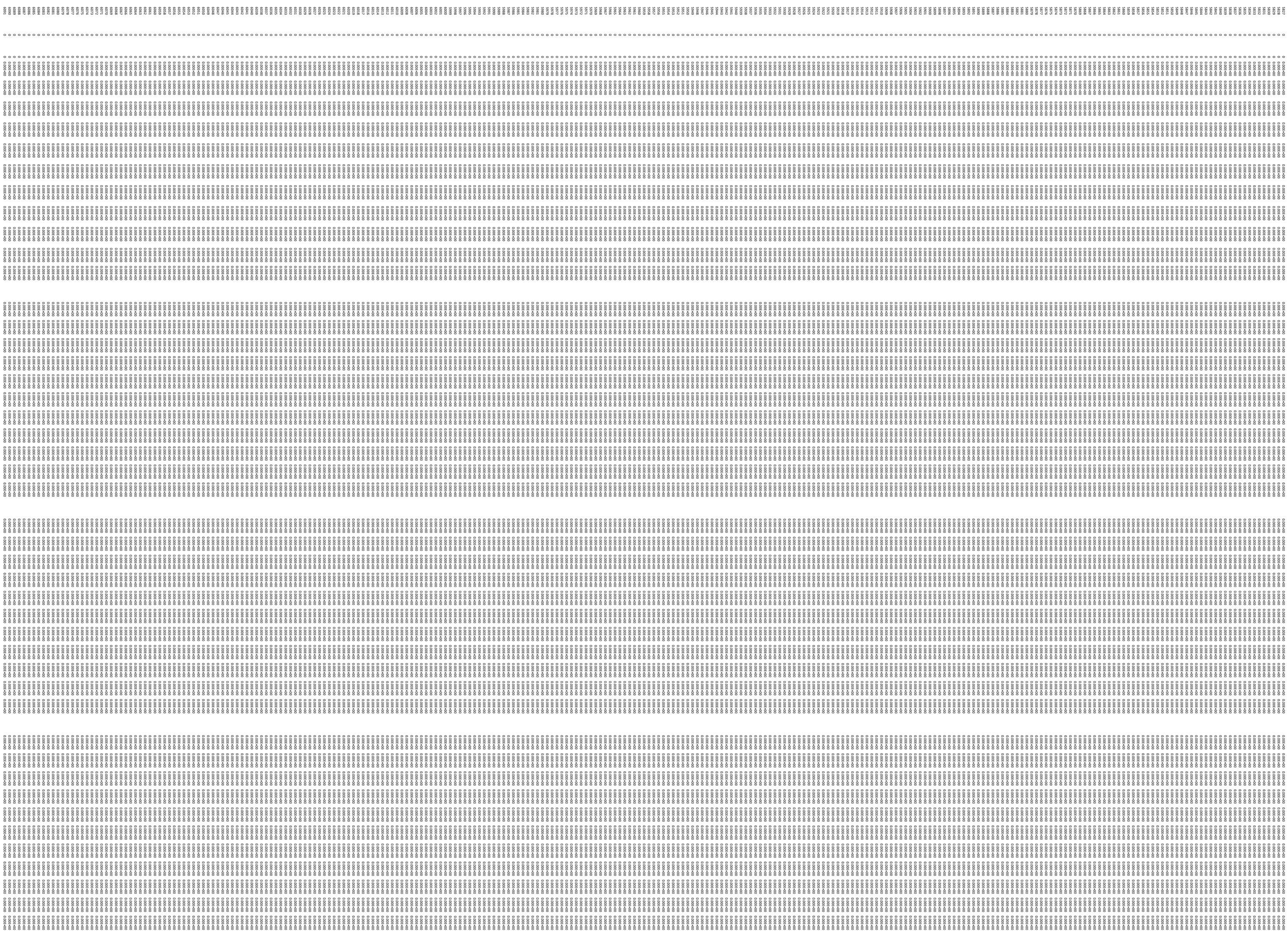

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			2	283719.21	4051296.66	
	Max Yr	**1**	1.07E-01	1.09E-02	0.00E+00	0.00E+00
	Row	**32**	UnMitigated	T2	T2L3	T4
		Col	**3**	**4**	**5**	**6**
		Adjustment	**100%**	**10%**	**0%**	**0%**
			Year 1	Year 1	Year 1	Year 1
1	283731.3	4051294	9.53E-02	9.67E-03	0.00E+00	0.00E+00
2	283719.2	4051297	1.07E-01	1.09E-02	0.00E+00	0.00E+00
3	283733	4051288	9.29E-02	9.41E-03	0.00E+00	0.00E+00
4	283880	4051293	3.62E-02	3.67E-03	0.00E+00	0.00E+00
5	283887.7	4051292	3.48E-02	3.53E-03	0.00E+00	0.00E+00
6	283801.4	4051305	5.62E-02	5.70E-03	0.00E+00	0.00E+00
7	283811	4051304	5.29E-02	5.37E-03	0.00E+00	0.00E+00
8	283793.4	4051347	5.84E-02	5.92E-03	0.00E+00	0.00E+00
9	283815.1	4051352	5.01E-02	5.08E-03	0.00E+00	0.00E+00
10	283891.6	4051338	3.22E-02	3.27E-03	0.00E+00	0.00E+00
11	283638.1	4051109	2.85E-02	2.89E-03	0.00E+00	0.00E+00
12	283914.7	4051120	2.71E-02	2.74E-03	0.00E+00	0.00E+00
13	283840.5	4051611	1.21E-02	1.23E-03	0.00E+00	0.00E+00
14	283865.5	4051610	1.06E-02	1.08E-03	0.00E+00	0.00E+00
15	283851.9	4051630	9.92E-03	1.01E-03	0.00E+00	0.00E+00
16	284087.2	4051575	5.47E-03	5.55E-04	0.00E+00	0.00E+00
17	284092.2	4051642	4.22E-03	4.28E-04	0.00E+00	0.00E+00
18	284076.5	4051638	4.46E-03	4.52E-04	0.00E+00	0.00E+00
19	284164.2	4051730	2.80E-03	2.84E-04	0.00E+00	0.00E+00
20	284152	4051701	3.10E-03	3.14E-04	0.00E+00	0.00E+00
21	283954.6	4052026	1.82E-03	1.84E-04	0.00E+00	0.00E+00
22	284160.6	4052096	1.26E-03	1.27E-04	0.00E+00	0.00E+00
23	284154.9	4051748	2.72E-03	2.76E-04	0.00E+00	0.00E+00
24	283480.3	4052104	3.08E-03	3.13E-04	0.00E+00	0.00E+00
25	283519.7	4052116	2.80E-03	2.84E-04	0.00E+00	0.00E+00
26	283511.8	4052112	2.86E-03	2.90E-04	0.00E+00	0.00E+00
27	283299.1	4052132	3.52E-03	3.57E-04	0.00E+00	0.00E+00
28	283299.1	4052139	3.45E-03	3.50E-04	0.00E+00	0.00E+00
29	283300.1	4052147	3.37E-03	3.41E-04	0.00E+00	0.00E+00
30	283299.9	4052164	3.21E-03	3.26E-04	0.00E+00	0.00E+00
31	283306.6	4052180	3.06E-03	3.10E-04	0.00E+00	0.00E+00
32	283358.7	4052180	2.92E-03	2.96E-04	0.00E+00	0.00E+00
33	283363.6	4052122	3.43E-03	3.48E-04	0.00E+00	0.00E+00
34	283363.6	4052116	3.50E-03	3.55E-04	0.00E+00	0.00E+00
35	283193.2	4052120	3.89E-03	3.94E-04	0.00E+00	0.00E+00
36	283168.2	4052119	3.96E-03	4.01E-04	0.00E+00	0.00E+00
37	283152.1	4052119	3.99E-03	4.04E-04	0.00E+00	0.00E+00
38	283142.6	4052119	4.01E-03	4.06E-04	0.00E+00	0.00E+00
39	283128.1	4052119	4.04E-03	4.09E-04	0.00E+00	0.00E+00
40	283118.3	4052119	4.06E-03	4.11E-04	0.00E+00	0.00E+00

41	283107.2	4052119	4.08E-03	4.13E-04	0.00E+00	0.00E+00
42	283093.6	4052120	4.09E-03	4.15E-04	0.00E+00	0.00E+00
43	283079	4052121	4.10E-03	4.16E-04	0.00E+00	0.00E+00
44	283202.1	4052125	3.80E-03	3.86E-04	0.00E+00	0.00E+00
45	283216.6	4052134	3.68E-03	3.73E-04	0.00E+00	0.00E+00
46	283219.2	4052143	3.57E-03	3.62E-04	0.00E+00	0.00E+00
47	283220.4	4052152	3.48E-03	3.53E-04	0.00E+00	0.00E+00
48	283219.2	4052177	3.25E-03	3.29E-04	0.00E+00	0.00E+00
49	283215.7	4052197	3.08E-03	3.12E-04	0.00E+00	0.00E+00
50	283217	4052206	3.01E-03	3.05E-04	0.00E+00	0.00E+00
51	283215.7	4052218	2.91E-03	2.95E-04	0.00E+00	0.00E+00
52	283216.3	4052229	2.83E-03	2.87E-04	0.00E+00	0.00E+00
53	283467.9	4052313	1.87E-03	1.89E-04	0.00E+00	0.00E+00
54	283446.5	4052307	1.93E-03	1.96E-04	0.00E+00	0.00E+00
55	283428.6	4052306	1.98E-03	2.01E-04	0.00E+00	0.00E+00
56	283401.6	4052309	2.02E-03	2.05E-04	0.00E+00	0.00E+00
57	283390.9	4052314	2.02E-03	2.05E-04	0.00E+00	0.00E+00
58	283375.2	4052311	2.07E-03	2.10E-04	0.00E+00	0.00E+00
59	283355.2	4052306	2.14E-03	2.17E-04	0.00E+00	0.00E+00
60	283365.2	4052352	1.91E-03	1.94E-04	0.00E+00	0.00E+00
61	283366.6	4052365	1.86E-03	1.88E-04	0.00E+00	0.00E+00
62	283308.2	4052303	2.24E-03	2.27E-04	0.00E+00	0.00E+00
63	283313.9	4052326	2.11E-03	2.14E-04	0.00E+00	0.00E+00
64	283316	4052345	2.02E-03	2.05E-04	0.00E+00	0.00E+00
65	283314.6	4052366	1.93E-03	1.96E-04	0.00E+00	0.00E+00
66	283316.7	4052410	1.76E-03	1.78E-04	0.00E+00	0.00E+00
67	283317.4	4052433	1.68E-03	1.70E-04	0.00E+00	0.00E+00
68	283266.1	4052403	1.85E-03	1.87E-04	0.00E+00	0.00E+00
69	283264	4052385	1.92E-03	1.95E-04	0.00E+00	0.00E+00
70	283261.8	4052361	2.03E-03	2.05E-04	0.00E+00	0.00E+00
71	283264	4052342	2.11E-03	2.14E-04	0.00E+00	0.00E+00
72	283263.2	4052324	2.20E-03	2.23E-04	0.00E+00	0.00E+00
73	283300.3	4052209	2.84E-03	2.88E-04	0.00E+00	0.00E+00
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75	283212.6	4052251	2.69E-03	2.73E-04	0.00E+00	0.00E+00
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77	283215.5	4052290	2.44E-03	2.48E-04	0.00E+00	0.00E+00
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79	283213.3	4052344	2.17E-03	2.20E-04	0.00E+00	0.00E+00
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81	283219	4052394	1.94E-03	1.97E-04	0.00E+00	0.00E+00
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87	283084.3	4052438	1.90E-03	1.93E-04	0.00E+00	0.00E+00

88	283093.6	4052384	2.11E-03	2.14E-04	0.00E+00	0.00E+00
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90	283141.3	4052387	2.05E-03	2.08E-04	0.00E+00	0.00E+00
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92	283179.1	4052346	2.19E-03	2.23E-04	0.00E+00	0.00E+00
93	283140.6	4052349	2.22E-03	2.25E-04	0.00E+00	0.00E+00
94	283119.2	4052348	2.25E-03	2.28E-04	0.00E+00	0.00E+00
95	283097.8	4052350	2.26E-03	2.29E-04	0.00E+00	0.00E+00
96	283085	4052303	2.52E-03	2.56E-04	0.00E+00	0.00E+00
97	283117.8	4052300	2.51E-03	2.54E-04	0.00E+00	0.00E+00
98	283142.8	4052301	2.47E-03	2.51E-04	0.00E+00	0.00E+00
99	283169.1	4052298	2.46E-03	2.49E-04	0.00E+00	0.00E+00
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102	283123.5	4052261	2.74E-03	2.78E-04	0.00E+00	0.00E+00
103	283095	4052259	2.79E-03	2.83E-04	0.00E+00	0.00E+00
104	283084.3	4052213	3.15E-03	3.19E-04	0.00E+00	0.00E+00
105	283114.2	4052217	3.08E-03	3.12E-04	0.00E+00	0.00E+00
106	283140.6	4052215	3.05E-03	3.10E-04	0.00E+00	0.00E+00
107	283164.9	4052213	3.03E-03	3.07E-04	0.00E+00	0.00E+00
108	283170.6	4052174	3.36E-03	3.41E-04	0.00E+00	0.00E+00
109	283143.5	4052174	3.41E-03	3.46E-04	0.00E+00	0.00E+00
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111	283093.6	4052172	3.51E-03	3.56E-04	0.00E+00	0.00E+00
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115	282968.1	4052132	4.07E-03	4.13E-04	0.00E+00	0.00E+00
116	282955.3	4052152	3.85E-03	3.91E-04	0.00E+00	0.00E+00
117	282943.8	4052175	3.61E-03	3.66E-04	0.00E+00	0.00E+00
118	282952.4	4052199	3.38E-03	3.43E-04	0.00E+00	0.00E+00
119	282951	4052224	3.16E-03	3.21E-04	0.00E+00	0.00E+00
120	282950.3	4052249	2.97E-03	3.01E-04	0.00E+00	0.00E+00
121	282953.1	4052271	2.82E-03	2.86E-04	0.00E+00	0.00E+00
122	282953.8	4052288	2.70E-03	2.74E-04	0.00E+00	0.00E+00
123	282953.1	4052313	2.56E-03	2.59E-04	0.00E+00	0.00E+00
124	282997.3	4052316	2.52E-03	2.56E-04	0.00E+00	0.00E+00
125	283020.1	4052309	2.55E-03	2.58E-04	0.00E+00	0.00E+00
126	283052.2	4052306	2.54E-03	2.58E-04	0.00E+00	0.00E+00
127	282993	4052285	2.71E-03	2.75E-04	0.00E+00	0.00E+00
128	282993	4052266	2.83E-03	2.87E-04	0.00E+00	0.00E+00
129	283015.1	4052261	2.85E-03	2.89E-04	0.00E+00	0.00E+00
130	283042.9	4052264	2.81E-03	2.85E-04	0.00E+00	0.00E+00
131	282989.5	4052226	3.13E-03	3.17E-04	0.00E+00	0.00E+00
132	283018	4052219	3.16E-03	3.20E-04	0.00E+00	0.00E+00
133	283038.7	4052215	3.18E-03	3.22E-04	0.00E+00	0.00E+00
134	282992.3	4052204	3.30E-03	3.35E-04	0.00E+00	0.00E+00

135	282986.6	4052176	3.57E-03	3.62E-04	0.00E+00	0.00E+00
136	283015.9	4052175	3.56E-03	3.60E-04	0.00E+00	0.00E+00
137	283040.1	4052174	3.54E-03	3.59E-04	0.00E+00	0.00E+00
138	282923.2	4052122	4.24E-03	4.30E-04	0.00E+00	0.00E+00
139	282923.2	4052137	4.05E-03	4.11E-04	0.00E+00	0.00E+00
140	282925.3	4052152	3.88E-03	3.93E-04	0.00E+00	0.00E+00
141	282924.6	4052192	3.47E-03	3.51E-04	0.00E+00	0.00E+00
142	282926	4052202	3.37E-03	3.41E-04	0.00E+00	0.00E+00
143	282925.3	4052218	3.23E-03	3.27E-04	0.00E+00	0.00E+00
144	282926	4052261	2.90E-03	2.94E-04	0.00E+00	0.00E+00
145	282926.7	4052270	2.83E-03	2.87E-04	0.00E+00	0.00E+00
146	282928.2	4052286	2.73E-03	2.76E-04	0.00E+00	0.00E+00
147	282879.7	4052288	2.73E-03	2.77E-04	0.00E+00	0.00E+00
148	282869	4052288	2.74E-03	2.78E-04	0.00E+00	0.00E+00
149	282855.4	4052288	2.75E-03	2.78E-04	0.00E+00	0.00E+00
150	282859	4052240	3.10E-03	3.14E-04	0.00E+00	0.00E+00
151	282856.2	4052220	3.27E-03	3.31E-04	0.00E+00	0.00E+00
152	282856.9	4052204	3.41E-03	3.46E-04	0.00E+00	0.00E+00
153	282859	4052192	3.52E-03	3.57E-04	0.00E+00	0.00E+00
154	282865.4	4052169	3.76E-03	3.81E-04	0.00E+00	0.00E+00
155	282854.7	4052169	3.77E-03	3.82E-04	0.00E+00	0.00E+00
156	282868.3	4052126	4.25E-03	4.31E-04	0.00E+00	0.00E+00
157	282852.6	4052127	4.25E-03	4.31E-04	0.00E+00	0.00E+00
158	282774.7	4052055	5.24E-03	5.31E-04	0.00E+00	0.00E+00
159	282759.9	4052058	5.19E-03	5.26E-04	0.00E+00	0.00E+00
160	284429.1	4052088	9.93E-04	1.01E-04	0.00E+00	0.00E+00
161	284168.6	4052285	9.34E-04	9.47E-05	0.00E+00	0.00E+00
162	284115.3	4052483	7.28E-04	7.38E-05	0.00E+00	0.00E+00
163	284121.2	4052532	6.80E-04	6.89E-05	0.00E+00	0.00E+00
164	284178.5	4052551	6.50E-04	6.59E-05	0.00E+00	0.00E+00
165	284347.2	4052570	5.88E-04	5.96E-05	0.00E+00	0.00E+00
166	284347.2	4052575	5.85E-04	5.93E-05	0.00E+00	0.00E+00
167	284277.1	4052564	6.14E-04	6.23E-05	0.00E+00	0.00E+00
168	282560	4052329	2.74E-03	2.77E-04	0.00E+00	0.00E+00
169	282559.1	4052362	2.55E-03	2.58E-04	0.00E+00	0.00E+00
170	282562	4052393	2.38E-03	2.41E-04	0.00E+00	0.00E+00
171	282565	4052417	2.25E-03	2.28E-04	0.00E+00	0.00E+00
172	282566	4052455	2.07E-03	2.10E-04	0.00E+00	0.00E+00
173	282565	4052486	1.94E-03	1.97E-04	0.00E+00	0.00E+00
174	282621.2	4052483	1.92E-03	1.94E-04	0.00E+00	0.00E+00
175	282619.3	4052455	2.03E-03	2.06E-04	0.00E+00	0.00E+00
176	282621.2	4052437	2.11E-03	2.14E-04	0.00E+00	0.00E+00
177	282621.2	4052411	2.23E-03	2.26E-04	0.00E+00	0.00E+00
178	282617.3	4052392	2.33E-03	2.37E-04	0.00E+00	0.00E+00
179	282620.2	4052364	2.48E-03	2.52E-04	0.00E+00	0.00E+00
180	282619.3	4052351	2.56E-03	2.59E-04	0.00E+00	0.00E+00
181	282621.2	4052322	2.73E-03	2.77E-04	0.00E+00	0.00E+00

182	282617.3	4052279	3.03E-03	3.07E-04	0.00E+00	0.00E+00
183	282613.3	4052258	3.18E-03	3.23E-04	0.00E+00	0.00E+00
184	282616.3	4052241	3.32E-03	3.36E-04	0.00E+00	0.00E+00
185	282611.4	4052220	3.48E-03	3.53E-04	0.00E+00	0.00E+00
186	282612.3	4052197	3.66E-03	3.71E-04	0.00E+00	0.00E+00
187	282654.8	4052214	3.51E-03	3.56E-04	0.00E+00	0.00E+00
188	282684.4	4052211	3.52E-03	3.57E-04	0.00E+00	0.00E+00
189	282705.1	4052213	3.49E-03	3.54E-04	0.00E+00	0.00E+00
190	282723.9	4052214	3.46E-03	3.51E-04	0.00E+00	0.00E+00
191	282747.5	4052215	3.43E-03	3.48E-04	0.00E+00	0.00E+00
192	282766.3	4052215	3.41E-03	3.46E-04	0.00E+00	0.00E+00
193	282799.8	4052215	3.37E-03	3.42E-04	0.00E+00	0.00E+00
194	282812.7	4052211	3.40E-03	3.44E-04	0.00E+00	0.00E+00
195	282813.7	4052240	3.14E-03	3.19E-04	0.00E+00	0.00E+00
196	282788	4052244	3.14E-03	3.18E-04	0.00E+00	0.00E+00
197	282762.3	4052246	3.15E-03	3.19E-04	0.00E+00	0.00E+00
198	282739.6	4052248	3.15E-03	3.19E-04	0.00E+00	0.00E+00
199	282723.9	4052247	3.18E-03	3.22E-04	0.00E+00	0.00E+00
200	282704.1	4052246	3.21E-03	3.26E-04	0.00E+00	0.00E+00
201	282679.5	4052245	3.24E-03	3.29E-04	0.00E+00	0.00E+00
202	282657.7	4052247	3.24E-03	3.28E-04	0.00E+00	0.00E+00
203	282656.8	4052288	2.93E-03	2.97E-04	0.00E+00	0.00E+00
204	282688.3	4052289	2.90E-03	2.94E-04	0.00E+00	0.00E+00
205	282710	4052289	2.87E-03	2.91E-04	0.00E+00	0.00E+00
206	282730.8	4052287	2.87E-03	2.91E-04	0.00E+00	0.00E+00
207	282752.5	4052287	2.84E-03	2.88E-04	0.00E+00	0.00E+00
208	282773.2	4052287	2.82E-03	2.86E-04	0.00E+00	0.00E+00
209	282792.9	4052287	2.80E-03	2.84E-04	0.00E+00	0.00E+00
210	282816.6	4052285	2.80E-03	2.84E-04	0.00E+00	0.00E+00
211	282927.1	4052314	2.56E-03	2.60E-04	0.00E+00	0.00E+00
212	282903.5	4052314	2.57E-03	2.61E-04	0.00E+00	0.00E+00
213	282877.8	4052311	2.60E-03	2.63E-04	0.00E+00	0.00E+00
214	282853.1	4052314	2.59E-03	2.63E-04	0.00E+00	0.00E+00
215	282814.6	4052313	2.62E-03	2.66E-04	0.00E+00	0.00E+00
216	282793.9	4052313	2.63E-03	2.67E-04	0.00E+00	0.00E+00
217	282770.2	4052314	2.65E-03	2.68E-04	0.00E+00	0.00E+00
218	282745.6	4052315	2.66E-03	2.70E-04	0.00E+00	0.00E+00
219	282723.9	4052317	2.67E-03	2.71E-04	0.00E+00	0.00E+00
220	282705.1	4052319	2.68E-03	2.71E-04	0.00E+00	0.00E+00
221	283040.6	4052352	2.31E-03	2.34E-04	0.00E+00	0.00E+00
222	283017.9	4052351	2.33E-03	2.36E-04	0.00E+00	0.00E+00
223	282995.2	4052350	2.34E-03	2.38E-04	0.00E+00	0.00E+00
224	282968.6	4052351	2.35E-03	2.39E-04	0.00E+00	0.00E+00
225	282944.9	4052356	2.34E-03	2.37E-04	0.00E+00	0.00E+00
226	282927.1	4052357	2.34E-03	2.37E-04	0.00E+00	0.00E+00
227	282903.5	4052352	2.37E-03	2.40E-04	0.00E+00	0.00E+00
228	282881.8	4052353	2.37E-03	2.40E-04	0.00E+00	0.00E+00

229	282862	4052352	2.38E-03	2.41E-04	0.00E+00	0.00E+00
230	282816.6	4052360	2.35E-03	2.38E-04	0.00E+00	0.00E+00
231	282785	4052359	2.37E-03	2.41E-04	0.00E+00	0.00E+00
232	282770.2	4052355	2.40E-03	2.44E-04	0.00E+00	0.00E+00
233	282751.5	4052359	2.40E-03	2.43E-04	0.00E+00	0.00E+00
234	282726.8	4052357	2.43E-03	2.46E-04	0.00E+00	0.00E+00
235	282713	4052356	2.44E-03	2.48E-04	0.00E+00	0.00E+00
236	282691.3	4052358	2.45E-03	2.48E-04	0.00E+00	0.00E+00
237	282665.6	4052352	2.51E-03	2.54E-04	0.00E+00	0.00E+00
238	282665.6	4052371	2.40E-03	2.44E-04	0.00E+00	0.00E+00
239	282662.7	4052391	2.30E-03	2.33E-04	0.00E+00	0.00E+00
240	282691.3	4052391	2.28E-03	2.31E-04	0.00E+00	0.00E+00
241	282711	4052391	2.26E-03	2.29E-04	0.00E+00	0.00E+00
242	282734.7	4052390	2.25E-03	2.28E-04	0.00E+00	0.00E+00
243	282754.5	4052392	2.23E-03	2.26E-04	0.00E+00	0.00E+00
244	282774.2	4052389	2.23E-03	2.26E-04	0.00E+00	0.00E+00
245	282796.9	4052387	2.23E-03	2.26E-04	0.00E+00	0.00E+00
246	282821.6	4052388	2.22E-03	2.25E-04	0.00E+00	0.00E+00
247	282861	4052387	2.21E-03	2.24E-04	0.00E+00	0.00E+00
248	282881.8	4052385	2.22E-03	2.25E-04	0.00E+00	0.00E+00
249	282905.4	4052385	2.21E-03	2.24E-04	0.00E+00	0.00E+00
250	282926.2	4052385	2.21E-03	2.24E-04	0.00E+00	0.00E+00
251	282951.8	4052388	2.19E-03	2.22E-04	0.00E+00	0.00E+00
252	282970.6	4052386	2.19E-03	2.22E-04	0.00E+00	0.00E+00
253	283000.2	4052384	2.19E-03	2.22E-04	0.00E+00	0.00E+00
254	283016	4052386	2.17E-03	2.20E-04	0.00E+00	0.00E+00
255	283048.5	4052396	2.10E-03	2.13E-04	0.00E+00	0.00E+00
256	283050.5	4052436	1.94E-03	1.96E-04	0.00E+00	0.00E+00
257	283016	4052434	1.97E-03	2.00E-04	0.00E+00	0.00E+00
258	283007.1	4052430	1.99E-03	2.02E-04	0.00E+00	0.00E+00
259	282979.4	4052431	2.00E-03	2.03E-04	0.00E+00	0.00E+00
260	282951.8	4052427	2.03E-03	2.06E-04	0.00E+00	0.00E+00
261	282933.1	4052423	2.05E-03	2.08E-04	0.00E+00	0.00E+00
262	282900.5	4052426	2.04E-03	2.07E-04	0.00E+00	0.00E+00
263	282880.8	4052426	2.05E-03	2.08E-04	0.00E+00	0.00E+00
264	282857.1	4052429	2.04E-03	2.07E-04	0.00E+00	0.00E+00
265	282818.6	4052429	2.04E-03	2.07E-04	0.00E+00	0.00E+00
266	282795.9	4052430	2.04E-03	2.07E-04	0.00E+00	0.00E+00
267	282775.2	4052433	2.04E-03	2.07E-04	0.00E+00	0.00E+00
268	282750.5	4052434	2.04E-03	2.07E-04	0.00E+00	0.00E+00
269	282729.8	4052432	2.06E-03	2.09E-04	0.00E+00	0.00E+00
270	282709.1	4052431	2.07E-03	2.10E-04	0.00E+00	0.00E+00
271	282680.4	4052434	2.08E-03	2.11E-04	0.00E+00	0.00E+00
272	282654.8	4052439	2.08E-03	2.10E-04	0.00E+00	0.00E+00
273	282659.7	4052462	1.98E-03	2.00E-04	0.00E+00	0.00E+00
274	282687.3	4052465	1.95E-03	1.98E-04	0.00E+00	0.00E+00
275	282715	4052471	1.91E-03	1.94E-04	0.00E+00	0.00E+00

276	282732.7	4052468	1.92E-03	1.95E-04	0.00E+00	0.00E+00
277	282750.5	4052467	1.92E-03	1.94E-04	0.00E+00	0.00E+00
278	282777.1	4052465	1.92E-03	1.94E-04	0.00E+00	0.00E+00
279	282802.8	4052464	1.92E-03	1.94E-04	0.00E+00	0.00E+00
280	282819.6	4052464	1.92E-03	1.94E-04	0.00E+00	0.00E+00
281	282861	4052460	1.93E-03	1.95E-04	0.00E+00	0.00E+00
282	282888.7	4052460	1.92E-03	1.95E-04	0.00E+00	0.00E+00
283	282908.4	4052461	1.92E-03	1.95E-04	0.00E+00	0.00E+00
284	282935	4052461	1.91E-03	1.94E-04	0.00E+00	0.00E+00
285	282948.9	4052461	1.91E-03	1.93E-04	0.00E+00	0.00E+00
286	282975.5	4052460	1.90E-03	1.93E-04	0.00E+00	0.00E+00
287	282998.2	4052460	1.89E-03	1.91E-04	0.00E+00	0.00E+00
288	283024.8	4052471	1.83E-03	1.85E-04	0.00E+00	0.00E+00
289	283053.5	4052474	1.80E-03	1.82E-04	0.00E+00	0.00E+00
290	283096.9	4052469	1.78E-03	1.81E-04	0.00E+00	0.00E+00
291	283124.5	4052471	1.75E-03	1.78E-04	0.00E+00	0.00E+00
292	283149.2	4052472	1.72E-03	1.75E-04	0.00E+00	0.00E+00
293	283169.9	4052471	1.71E-03	1.73E-04	0.00E+00	0.00E+00
294	283224.2	4052470	1.66E-03	1.68E-04	0.00E+00	0.00E+00
295	283382.9	4052457	1.53E-03	1.55E-04	0.00E+00	0.00E+00
296	283293.1	4052466	1.60E-03	1.62E-04	0.00E+00	0.00E+00
297	283375	4052608	1.19E-03	1.21E-04	0.00E+00	0.00E+00
298	283381.9	4052641	1.13E-03	1.15E-04	0.00E+00	0.00E+00
299	283324.7	4052665	1.13E-03	1.14E-04	0.00E+00	0.00E+00
300	283303	4052666	1.14E-03	1.15E-04	0.00E+00	0.00E+00
301	283282.2	4052667	1.14E-03	1.16E-04	0.00E+00	0.00E+00
302	283256.6	4052668	1.16E-03	1.17E-04	0.00E+00	0.00E+00
303	283228.9	4052669	1.17E-03	1.19E-04	0.00E+00	0.00E+00
304	283215.1	4052669	1.18E-03	1.19E-04	0.00E+00	0.00E+00
305	283185.5	4052672	1.19E-03	1.21E-04	0.00E+00	0.00E+00
306	283166.8	4052671	1.20E-03	1.22E-04	0.00E+00	0.00E+00
307	283149	4052670	1.22E-03	1.23E-04	0.00E+00	0.00E+00
308	283126.3	4052669	1.24E-03	1.25E-04	0.00E+00	0.00E+00
309	283098.7	4052672	1.25E-03	1.27E-04	0.00E+00	0.00E+00
310	283100.6	4052626	1.35E-03	1.36E-04	0.00E+00	0.00E+00
311	283123.3	4052627	1.33E-03	1.34E-04	0.00E+00	0.00E+00
312	283141.1	4052626	1.31E-03	1.33E-04	0.00E+00	0.00E+00
313	283166.8	4052625	1.30E-03	1.31E-04	0.00E+00	0.00E+00
314	283183.5	4052623	1.29E-03	1.31E-04	0.00E+00	0.00E+00
315	283210.2	4052623	1.27E-03	1.29E-04	0.00E+00	0.00E+00
316	283228.9	4052627	1.25E-03	1.27E-04	0.00E+00	0.00E+00
317	283255.6	4052621	1.24E-03	1.26E-04	0.00E+00	0.00E+00
318	283272.4	4052621	1.23E-03	1.25E-04	0.00E+00	0.00E+00
319	283295.1	4052620	1.22E-03	1.24E-04	0.00E+00	0.00E+00
320	283322.7	4052621	1.20E-03	1.22E-04	0.00E+00	0.00E+00
321	283320.7	4052587	1.27E-03	1.29E-04	0.00E+00	0.00E+00
322	283296	4052588	1.29E-03	1.31E-04	0.00E+00	0.00E+00

323	283273.4	4052587	1.31E-03	1.32E-04	0.00E+00	0.00E+00
324	283252.6	4052586	1.32E-03	1.34E-04	0.00E+00	0.00E+00
325	283231.9	4052586	1.34E-03	1.36E-04	0.00E+00	0.00E+00
326	283211.2	4052590	1.34E-03	1.36E-04	0.00E+00	0.00E+00
327	283187.5	4052591	1.36E-03	1.38E-04	0.00E+00	0.00E+00
328	283164.8	4052591	1.38E-03	1.40E-04	0.00E+00	0.00E+00
329	283142.1	4052591	1.40E-03	1.42E-04	0.00E+00	0.00E+00
330	283119.4	4052591	1.41E-03	1.43E-04	0.00E+00	0.00E+00
331	283104.6	4052593	1.42E-03	1.44E-04	0.00E+00	0.00E+00
332	283102.6	4052551	1.53E-03	1.55E-04	0.00E+00	0.00E+00
333	283120.4	4052548	1.52E-03	1.54E-04	0.00E+00	0.00E+00
334	283143.1	4052548	1.50E-03	1.52E-04	0.00E+00	0.00E+00
335	283161.8	4052547	1.49E-03	1.51E-04	0.00E+00	0.00E+00
336	283190.5	4052548	1.46E-03	1.48E-04	0.00E+00	0.00E+00
337	283204.3	4052551	1.44E-03	1.46E-04	0.00E+00	0.00E+00
338	283228	4052548	1.43E-03	1.45E-04	0.00E+00	0.00E+00
339	283261.5	4052546	1.41E-03	1.43E-04	0.00E+00	0.00E+00
340	283275.3	4052546	1.40E-03	1.42E-04	0.00E+00	0.00E+00
341	283296	4052543	1.39E-03	1.41E-04	0.00E+00	0.00E+00
342	283316.8	4052542	1.37E-03	1.39E-04	0.00E+00	0.00E+00
343	283321.7	4052510	1.45E-03	1.47E-04	0.00E+00	0.00E+00
344	283296	4052512	1.47E-03	1.49E-04	0.00E+00	0.00E+00
345	283273.4	4052514	1.48E-03	1.50E-04	0.00E+00	0.00E+00
346	283251.6	4052515	1.50E-03	1.52E-04	0.00E+00	0.00E+00
347	283228	4052519	1.51E-03	1.53E-04	0.00E+00	0.00E+00
348	283208.2	4052515	1.54E-03	1.56E-04	0.00E+00	0.00E+00
349	283179.6	4052514	1.57E-03	1.59E-04	0.00E+00	0.00E+00
350	283163.8	4052514	1.58E-03	1.60E-04	0.00E+00	0.00E+00
351	283140.1	4052518	1.59E-03	1.61E-04	0.00E+00	0.00E+00
352	283117.4	4052522	1.60E-03	1.62E-04	0.00E+00	0.00E+00
353	283093.7	4052517	1.64E-03	1.66E-04	0.00E+00	0.00E+00
354	283050.3	4052521	1.66E-03	1.68E-04	0.00E+00	0.00E+00
355	283023.7	4052521	1.67E-03	1.70E-04	0.00E+00	0.00E+00
356	283003.9	4052519	1.69E-03	1.72E-04	0.00E+00	0.00E+00
357	282975.3	4052514	1.72E-03	1.75E-04	0.00E+00	0.00E+00
358	282956.6	4052502	1.77E-03	1.79E-04	0.00E+00	0.00E+00
359	282919.1	4052502	1.78E-03	1.81E-04	0.00E+00	0.00E+00
360	282916.1	4052528	1.71E-03	1.73E-04	0.00E+00	0.00E+00
361	282918.1	4052553	1.63E-03	1.66E-04	0.00E+00	0.00E+00
362	282918.1	4052571	1.59E-03	1.61E-04	0.00E+00	0.00E+00
363	282919.1	4052596	1.52E-03	1.55E-04	0.00E+00	0.00E+00
364	282919.1	4052607	1.50E-03	1.52E-04	0.00E+00	0.00E+00
365	282919.1	4052620	1.47E-03	1.49E-04	0.00E+00	0.00E+00
366	282920	4052641	1.42E-03	1.44E-04	0.00E+00	0.00E+00
367	282915.1	4052654	1.39E-03	1.41E-04	0.00E+00	0.00E+00
368	282918.1	4052673	1.35E-03	1.37E-04	0.00E+00	0.00E+00
369	282916.1	4052701	1.30E-03	1.32E-04	0.00E+00	0.00E+00

370	282878.6	4052507	1.77E-03	1.80E-04	0.00E+00	0.00E+00
371	282863.8	4052507	1.78E-03	1.80E-04	0.00E+00	0.00E+00
372	282841.1	4052505	1.78E-03	1.81E-04	0.00E+00	0.00E+00
373	282822.3	4052508	1.78E-03	1.80E-04	0.00E+00	0.00E+00
374	282803.6	4052506	1.78E-03	1.81E-04	0.00E+00	0.00E+00
375	282787.8	4052510	1.77E-03	1.79E-04	0.00E+00	0.00E+00
376	282767.1	4052508	1.78E-03	1.80E-04	0.00E+00	0.00E+00
377	282740.4	4052516	1.76E-03	1.78E-04	0.00E+00	0.00E+00
378	282723.7	4052517	1.76E-03	1.78E-04	0.00E+00	0.00E+00
379	282707.9	4052514	1.77E-03	1.79E-04	0.00E+00	0.00E+00
380	282695	4052511	1.78E-03	1.81E-04	0.00E+00	0.00E+00
381	282671.3	4052514	1.78E-03	1.80E-04	0.00E+00	0.00E+00
382	282602.3	4052519	1.80E-03	1.82E-04	0.00E+00	0.00E+00
383	282581.5	4052530	1.77E-03	1.80E-04	0.00E+00	0.00E+00
384	282573.6	4052549	1.71E-03	1.73E-04	0.00E+00	0.00E+00
385	282576.6	4052571	1.64E-03	1.66E-04	0.00E+00	0.00E+00
386	282575.6	4052584	1.60E-03	1.63E-04	0.00E+00	0.00E+00
387	282576.6	4052605	1.55E-03	1.57E-04	0.00E+00	0.00E+00
388	282578.6	4052624	1.50E-03	1.52E-04	0.00E+00	0.00E+00
389	282579.6	4052643	1.45E-03	1.47E-04	0.00E+00	0.00E+00
390	282579.6	4052673	1.38E-03	1.40E-04	0.00E+00	0.00E+00
391	282579.6	4052694	1.34E-03	1.36E-04	0.00E+00	0.00E+00
392	282575.6	4052722	1.29E-03	1.30E-04	0.00E+00	0.00E+00
393	282620	4052683	1.36E-03	1.37E-04	0.00E+00	0.00E+00
394	282655.6	4052682	1.36E-03	1.37E-04	0.00E+00	0.00E+00
395	282681.2	4052681	1.36E-03	1.38E-04	0.00E+00	0.00E+00
396	282699	4052680	1.36E-03	1.38E-04	0.00E+00	0.00E+00
397	282734.5	4052681	1.36E-03	1.38E-04	0.00E+00	0.00E+00
398	282750.3	4052679	1.37E-03	1.39E-04	0.00E+00	0.00E+00
399	282777.9	4052676	1.38E-03	1.39E-04	0.00E+00	0.00E+00
400	282797.7	4052676	1.37E-03	1.39E-04	0.00E+00	0.00E+00
401	282830.2	4052675	1.37E-03	1.39E-04	0.00E+00	0.00E+00
402	282846	4052674	1.37E-03	1.39E-04	0.00E+00	0.00E+00
403	282881.6	4052672	1.37E-03	1.39E-04	0.00E+00	0.00E+00
404	282878.6	4052630	1.46E-03	1.48E-04	0.00E+00	0.00E+00
405	282885.5	4052647	1.42E-03	1.44E-04	0.00E+00	0.00E+00
406	282849	4052633	1.46E-03	1.48E-04	0.00E+00	0.00E+00
407	282824.3	4052634	1.46E-03	1.48E-04	0.00E+00	0.00E+00
408	282799.6	4052633	1.46E-03	1.48E-04	0.00E+00	0.00E+00
409	282776	4052632	1.46E-03	1.48E-04	0.00E+00	0.00E+00
410	282757.2	4052633	1.46E-03	1.48E-04	0.00E+00	0.00E+00
411	282740.4	4052636	1.45E-03	1.47E-04	0.00E+00	0.00E+00
412	282721.7	4052634	1.46E-03	1.48E-04	0.00E+00	0.00E+00
413	282706.9	4052636	1.45E-03	1.47E-04	0.00E+00	0.00E+00
414	282696	4052636	1.45E-03	1.47E-04	0.00E+00	0.00E+00
415	282680.2	4052634	1.45E-03	1.47E-04	0.00E+00	0.00E+00
416	282669.4	4052633	1.46E-03	1.48E-04	0.00E+00	0.00E+00

417	282651.6	4052635	1.45E-03	1.47E-04	0.00E+00	0.00E+00
418	282630.9	4052639	1.45E-03	1.47E-04	0.00E+00	0.00E+00
419	282615.1	4052637	1.45E-03	1.47E-04	0.00E+00	0.00E+00
420	282617.1	4052658	1.41E-03	1.43E-04	0.00E+00	0.00E+00
421	282618.1	4052596	1.56E-03	1.58E-04	0.00E+00	0.00E+00
422	282642.7	4052598	1.54E-03	1.57E-04	0.00E+00	0.00E+00
423	282669.4	4052600	1.54E-03	1.56E-04	0.00E+00	0.00E+00
424	282703.9	4052599	1.54E-03	1.56E-04	0.00E+00	0.00E+00
425	282727.6	4052598	1.54E-03	1.56E-04	0.00E+00	0.00E+00
426	282767.1	4052600	1.53E-03	1.56E-04	0.00E+00	0.00E+00
427	282810.5	4052591	1.56E-03	1.58E-04	0.00E+00	0.00E+00
428	282838.1	4052593	1.55E-03	1.57E-04	0.00E+00	0.00E+00
429	282878.6	4052590	1.55E-03	1.57E-04	0.00E+00	0.00E+00
430	282876.6	4052574	1.59E-03	1.61E-04	0.00E+00	0.00E+00
431	282870.7	4052547	1.66E-03	1.68E-04	0.00E+00	0.00E+00
432	282836.2	4052546	1.67E-03	1.69E-04	0.00E+00	0.00E+00
433	282811.5	4052546	1.67E-03	1.69E-04	0.00E+00	0.00E+00
434	282783.9	4052550	1.66E-03	1.68E-04	0.00E+00	0.00E+00
435	282761.2	4052549	1.66E-03	1.68E-04	0.00E+00	0.00E+00
436	282739.4	4052549	1.66E-03	1.68E-04	0.00E+00	0.00E+00
437	282716.7	4052549	1.66E-03	1.68E-04	0.00E+00	0.00E+00
438	282686.2	4052550	1.66E-03	1.69E-04	0.00E+00	0.00E+00
439	282659.5	4052550	1.67E-03	1.69E-04	0.00E+00	0.00E+00
440	282637.8	4052550	1.68E-03	1.70E-04	0.00E+00	0.00E+00
441	282617.1	4052553	1.68E-03	1.70E-04	0.00E+00	0.00E+00
442	282619	4052571	1.62E-03	1.65E-04	0.00E+00	0.00E+00
443	282858.9	4052597	1.54E-03	1.56E-04	0.00E+00	0.00E+00
444	282786.8	4052596	1.54E-03	1.57E-04	0.00E+00	0.00E+00
445	282523.3	4052720	1.30E-03	1.32E-04	0.00E+00	0.00E+00
446	282497.3	4052719	1.31E-03	1.33E-04	0.00E+00	0.00E+00
447	282478	4052719	1.31E-03	1.33E-04	0.00E+00	0.00E+00
448	282455.3	4052719	1.32E-03	1.34E-04	0.00E+00	0.00E+00
449	282438.6	4052719	1.33E-03	1.34E-04	0.00E+00	0.00E+00
450	282414.2	4052723	1.33E-03	1.35E-04	0.00E+00	0.00E+00
451	282394.9	4052724	1.33E-03	1.35E-04	0.00E+00	0.00E+00
452	282364.7	4052729	1.34E-03	1.35E-04	0.00E+00	0.00E+00
453	282330.4	4052732	1.34E-03	1.36E-04	0.00E+00	0.00E+00
454	282331.2	4052685	1.45E-03	1.47E-04	0.00E+00	0.00E+00
455	282357.2	4052686	1.44E-03	1.46E-04	0.00E+00	0.00E+00
456	282374.8	4052682	1.44E-03	1.46E-04	0.00E+00	0.00E+00
457	282396.6	4052679	1.44E-03	1.46E-04	0.00E+00	0.00E+00
458	282416.8	4052680	1.43E-03	1.44E-04	0.00E+00	0.00E+00
459	282432.7	4052680	1.42E-03	1.44E-04	0.00E+00	0.00E+00
460	282457	4052681	1.41E-03	1.42E-04	0.00E+00	0.00E+00
461	282479.7	4052680	1.40E-03	1.42E-04	0.00E+00	0.00E+00
462	282499.8	4052678	1.39E-03	1.41E-04	0.00E+00	0.00E+00
463	282523.3	4052677	1.39E-03	1.41E-04	0.00E+00	0.00E+00

464	282519.1	4052646	1.46E-03	1.48E-04	0.00E+00	0.00E+00
465	282499	4052641	1.48E-03	1.50E-04	0.00E+00	0.00E+00
466	282478.8	4052639	1.50E-03	1.52E-04	0.00E+00	0.00E+00
467	282461.2	4052638	1.51E-03	1.53E-04	0.00E+00	0.00E+00
468	282437.7	4052638	1.52E-03	1.54E-04	0.00E+00	0.00E+00
469	282420.1	4052639	1.53E-03	1.55E-04	0.00E+00	0.00E+00
470	282400.8	4052638	1.54E-03	1.56E-04	0.00E+00	0.00E+00
471	282377.3	4052641	1.55E-03	1.57E-04	0.00E+00	0.00E+00
472	282355.5	4052639	1.56E-03	1.59E-04	0.00E+00	0.00E+00
473	282332.9	4052638	1.58E-03	1.60E-04	0.00E+00	0.00E+00
474	282293.4	4052690	1.46E-03	1.48E-04	0.00E+00	0.00E+00
475	282266.6	4052686	1.48E-03	1.51E-04	0.00E+00	0.00E+00
476	282251.5	4052650	1.59E-03	1.61E-04	0.00E+00	0.00E+00
477	282265.8	4052649	1.58E-03	1.61E-04	0.00E+00	0.00E+00
478	282287.6	4052646	1.58E-03	1.60E-04	0.00E+00	0.00E+00
479	282251.5	4052597	1.75E-03	1.77E-04	0.00E+00	0.00E+00
480	282270	4052595	1.74E-03	1.77E-04	0.00E+00	0.00E+00
481	282297.6	4052597	1.72E-03	1.75E-04	0.00E+00	0.00E+00
482	282229.7	4052599	1.75E-03	1.78E-04	0.00E+00	0.00E+00
483	282296	4052537	1.92E-03	1.95E-04	0.00E+00	0.00E+00
484	282270	4052535	1.94E-03	1.97E-04	0.00E+00	0.00E+00
485	282250.7	4052538	1.94E-03	1.96E-04	0.00E+00	0.00E+00
486	282227.2	4052539	1.94E-03	1.97E-04	0.00E+00	0.00E+00
487	282327	4052535	1.91E-03	1.94E-04	0.00E+00	0.00E+00
488	282332.9	4052568	1.80E-03	1.82E-04	0.00E+00	0.00E+00
489	282355.5	4052531	1.91E-03	1.94E-04	0.00E+00	0.00E+00
490	282379	4052534	1.89E-03	1.91E-04	0.00E+00	0.00E+00
491	282391.6	4052531	1.89E-03	1.92E-04	0.00E+00	0.00E+00
492	282400	4052531	1.88E-03	1.91E-04	0.00E+00	0.00E+00
493	282419.3	4052530	1.88E-03	1.90E-04	0.00E+00	0.00E+00
494	282433.5	4052528	1.87E-03	1.90E-04	0.00E+00	0.00E+00
495	282448.6	4052529	1.86E-03	1.89E-04	0.00E+00	0.00E+00
496	282466.2	4052531	1.84E-03	1.87E-04	0.00E+00	0.00E+00
497	282515.8	4052532	1.80E-03	1.83E-04	0.00E+00	0.00E+00
498	282467.1	4052592	1.64E-03	1.66E-04	0.00E+00	0.00E+00
499	282475.5	4052590	1.64E-03	1.66E-04	0.00E+00	0.00E+00
500	282201.1	4052571	1.85E-03	1.87E-04	0.00E+00	0.00E+00
501	282202.3	4052539	1.95E-03	1.98E-04	0.00E+00	0.00E+00
502	282175.6	4052536	1.96E-03	1.99E-04	0.00E+00	0.00E+00
503	282509.6	4052480	2.01E-03	2.04E-04	0.00E+00	0.00E+00
504	282484.7	4052479	2.03E-03	2.06E-04	0.00E+00	0.00E+00
505	282456.3	4052482	2.04E-03	2.07E-04	0.00E+00	0.00E+00
506	282434.4	4052484	2.04E-03	2.07E-04	0.00E+00	0.00E+00
507	282413.8	4052487	2.05E-03	2.08E-04	0.00E+00	0.00E+00
508	282401.1	4052472	2.12E-03	2.15E-04	0.00E+00	0.00E+00
509	282401.1	4052445	2.23E-03	2.26E-04	0.00E+00	0.00E+00
510	282419.3	4052441	2.24E-03	2.27E-04	0.00E+00	0.00E+00

511	282435.7	4052444	2.22E-03	2.25E-04	0.00E+00	0.00E+00
512	282453.8	4052437	2.24E-03	2.27E-04	0.00E+00	0.00E+00
513	282476.3	4052439	2.21E-03	2.24E-04	0.00E+00	0.00E+00
514	282495.1	4052438	2.20E-03	2.23E-04	0.00E+00	0.00E+00
515	282512.6	4052436	2.20E-03	2.23E-04	0.00E+00	0.00E+00
516	282506	4052386	2.45E-03	2.49E-04	0.00E+00	0.00E+00
517	282490.2	4052389	2.45E-03	2.48E-04	0.00E+00	0.00E+00
518	282472.6	4052389	2.46E-03	2.49E-04	0.00E+00	0.00E+00
519	282452	4052390	2.46E-03	2.50E-04	0.00E+00	0.00E+00
520	282435	4052391	2.47E-03	2.50E-04	0.00E+00	0.00E+00
521	282413.8	4052392	2.47E-03	2.51E-04	0.00E+00	0.00E+00
522	282390.2	4052390	2.49E-03	2.52E-04	0.00E+00	0.00E+00
523	282395.6	4052361	2.63E-03	2.66E-04	0.00E+00	0.00E+00
524	282415	4052357	2.64E-03	2.68E-04	0.00E+00	0.00E+00
525	282433.2	4052359	2.63E-03	2.66E-04	0.00E+00	0.00E+00
526	282453.2	4052358	2.63E-03	2.66E-04	0.00E+00	0.00E+00
527	282466.6	4052358	2.62E-03	2.66E-04	0.00E+00	0.00E+00
528	282488.4	4052354	2.64E-03	2.67E-04	0.00E+00	0.00E+00
529	282513.2	4052354	2.62E-03	2.66E-04	0.00E+00	0.00E+00
530	282509	4052301	2.93E-03	2.97E-04	0.00E+00	0.00E+00
531	282487.8	4052306	2.91E-03	2.95E-04	0.00E+00	0.00E+00
532	282466	4052307	2.90E-03	2.94E-04	0.00E+00	0.00E+00
533	282451.4	4052307	2.90E-03	2.94E-04	0.00E+00	0.00E+00
534	282431.4	4052307	2.90E-03	2.94E-04	0.00E+00	0.00E+00
535	282415	4052309	2.89E-03	2.93E-04	0.00E+00	0.00E+00
536	282401.1	4052310	2.88E-03	2.92E-04	0.00E+00	0.00E+00
537	282393.8	4052280	3.02E-03	3.06E-04	0.00E+00	0.00E+00
538	282413.8	4052277	3.05E-03	3.09E-04	0.00E+00	0.00E+00
539	282433.8	4052276	3.07E-03	3.11E-04	0.00E+00	0.00E+00
540	282448.4	4052276	3.07E-03	3.12E-04	0.00E+00	0.00E+00
541	282474.4	4052278	3.08E-03	3.12E-04	0.00E+00	0.00E+00
542	282484.1	4052278	3.08E-03	3.12E-04	0.00E+00	0.00E+00
543	282501.7	4052276	3.09E-03	3.13E-04	0.00E+00	0.00E+00
544	282515.1	4052273	3.11E-03	3.15E-04	0.00E+00	0.00E+00
545	282359.3	4052492	2.06E-03	2.09E-04	0.00E+00	0.00E+00
546	282360.5	4052469	2.15E-03	2.18E-04	0.00E+00	0.00E+00
547	282356.9	4052450	2.23E-03	2.26E-04	0.00E+00	0.00E+00
548	282359.3	4052429	2.32E-03	2.35E-04	0.00E+00	0.00E+00
549	282356.9	4052412	2.39E-03	2.43E-04	0.00E+00	0.00E+00
550	282356.3	4052398	2.46E-03	2.49E-04	0.00E+00	0.00E+00
551	282353.8	4052375	2.56E-03	2.60E-04	0.00E+00	0.00E+00
552	282355	4052359	2.63E-03	2.67E-04	0.00E+00	0.00E+00
553	282356.9	4052343	2.71E-03	2.74E-04	0.00E+00	0.00E+00
554	282356.3	4052321	2.80E-03	2.84E-04	0.00E+00	0.00E+00
555	282354.4	4052304	2.88E-03	2.92E-04	0.00E+00	0.00E+00
556	282352.6	4052284	2.97E-03	3.01E-04	0.00E+00	0.00E+00
557	282350.2	4052260	3.07E-03	3.11E-04	0.00E+00	0.00E+00

558	282155	4052495	2.09E-03	2.12E-04	0.00E+00	0.00E+00
559	282174.4	4052495	2.09E-03	2.12E-04	0.00E+00	0.00E+00
560	282195.6	4052490	2.11E-03	2.14E-04	0.00E+00	0.00E+00
561	282215.6	4052473	2.17E-03	2.20E-04	0.00E+00	0.00E+00
562	282219.9	4052456	2.22E-03	2.26E-04	0.00E+00	0.00E+00
563	282200.5	4052459	2.21E-03	2.24E-04	0.00E+00	0.00E+00
564	282172	4052458	2.21E-03	2.24E-04	0.00E+00	0.00E+00
565	282158.1	4052439	2.26E-03	2.29E-04	0.00E+00	0.00E+00
566	282155.6	4052418	2.32E-03	2.35E-04	0.00E+00	0.00E+00
567	282172	4052407	2.37E-03	2.40E-04	0.00E+00	0.00E+00
568	282196.2	4052404	2.39E-03	2.42E-04	0.00E+00	0.00E+00
569	282217.5	4052406	2.40E-03	2.43E-04	0.00E+00	0.00E+00
570	282260.5	4052486	2.12E-03	2.15E-04	0.00E+00	0.00E+00
571	282284.7	4052490	2.10E-03	2.13E-04	0.00E+00	0.00E+00
572	282309.6	4052490	2.09E-03	2.12E-04	0.00E+00	0.00E+00
573	282328.4	4052491	2.08E-03	2.11E-04	0.00E+00	0.00E+00
574	282255	4052456	2.23E-03	2.26E-04	0.00E+00	0.00E+00
575	282279.9	4052455	2.23E-03	2.26E-04	0.00E+00	0.00E+00
576	282304.1	4052460	2.21E-03	2.24E-04	0.00E+00	0.00E+00
577	282323.5	4052443	2.27E-03	2.30E-04	0.00E+00	0.00E+00
578	282325.3	4052418	2.37E-03	2.41E-04	0.00E+00	0.00E+00
579	282305.3	4052399	2.45E-03	2.49E-04	0.00E+00	0.00E+00
580	282282.9	4052404	2.43E-03	2.46E-04	0.00E+00	0.00E+00
581	282256.9	4052405	2.42E-03	2.45E-04	0.00E+00	0.00E+00
582	282255.6	4052377	2.52E-03	2.55E-04	0.00E+00	0.00E+00
583	282274.4	4052376	2.53E-03	2.57E-04	0.00E+00	0.00E+00
584	282301.1	4052379	2.53E-03	2.57E-04	0.00E+00	0.00E+00
585	282319.3	4052361	2.61E-03	2.65E-04	0.00E+00	0.00E+00
586	282322.3	4052339	2.71E-03	2.74E-04	0.00E+00	0.00E+00
587	282305.9	4052329	2.74E-03	2.77E-04	0.00E+00	0.00E+00
588	282276.2	4052329	2.71E-03	2.75E-04	0.00E+00	0.00E+00
589	282258.1	4052331	2.68E-03	2.72E-04	0.00E+00	0.00E+00
590	282245.3	4052294	2.79E-03	2.83E-04	0.00E+00	0.00E+00
591	282273.8	4052294	2.83E-03	2.87E-04	0.00E+00	0.00E+00
592	282298.7	4052295	2.86E-03	2.90E-04	0.00E+00	0.00E+00
593	282316.2	4052278	2.95E-03	2.99E-04	0.00E+00	0.00E+00
594	282318.1	4052255	3.04E-03	3.08E-04	0.00E+00	0.00E+00
595	282302.9	4052241	3.07E-03	3.11E-04	0.00E+00	0.00E+00
596	282271.4	4052247	2.99E-03	3.03E-04	0.00E+00	0.00E+00
597	282250.2	4052247	2.95E-03	2.99E-04	0.00E+00	0.00E+00
598	282253.2	4052203	3.09E-03	3.13E-04	0.00E+00	0.00E+00
599	282283.5	4052200	3.17E-03	3.21E-04	0.00E+00	0.00E+00
600	282316.2	4052198	3.25E-03	3.29E-04	0.00E+00	0.00E+00
601	281952.3	4052292	2.31E-03	2.34E-04	0.00E+00	0.00E+00
602	281974.4	4052294	2.34E-03	2.38E-04	0.00E+00	0.00E+00
603	281991.5	4052291	2.38E-03	2.41E-04	0.00E+00	0.00E+00
604	282012.2	4052294	2.41E-03	2.44E-04	0.00E+00	0.00E+00

605	282032.9	4052291	2.45E-03	2.48E-04	0.00E+00	0.00E+00
606	282051.4	4052292	2.48E-03	2.51E-04	0.00E+00	0.00E+00
607	282072.1	4052291	2.52E-03	2.55E-04	0.00E+00	0.00E+00
608	282087.8	4052290	2.55E-03	2.58E-04	0.00E+00	0.00E+00
609	282109.9	4052287	2.59E-03	2.63E-04	0.00E+00	0.00E+00
610	282129.9	4052287	2.63E-03	2.66E-04	0.00E+00	0.00E+00
611	282122	4052245	2.70E-03	2.74E-04	0.00E+00	0.00E+00
612	282107.8	4052244	2.68E-03	2.72E-04	0.00E+00	0.00E+00
613	282090	4052242	2.65E-03	2.68E-04	0.00E+00	0.00E+00
614	282070	4052241	2.61E-03	2.65E-04	0.00E+00	0.00E+00
615	282042.9	4052241	2.56E-03	2.59E-04	0.00E+00	0.00E+00
616	282025.1	4052242	2.52E-03	2.56E-04	0.00E+00	0.00E+00
617	282008	4052242	2.49E-03	2.52E-04	0.00E+00	0.00E+00
618	281991.5	4052243	2.46E-03	2.49E-04	0.00E+00	0.00E+00
619	281966.6	4052242	2.41E-03	2.45E-04	0.00E+00	0.00E+00
620	281949.5	4052243	2.38E-03	2.41E-04	0.00E+00	0.00E+00
621	281988	4052196	2.53E-03	2.57E-04	0.00E+00	0.00E+00
622	281986.6	4052175	2.57E-03	2.60E-04	0.00E+00	0.00E+00
623	281986.6	4052152	2.61E-03	2.65E-04	0.00E+00	0.00E+00
624	282005.8	4052167	2.62E-03	2.66E-04	0.00E+00	0.00E+00
625	282008.7	4052183	2.60E-03	2.63E-04	0.00E+00	0.00E+00
626	282009.4	4052193	2.58E-03	2.61E-04	0.00E+00	0.00E+00
627	282023.6	4052195	2.60E-03	2.64E-04	0.00E+00	0.00E+00
628	282027.2	4052180	2.64E-03	2.68E-04	0.00E+00	0.00E+00
629	282025.1	4052168	2.66E-03	2.70E-04	0.00E+00	0.00E+00
630	282039.3	4052166	2.69E-03	2.73E-04	0.00E+00	0.00E+00
631	282039.3	4052179	2.67E-03	2.70E-04	0.00E+00	0.00E+00
632	282040	4052193	2.64E-03	2.68E-04	0.00E+00	0.00E+00
633	282056.4	4052193	2.68E-03	2.71E-04	0.00E+00	0.00E+00
634	282056.4	4052182	2.70E-03	2.73E-04	0.00E+00	0.00E+00
635	282055	4052169	2.72E-03	2.76E-04	0.00E+00	0.00E+00
636	282071.4	4052193	2.71E-03	2.75E-04	0.00E+00	0.00E+00
637	282070.7	4052183	2.73E-03	2.76E-04	0.00E+00	0.00E+00
638	282069.3	4052163	2.76E-03	2.80E-04	0.00E+00	0.00E+00
639	282087.8	4052193	2.74E-03	2.78E-04	0.00E+00	0.00E+00
640	282085	4052180	2.76E-03	2.80E-04	0.00E+00	0.00E+00
641	282086.4	4052164	2.80E-03	2.84E-04	0.00E+00	0.00E+00
642	282119.9	4052138	2.93E-03	2.98E-04	0.00E+00	0.00E+00
643	282108.5	4052140	2.90E-03	2.94E-04	0.00E+00	0.00E+00
644	282099.2	4052141	2.88E-03	2.92E-04	0.00E+00	0.00E+00
645	282102.8	4052151	2.86E-03	2.90E-04	0.00E+00	0.00E+00
646	282099.9	4052169	2.82E-03	2.86E-04	0.00E+00	0.00E+00
647	282100.7	4052180	2.80E-03	2.84E-04	0.00E+00	0.00E+00
648	282099.9	4052192	2.77E-03	2.81E-04	0.00E+00	0.00E+00
649	282100.7	4052198	2.76E-03	2.80E-04	0.00E+00	0.00E+00
650	282111.3	4052200	2.78E-03	2.82E-04	0.00E+00	0.00E+00
651	282122	4052200	2.80E-03	2.84E-04	0.00E+00	0.00E+00

652	282169.1	4052302	2.65E-03	2.69E-04	0.00E+00	0.00E+00
653	282167	4052285	2.70E-03	2.73E-04	0.00E+00	0.00E+00
654	282165.5	4052262	2.75E-03	2.79E-04	0.00E+00	0.00E+00
655	282163.4	4052252	2.77E-03	2.81E-04	0.00E+00	0.00E+00
656	282164.8	4052230	2.82E-03	2.86E-04	0.00E+00	0.00E+00
657	282161.3	4052220	2.84E-03	2.88E-04	0.00E+00	0.00E+00
658	282159.8	4052190	2.91E-03	2.95E-04	0.00E+00	0.00E+00
659	282159.1	4052180	2.93E-03	2.97E-04	0.00E+00	0.00E+00
660	282161.3	4052150	3.01E-03	3.05E-04	0.00E+00	0.00E+00
661	282173.4	4052138	3.07E-03	3.11E-04	0.00E+00	0.00E+00
662	282198.3	4052145	3.12E-03	3.16E-04	0.00E+00	0.00E+00
663	282196.9	4052185	3.01E-03	3.05E-04	0.00E+00	0.00E+00
664	282199.1	4052210	2.95E-03	2.99E-04	0.00E+00	0.00E+00
665	282202.6	4052237	2.89E-03	2.93E-04	0.00E+00	0.00E+00
666	282202.6	4052257	2.83E-03	2.87E-04	0.00E+00	0.00E+00
667	282205.5	4052280	2.77E-03	2.81E-04	0.00E+00	0.00E+00
668	282206.9	4052307	2.70E-03	2.74E-04	0.00E+00	0.00E+00
669	282240.4	4052138	3.25E-03	3.29E-04	0.00E+00	0.00E+00
670	282241.1	4052151	3.21E-03	3.26E-04	0.00E+00	0.00E+00
671	282241.1	4052167	3.17E-03	3.21E-04	0.00E+00	0.00E+00
672	282263.2	4052138	3.31E-03	3.36E-04	0.00E+00	0.00E+00
673	282270.4	4052137	3.33E-03	3.38E-04	0.00E+00	0.00E+00
674	282283.9	4052140	3.36E-03	3.41E-04	0.00E+00	0.00E+00
675	282276.1	4052159	3.28E-03	3.33E-04	0.00E+00	0.00E+00
676	282308.9	4052159	3.37E-03	3.41E-04	0.00E+00	0.00E+00
677	282311	4052148	3.41E-03	3.46E-04	0.00E+00	0.00E+00
678	282308.9	4052129	3.47E-03	3.52E-04	0.00E+00	0.00E+00
679	282442.9	4052151	3.74E-03	3.80E-04	0.00E+00	0.00E+00
680	282434.4	4052151	3.72E-03	3.78E-04	0.00E+00	0.00E+00
681	282346	4052156	3.48E-03	3.52E-04	0.00E+00	0.00E+00
682	282399.4	4052149	3.65E-03	3.70E-04	0.00E+00	0.00E+00
683	282400.9	4052160	3.60E-03	3.65E-04	0.00E+00	0.00E+00
684	282398	4052173	3.54E-03	3.59E-04	0.00E+00	0.00E+00
685	281967.3	4052195	2.49E-03	2.53E-04	0.00E+00	0.00E+00
686	281958.1	4052186	2.49E-03	2.53E-04	0.00E+00	0.00E+00
687	281944.7	4052175	2.49E-03	2.52E-04	0.00E+00	0.00E+00
688	281958.1	4052140	2.58E-03	2.61E-04	0.00E+00	0.00E+00
689	281948.1	4052153	2.53E-03	2.57E-04	0.00E+00	0.00E+00
690	281941.3	4052160	2.51E-03	2.54E-04	0.00E+00	0.00E+00
691	281912.8	4052145	2.48E-03	2.52E-04	0.00E+00	0.00E+00
692	281924.6	4052157	2.48E-03	2.52E-04	0.00E+00	0.00E+00
693	281930.4	4052167	2.48E-03	2.51E-04	0.00E+00	0.00E+00
694	281924.6	4052175	2.45E-03	2.49E-04	0.00E+00	0.00E+00
695	281914.5	4052186	2.41E-03	2.45E-04	0.00E+00	0.00E+00
696	283713.7	4050908	1.12E-02	1.14E-03	0.00E+00	0.00E+00
697	283692.8	4050905	1.06E-02	1.07E-03	0.00E+00	0.00E+00
698	283692.8	4050891	9.98E-03	1.01E-03	0.00E+00	0.00E+00

699	283714.8	4050892	1.05E-02	1.07E-03	0.00E+00	0.00E+00
700	283522.1	4050521	3.09E-03	3.13E-04	0.00E+00	0.00E+00
701	283408.3	4050514	2.93E-03	2.97E-04	0.00E+00	0.00E+00
702	283310.7	4050564	3.06E-03	3.11E-04	0.00E+00	0.00E+00
703	283317.7	4050593	3.24E-03	3.28E-04	0.00E+00	0.00E+00
704	283914.6	4050484	4.01E-03	4.06E-04	0.00E+00	0.00E+00
705	284141	4050492	5.58E-03	5.66E-04	0.00E+00	0.00E+00
706	284843.5	4050974	3.59E-03	3.64E-04	0.00E+00	0.00E+00
707	284880.4	4051124	2.74E-03	2.78E-04	0.00E+00	0.00E+00
708	284873.6	4051363	1.90E-03	1.92E-04	0.00E+00	0.00E+00
709	284896.8	4051356	1.86E-03	1.88E-04	0.00E+00	0.00E+00
710	284869.6	4050792	3.75E-03	3.80E-04	0.00E+00	0.00E+00
711	284869.6	4050726	3.73E-03	3.79E-04	0.00E+00	0.00E+00
712	284868.4	4050716	3.73E-03	3.78E-04	0.00E+00	0.00E+00
713	284867.8	4050659	3.69E-03	3.74E-04	0.00E+00	0.00E+00
714	284831.4	4050662	3.85E-03	3.91E-04	0.00E+00	0.00E+00
715	284869.6	4050609	3.64E-03	3.69E-04	0.00E+00	0.00E+00
716	284863.5	4050547	3.62E-03	3.67E-04	0.00E+00	0.00E+00
717	284656.2	4050741	4.91E-03	4.98E-04	0.00E+00	0.00E+00
718	284632	4050659	4.97E-03	5.04E-04	0.00E+00	0.00E+00
719	284632	4050649	4.95E-03	5.02E-04	0.00E+00	0.00E+00
720	284640.5	4050610	4.85E-03	4.92E-04	0.00E+00	0.00E+00
721	284544.7	4050570	5.42E-03	5.49E-04	0.00E+00	0.00E+00
722	284552	4050563	5.35E-03	5.43E-04	0.00E+00	0.00E+00
723	284544.7	4050542	5.34E-03	5.42E-04	0.00E+00	0.00E+00
724	284530.7	4050544	5.44E-03	5.51E-04	0.00E+00	0.00E+00
725	284640.5	4050479	4.66E-03	4.73E-04	0.00E+00	0.00E+00
726	284623.5	4050480	4.75E-03	4.82E-04	0.00E+00	0.00E+00
727	284669	4050479	4.51E-03	4.58E-04	0.00E+00	0.00E+00
728	284676.2	4050479	4.48E-03	4.54E-04	0.00E+00	0.00E+00
729	284685.9	4050478	4.43E-03	4.49E-04	0.00E+00	0.00E+00
730	284746.5	4050506	4.14E-03	4.20E-04	0.00E+00	0.00E+00
731	284869	4050479	3.56E-03	3.61E-04	0.00E+00	0.00E+00
732	284919.9	4050582	3.42E-03	3.47E-04	0.00E+00	0.00E+00
733	284932.6	4050691	3.45E-03	3.50E-04	0.00E+00	0.00E+00
734	284198.7	4050424	5.05E-03	5.12E-04	0.00E+00	0.00E+00
735	284187.9	4050424	5.00E-03	5.07E-04	0.00E+00	0.00E+00
736	284130.7	4050418	4.63E-03	4.70E-04	0.00E+00	0.00E+00
737	283928.2	4050413	3.44E-03	3.49E-04	0.00E+00	0.00E+00
738	283860.7	4050427	3.26E-03	3.30E-04	0.00E+00	0.00E+00
739	283871.5	4050427	3.30E-03	3.35E-04	0.00E+00	0.00E+00
740	284125	4050296	3.47E-03	3.52E-04	0.00E+00	0.00E+00
741	284261.1	4050268	3.85E-03	3.91E-04	0.00E+00	0.00E+00
742	283661.7	4050433	2.79E-03	2.83E-04	0.00E+00	0.00E+00
743	283412	4050425	2.53E-03	2.56E-04	0.00E+00	0.00E+00
744	283371.3	4050422	2.48E-03	2.52E-04	0.00E+00	0.00E+00
745	283328.3	4050234	1.87E-03	1.90E-04	0.00E+00	0.00E+00

746	283331.8	4050195	1.79E-03	1.81E-04	0.00E+00	0.00E+00
747	283921.8	4050126	2.01E-03	2.04E-04	0.00E+00	0.00E+00
748	283672.2	4050081	1.63E-03	1.66E-04	0.00E+00	0.00E+00
749	282756.8	4050424	2.10E-03	2.13E-04	0.00E+00	0.00E+00
750	282811.7	4050518	2.47E-03	2.50E-04	0.00E+00	0.00E+00
751	282928	4050521	2.49E-03	2.52E-04	0.00E+00	0.00E+00
752	282916.5	4050520	2.48E-03	2.51E-04	0.00E+00	0.00E+00
753	282767.5	4050422	2.09E-03	2.12E-04	0.00E+00	0.00E+00
754	283042.1	4050439	2.20E-03	2.23E-04	0.00E+00	0.00E+00
755	281833.8	4050883	2.75E-03	2.79E-04	0.00E+00	0.00E+00
756	282103.8	4050433	1.90E-03	1.93E-04	0.00E+00	0.00E+00
757	282565.2	4051673	7.54E-03	7.65E-04	0.00E+00	0.00E+00
758	282613.5	4051666	8.21E-03	8.32E-04	0.00E+00	0.00E+00
759	284302.4	4052022	1.24E-03	1.26E-04	0.00E+00	0.00E+00
760	284555.8	4051800	1.38E-03	1.39E-04	0.00E+00	0.00E+00
761	284541.6	4051822	1.36E-03	1.37E-04	0.00E+00	0.00E+00
762	284762.3	4051998	8.65E-04	8.77E-05	0.00E+00	0.00E+00
763	284785.1	4051985	8.62E-04	8.74E-05	0.00E+00	0.00E+00
764	284796.5	4051968	8.72E-04	8.84E-05	0.00E+00	0.00E+00
765	284830.7	4051837	9.82E-04	9.96E-05	0.00E+00	0.00E+00
766	284696.8	4051675	1.41E-03	1.43E-04	0.00E+00	0.00E+00
767	284904.7	4051705	1.07E-03	1.08E-04	0.00E+00	0.00E+00
768	284903.3	4051752	1.01E-03	1.02E-04	0.00E+00	0.00E+00
769	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
774	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

793	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
794	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
797	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
803	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
804	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
805	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
806	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
807	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
808	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
809	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
810	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
811	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
812	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
813	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
814	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
815	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
816	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
817	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
818	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
819	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
820	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
822	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
823	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
824	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
825	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
826	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
827	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
828	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
829	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
830	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
831	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
832	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
833	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
834	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
835	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
836	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
837	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
838	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

840	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
841	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
843	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
844	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
845	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
847	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
849	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
850	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
854	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
856	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
939	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
942	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
943	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
955	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
974	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1020	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1021	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1022	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1027	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1029	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1030	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1031	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1032	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1033	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1034	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1036	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1037	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1039	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1040	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1041	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1043	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1044	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1045	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1046	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1047	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1048	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1049	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1050	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1051	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1052	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1053	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1056	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1057	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1058	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1059	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1060	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1061	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1062	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1070	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1072	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1073	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1074	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1075	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1076	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1078	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1079	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1080	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1081	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1087	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1089	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1091	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1092	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1093	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1094	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1096	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1097	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1099	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1104	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1106	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1107	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1114	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1117	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1118	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1123	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1124	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1126	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1128	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1129	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1130	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1131	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1132	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1133	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1134	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1136	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1147	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1148	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1162	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1175	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1177	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1182	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1183	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1184	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1185	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1186	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1188	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1196	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1197	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1198	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1199	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1204	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1214	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1215	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1216	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1217	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1218	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1219	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1220	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1221	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1222	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1224	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1233	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1236	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1237	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1238	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1239	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1242	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1243	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1247	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1257	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1258	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1263	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1264	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1265	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1266	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1270	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1278	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1284	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1287	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1288	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1293	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1294	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1295	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1309	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1310	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1311	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1312	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1313	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1315	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1316	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1317	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1318	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1319	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1320	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1321	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1322	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1323	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1324	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1325	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1326	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1327	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1328	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1329	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1330	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1332	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1333	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1334	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1335	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1336	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1337	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1338	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1339	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1340	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1341	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1342	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1343	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1344	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1345	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1346	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1347	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1348	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1349	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1350	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1351	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1352	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1353	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1354	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1355	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1356	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1357	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1358	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1359	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1360	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1361	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1362	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1363	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1364	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1365	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1366	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1367	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1368	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1369	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1370	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1372	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1373	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1374	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1375	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1376	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1377	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1378	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1379	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1380	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1381	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1382	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1383	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1384	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1385	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1386	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1387	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1388	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1389	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1390	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1391	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1392	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1393	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1394	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1395	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1396	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1397	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1398	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1399	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1401	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1402	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1403	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1404	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1405	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1406	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1407	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1408	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1409	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1410	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1411	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1412	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1413	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1414	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1415	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1416	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1417	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1418	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1419	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1420	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1421	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1422	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1423	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1424	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1425	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1426	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1427	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1428	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1429	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1430	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1431	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1432	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1433	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1434	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1435	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1436	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1437	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1438	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1439	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1440	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1441	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1442	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1443	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1444	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1445	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1458	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1459	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1467	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1469	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1477	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1478	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1479	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1480	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1482	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1483	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1484	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1485	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1486	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1487	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1488	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1489	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1490	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1491	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1492	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1493	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1494	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1497	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1498	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1499	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1501	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1502	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1503	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1504	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1507	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1508	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1509	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1510	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1511	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1512	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1513	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1514	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1515	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1516	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1517	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1518	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1519	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1520	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1521	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1522	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1523	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1524	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1525	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1526	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1527	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1528	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1529	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1530	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1531	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1532	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1533	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1534	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1535	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1536	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1538	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1539	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1541	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1542	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1543	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1544	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1545	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1546	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1547	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1552	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1558	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1559	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1560	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1561	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1562	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1563	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1564	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1565	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1566	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1567	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1568	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1569	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1570	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1571	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1572	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1573	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1574	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1575	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1576	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1577	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1578	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1579	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1580	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1581	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1582	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1583	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1584	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1585	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1586	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1587	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1588	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1589	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1590	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1591	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1592	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1594	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1595	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1596	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1597	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1598	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1599	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1601	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1602	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1603	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1604	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1605	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1606	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1607	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1608	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1609	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1610	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1611	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1612	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1613	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1614	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1615	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1616	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1617	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1618	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1619	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1620	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1621	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1622	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1623	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1624	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1625	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1626	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1627	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1628	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1629	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1630	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1631	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1632	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1633	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1634	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1635	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1636	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1637	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1638	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1639	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1640	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1641	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1642	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1643	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1644	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1645	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1646	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1647	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1648	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1649	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1650	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1651	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1652	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1653	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1654	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1655	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1656	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1657	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1658	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1659	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1660	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1661	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1662	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1663	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1664	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1665	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1666	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1667	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1668	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1669	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1670	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1671	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1672	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1673	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1674	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1675	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1676	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1677	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1678	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1679	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1680	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1681	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1682	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1683	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1684	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1685	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1686	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1687	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1688	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1689	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1690	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1691	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1692	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1693	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1694	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1695	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1696	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1697	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1698	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1699	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1701	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1702	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1703	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1704	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1705	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1706	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1707	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1708	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1709	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1710	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1711	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1712	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1714	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1715	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1718	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1719	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1720	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1724	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1725	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1726	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1727	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1728	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1731	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1732	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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1734	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1736	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1737	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1738	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1739	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1740	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1741	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1742	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1743	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1744	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1745	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1746	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1747	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1748	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1749	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1750	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1751	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1752	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1753	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1754	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1755	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1756	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1759	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1760	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1762	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1763	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1764	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1765	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1767	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1768	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1769	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1774	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1793	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1794	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1797	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1803	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1804	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1805	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1806	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1807	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1808	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1811	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1812	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1813	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1814	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1822	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1823	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1824	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1825	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1826	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1827	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1828	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1829	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1830	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1831	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1832	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1833	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1834	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1835	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1836	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1837	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1838	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1840	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1841	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1843	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1844	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1845	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1847	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1849	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1850	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1854	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1856	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1939	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1942	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1943	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1955	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1974	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2020	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2021	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2022	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2027	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2029	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2031	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2032	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2033	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2034	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2036	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2037	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2039	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2040	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2041	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2043	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2044	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2045	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2046	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2047	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2048	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2049	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2050	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2051	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2052	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2053	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2056	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2057	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2058	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2059	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2060	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2061	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2062	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2070	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2072	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2073	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2074	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2075	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2076	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2078	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2079	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2080	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2081	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2087	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2089	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2091	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2092	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2093	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2094	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2096	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2097	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2099	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2104	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2106	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2107	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2114	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2117	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2118	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2123	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2124	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2126	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2128	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2129	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2130	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2131	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2132	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2133	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2134	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2136	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2147	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2148	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2162	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2175	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2177	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2182	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2183	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2184	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2185	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2186	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2188	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2196	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2197	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2198	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2199	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2204	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2214	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2215	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2216	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2217	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2218	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2219	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2220	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2221	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2222	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2224	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2233	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2236	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2237	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2238	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2239	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2242	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2243	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2247	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2257	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2258	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2263	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2264	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2265	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2266	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2270	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2278	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2284	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2287	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2288	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2293	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2294	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2295	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2309	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2310	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2311	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2312	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2313	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2314	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2315	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2316	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2317	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2318	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2319	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2320	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2321	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2322	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2323	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2324	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2325	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2326	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2327	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2328	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2329	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2330	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2331	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2332	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2333	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2334	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2335	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2336	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2337	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2338	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2339	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2340	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2341	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2342	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2343	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2344	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2345	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2346	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2347	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2348	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2349	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2350	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2351	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2352	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2353	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2354	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2355	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2356	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2357	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2358	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2359	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2360	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2361	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2362	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2363	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2364	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2365	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2366	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2367	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2368	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2369	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2370	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2372	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2373	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2374	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2375	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2376	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2377	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2378	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2379	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2380	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2381	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2382	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2383	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2384	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2385	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2386	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2387	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2388	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2389	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2390	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2391	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2392	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2393	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2394	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2395	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2396	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2397	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2398	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2399	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2400	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2401	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2402	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2403	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2404	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2405	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2406	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2407	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2408	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2409	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2410	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2411	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2412	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2413	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2414	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2415	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2416	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2417	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2418	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2419	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2420	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2421	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2422	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2423	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2424	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2425	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2426	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2427	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2428	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2429	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2430	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2431	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2432	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2433	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2438	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2439	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2440	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2441	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2442	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2443	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2444	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2445	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2477	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2478	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2479	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2480	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2482	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2483	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2484	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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2486	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2487	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2488	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2489	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2490	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2491	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2492	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2493	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2494	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2497	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2498	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2499	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2500	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2501	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2502	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2503	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2504	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2507	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2508	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2509	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2510	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2511	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2512	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2513	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2514	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2515	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2516	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2518	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2519	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2520	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2521	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2522	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2523	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2524	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2525	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2526	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2527	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2528	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2529	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2530	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2531	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2532	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2533	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2534	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2535	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2536	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2538	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2539	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2541	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2542	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2543	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2544	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2545	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2546	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2547	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2548	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2549	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2550	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2552	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2558	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2559	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2560	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2561	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2562	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2563	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2564	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2565	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2566	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2567	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2570	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2571	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2572	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2573	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2574	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2575	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2576	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2577	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2578	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2579	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2580	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2581	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2582	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2583	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2584	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2585	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2586	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2589	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2590	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2591	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2592	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2593	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2594	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2595	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2596	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2597	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2598	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2599	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2600	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2601	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2602	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2603	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2604	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2605	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2606	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2607	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2608	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2609	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2611	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2612	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2613	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2620	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2621	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2622	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2625	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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2627	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2630	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2634	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2635	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2636	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2637	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2638	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2639	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2640	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2641	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2642	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2643	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2644	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2645	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2646	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2647	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2648	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2649	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2651	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2653	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2655	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2656	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2663	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2667	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2676	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2714	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2728	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2729	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2735	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2736	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2738	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2743	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2745	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2749	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2750	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2751	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2752	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2753	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2754	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2755	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2756	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2757	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2758	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2759	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2760	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2761	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2762	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2763	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2764	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2765	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2766	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2767	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2768	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2769	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2774	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2809	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2810	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2813	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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2815	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2816	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2819	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2820	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2826	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2847	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2974	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3020	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3021	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3022	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3027	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3029	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3030	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3031	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3032	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3033	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3034	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3036	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3037	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3039	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3040	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3041	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3043	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3044	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3045	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3046	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3047	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3048	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3049	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3050	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3051	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3052	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3053	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3056	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3057	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3058	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3059	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3060	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3061	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3062	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3070	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3072	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3073	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3074	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3075	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3076	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3078	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3079	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3080	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3081	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3087	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3089	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3091	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3092	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3093	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3094	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3096	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3097	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3099	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3100	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3104	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3106	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3107	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3114	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3117	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3118	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3123	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3124	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3126	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3128	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3129	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3130	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3131	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3132	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3133	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3134	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3136	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3147	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3148	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3162	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3175	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3182	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3183	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3184	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3185	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3186	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3188	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3196	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3197	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3198	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3199	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3200	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3204	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3214	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3215	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3216	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3217	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3218	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3219	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3220	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3221	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3222	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3224	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3233	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3236	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3237	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3238	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3239	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3242	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3243	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3247	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3257	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3258	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3263	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3264	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3265	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3266	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3270	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3278	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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3285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3287	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3288	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3309	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3310	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3311	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3312	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3313	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3314	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3318	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3319	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3320	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3321	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3322	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3323	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3324	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3325	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3326	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3330	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3331	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3333	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3334	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3335	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3336	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3337	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3338	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3340	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3344	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3345	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3346	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3347	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3348	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3349	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3350	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3354	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3360	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3361	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3362	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3363	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3364	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3365	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3366	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3367	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3370	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3372	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3381	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3382	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3383	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3384	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3387	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3388	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3389	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3390	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3391	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3392	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3393	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3394	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3395	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3396	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3397	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3398	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3399	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3402	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3403	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3404	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3405	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3406	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3407	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3408	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3409	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3410	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3411	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3412	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3413	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3414	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3415	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3416	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3417	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3418	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3419	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3420	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3421	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3422	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3423	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3424	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3425	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3427	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3428	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3429	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3430	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3431	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3432	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3433	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3434	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3435	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3436	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3437	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3438	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3439	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3440	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3441	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3442	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3443	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3444	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3445	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3458	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3459	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3467	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3469	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3477	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3478	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3480	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3482	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3483	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3484	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3485	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3486	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3488	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3489	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3490	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3491	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3492	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3493	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3494	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3497	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3498	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3499	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3500	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3501	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3507	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3510	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3512	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3513	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3514	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3515	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3522	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3523	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3524	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3525	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3526	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3527	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3528	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3529	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3530	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3531	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3534	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3535	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3536	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3541	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3542	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3544	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3545	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3547	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3549	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3559	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3560	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3562	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3563	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3564	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3565	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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3571	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3572	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3575	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3576	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3582	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3583	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3584	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3585	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3586	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3587	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3588	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3589	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3602	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3603	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3604	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3605	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3606	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3607	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3608	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3609	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3610	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3620	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3621	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3627	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3640	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3641	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3642	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3643	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3644	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3645	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3646	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3647	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3648	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3649	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3650	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3651	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3652	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3653	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3654	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3655	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3656	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3657	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3658	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3659	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3660	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3661	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3662	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3663	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3664	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3665	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3666	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3667	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3668	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3669	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3670	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3671	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3672	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3673	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3674	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3675	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3676	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3677	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3678	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3679	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3680	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3681	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3682	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3683	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3684	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3685	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3686	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3688	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3689	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3690	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3691	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3692	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3694	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3695	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3697	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3698	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3699	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3700	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3701	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3702	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3703	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3704	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3705	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3718	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3719	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3720	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3726	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3728	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3732	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3739	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3740	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3741	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3742	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3749	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3750	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3751	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3752	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3754	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3757	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3759	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3760	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3761	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3762	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3763	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3764	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3765	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3766	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3767	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3768	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3769	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3774	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3793	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3794	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3797	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3803	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3804	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3805	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3806	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3807	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3808	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3809	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3810	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3939	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3942	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3943	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3955	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3974	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4020	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4021	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4022	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4027	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4029	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4030	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4031	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4032	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4033	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4034	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4036	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4037	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4039	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4040	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4041	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4043	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4045	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4048	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4049	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4050	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4052	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4053	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4056	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4057	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4058	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4059	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4060	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4061	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4062	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4070	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4072	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4073	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4074	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4075	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4076	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4078	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4079	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4080	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4081	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4087	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4089	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4091	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4092	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4093	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4094	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4096	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4097	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4099	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4100	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4104	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4106	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4107	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4114	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4117	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4118	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4123	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4124	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4126	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4128	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4129	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4130	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4131	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4132	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4133	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4134	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4136	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4147	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4148	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4162	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4175	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4177	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4182	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4183	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4184	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4185	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4186	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4188	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4196	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4197	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4198	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4199	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4200	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4204	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4214	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4215	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4216	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4217	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4218	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4219	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4220	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4221	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4222	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4224	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4233	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4236	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4237	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4238	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4239	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4242	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4243	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4247	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4257	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4258	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4263	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4264	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4265	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4266	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4270	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4278	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4284	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4287	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4288	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4293	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4294	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4295	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4309	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4310	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4311	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4312	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4313	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4314	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4315	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4316	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4317	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4318	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4319	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4320	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4321	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4322	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4323	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4324	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4325	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4326	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4327	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4328	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4329	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4330	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4331	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4332	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4333	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4334	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4335	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4336	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4337	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4338	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4339	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4340	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4341	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4342	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4343	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4344	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4345	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4346	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4347	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4348	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4349	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4350	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4351	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4352	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4353	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4354	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4355	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4356	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4357	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4358	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4359	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4360	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4361	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4362	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4363	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4364	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4365	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4366	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4367	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4368	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4369	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4370	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4372	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4373	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4374	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4375	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4376	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4377	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4378	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4379	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4380	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4381	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4382	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4383	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4384	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4385	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4386	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4387	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4388	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4389	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4390	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4391	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4392	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4393	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4394	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4395	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4396	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4397	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4398	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4399	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4400	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4401	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4402	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4403	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4404	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4405	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4406	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4407	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4408	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4409	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4410	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4411	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4412	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4413	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4414	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4415	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4416	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4417	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4418	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4419	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4420	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4421	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4422	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4423	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4424	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4425	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4426	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4427	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4428	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4429	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4430	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4431	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4432	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4433	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4434	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4435	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4436	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4437	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4438	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4439	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4440	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4441	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4442	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4443	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4444	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4445	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4458	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4459	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4467	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4469	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4477	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4478	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4479	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4480	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4482	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4483	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4484	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4485	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4486	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4487	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4488	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4489	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4490	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4491	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4492	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4493	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4494	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4497	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4498	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4499	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4500	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4501	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4502	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4503	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4504	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4507	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4508	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4509	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4510	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4511	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4512	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4513	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4514	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4515	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4516	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4517	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4518	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4519	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4520	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4521	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4522	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4523	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4524	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4525	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4526	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4527	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4528	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4529	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4530	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4531	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4532	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4533	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4534	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4535	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4536	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4538	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4539	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4541	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4542	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4543	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4544	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4545	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4546	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4547	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4548	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4549	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4550	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4552	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4558	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4559	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4560	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4561	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4562	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4563	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4564	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4565	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4566	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4567	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4568	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4569	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4570	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4571	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4572	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4573	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4574	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4575	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4576	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4577	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4578	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4579	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4580	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4581	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4582	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4583	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4584	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4585	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4586	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4587	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4588	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4589	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4590	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4591	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4592	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4593	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4594	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4595	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4596	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4597	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4598	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4599	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4600	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4601	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4602	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4603	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4604	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4605	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4606	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4607	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4608	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4609	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4610	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4611	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4612	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4613	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4614	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4615	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4616	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4617	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4618	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4619	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4620	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4621	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4622	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4623	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4624	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4625	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4626	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4627	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4628	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4629	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4630	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4631	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4632	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4633	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4634	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4635	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4636	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4637	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4638	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4639	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4640	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4641	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4642	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4643	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4644	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4645	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4646	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4647	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4648	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4649	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4650	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4651	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4652	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4653	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4654	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4655	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4656	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4657	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4658	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4659	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4660	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4661	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4662	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4663	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4664	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4665	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4666	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4667	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4668	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4669	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4670	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4671	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4672	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4673	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4674	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4675	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4676	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4677	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4678	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4679	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4680	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4681	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4682	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4683	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4684	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4685	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4686	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4687	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4688	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4689	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4690	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4691	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4692	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4693	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4694	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4695	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4696	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4697	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4698	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4699	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4700	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4701	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4702	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4703	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4704	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4705	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4706	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4707	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4708	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4709	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4710	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4711	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4712	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4713	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4714	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4715	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4716	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4717	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4718	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4719	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4720	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4721	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4722	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4723	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4724	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4725	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4726	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4727	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4728	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4729	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4730	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4731	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4732	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4733	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4734	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4735	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4736	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4737	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4738	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4739	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4740	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4741	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4742	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4743	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4744	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4745	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4746	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4747	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4748	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4749	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4750	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4751	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4752	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4753	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4754	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4755	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4756	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4757	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4758	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4759	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4760	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4761	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4762	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4763	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4764	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4765	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4766	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4767	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4768	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4769	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4774	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4793	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4794	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4797	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4803	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4804	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4805	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4806	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4807	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4808	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4809	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4810	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4811	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4812	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4813	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4814	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4815	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4816	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4817	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4818	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4819	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4820	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4822	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4823	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4824	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4825	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4826	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4827	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4828	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4829	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4830	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4831	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4832	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4833	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4834	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4835	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4836	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4837	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4838	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4840	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4841	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4843	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4844	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4845	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4847	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4849	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4850	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4854	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4856	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4939	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4942	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4943	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4955	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4974	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5020	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5021	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5022	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5027	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5029	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5030	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5031	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5032	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5033	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5034	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5036	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5037	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5039	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5040	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5041	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5043	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5044	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5045	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5046	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5049	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5050	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5051	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5053	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5070	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5072	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5073	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5074	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5075	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5076	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5078	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5079	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5081	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5089	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5091	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5092	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5093	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5094	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5096	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5097	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5099	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5100	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5104	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5114	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5117	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5118	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5123	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5130	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5131	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5132	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5134	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5147	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5148	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5162	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5177	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5188	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5196	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5197	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5198	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5199	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5204	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5214	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5215	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5216	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5217	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5218	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5219	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5220	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5221	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5222	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5224	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5233	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5236	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5237	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5238	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5239	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5242	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5243	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5247	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5257	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5258	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5263	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5264	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5265	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5266	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5270	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5284	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5293	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5294	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5295	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5310	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5311	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5312	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5313	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5314	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5315	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5316	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5317	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5318	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5319	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5320	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5321	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5322	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5323	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5324	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5325	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5326	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5327	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5328	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5329	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5330	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5331	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5332	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5334	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5335	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5336	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5337	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5338	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5339	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5340	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5341	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5342	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5343	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5344	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5345	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5346	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5347	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5348	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5349	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5350	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5351	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5352	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5353	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5354	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5355	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5356	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5357	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5358	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5359	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5360	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5361	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5362	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5363	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5364	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5365	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5366	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5367	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5368	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5369	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5370	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5372	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5373	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5374	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5375	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5377	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5378	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5379	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5380	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5381	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5382	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5383	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5384	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5385	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5386	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5387	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5388	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5389	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5390	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5391	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5392	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5393	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5394	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5395	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5396	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5397	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5398	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5399	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5400	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5401	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5402	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5403	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5404	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5405	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5406	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5407	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5408	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5409	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5410	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5411	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5412	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5413	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5414	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5415	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5416	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5417	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5418	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5419	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5420	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5421	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5422	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5423	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5424	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5425	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5426	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5427	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5428	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5429	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5430	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5431	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5432	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5433	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5434	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5436	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5437	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5438	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5439	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5440	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5441	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5442	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5443	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5444	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5445	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5458	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5459	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5467	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5469	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5477	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5478	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5479	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5480	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5482	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5483	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5484	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5485	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5486	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5487	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5488	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5489	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5490	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5491	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5492	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5493	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5494	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5497	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5498	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5499	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5500	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5501	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5502	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5503	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5504	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5507	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5508	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5509	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5510	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5511	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5512	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5513	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5514	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5515	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5516	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5517	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5518	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5519	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5520	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5521	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5522	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5523	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5524	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5525	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5526	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5527	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5528	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5529	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5530	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5531	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5532	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5533	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5534	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5535	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5536	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5538	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5539	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5541	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5542	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5543	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5544	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5545	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5546	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5547	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5548	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5549	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5550	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5552	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5558	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5559	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5560	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5561	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5562	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5563	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5564	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5565	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5566	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5567	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5568	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5569	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5570	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5571	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5572	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5573	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5574	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5575	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5576	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5577	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5578	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5579	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5580	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5581	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5582	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5583	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5584	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5585	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5586	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5587	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5588	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5589	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5590	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5591	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5592	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5593	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5594	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5595	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5596	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5597	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5598	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5599	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5600	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5601	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5602	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5603	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5604	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5605	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5606	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5607	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5608	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5609	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5610	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5611	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5612	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5613	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5614	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5615	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5616	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5617	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5618	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5619	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5620	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5621	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5622	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5623	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5624	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5625	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5626	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5627	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5628	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5629	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5630	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5631	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5632	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5633	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5634	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5635	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5636	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5637	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5638	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5639	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5640	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5641	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5642	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5643	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5644	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5645	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5646	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5647	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5648	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5649	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5650	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5651	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5652	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5653	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5654	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5655	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5656	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5657	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5658	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5659	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5660	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5661	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5662	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5663	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5664	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5665	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5666	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5667	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5668	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5669	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5670	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5671	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5672	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5673	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5674	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5675	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5676	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5677	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5678	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5679	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5680	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5681	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5682	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5683	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5684	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5685	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5686	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5687	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5688	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5689	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5690	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5691	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5692	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5693	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5694	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5695	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5696	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5697	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5698	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5699	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5700	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5701	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5702	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5703	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5704	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5705	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5706	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5707	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5708	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5709	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5710	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5711	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5712	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5713	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5714	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5715	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5716	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5717	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5718	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5719	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5720	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5721	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5722	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5723	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5724	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5725	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5726	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5727	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5728	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5729	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5730	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5731	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5732	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5733	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5734	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5735	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5736	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5737	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5738	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5739	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5740	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5741	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5742	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5743	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5744	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5745	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5746	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5747	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5748	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5749	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5750	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5751	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5752	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5753	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5754	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5755	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5756	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5757	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5758	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5759	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5760	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5761	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5762	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5763	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5764	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5765	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5766	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5767	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5768	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5769	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5774	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5793	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5794	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5797	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5803	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5804	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5805	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5806	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5807	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5808	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5809	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5810	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5811	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5812	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5813	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5814	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5815	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5816	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5817	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5818	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5819	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5820	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5822	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5823	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5824	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5825	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5826	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5827	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5828	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5829	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5830	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5831	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5832	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5833	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5834	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5835	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5836	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5837	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5838	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5840	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5841	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5843	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5844	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5845	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5847	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5849	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5850	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5854	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5856	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5955	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6061	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6081	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6087	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6091	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6099	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6100	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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6105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6106	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6107	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6114	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6117	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6118	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6123	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6124	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6126	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6128	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6129	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6130	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6131	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6132	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6133	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6134	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6136	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6147	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6148	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6162	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6175	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6177	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6182	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6183	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6184	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6185	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6186	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6188	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6196	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6197	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6198	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6199	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6200	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6204	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6214	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6215	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6216	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6217	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6218	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6219	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6220	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6221	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6222	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6224	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6233	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6236	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6237	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6238	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6239	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6242	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6243	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6247	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6257	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6258	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6263	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6264	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6265	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6266	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6270	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6278	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6284	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6287	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6288	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6293	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6294	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6295	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6309	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6310	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6311	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6312	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6313	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6314	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6315	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6316	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6317	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6318	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6319	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6320	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6321	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6322	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6323	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6324	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6325	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6326	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6327	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6328	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6329	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6330	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6331	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6332	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6333	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6334	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6335	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6336	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6337	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6338	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6339	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6340	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6341	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6342	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6343	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6344	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6345	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6346	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6347	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6348	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6349	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6350	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6351	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6352	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6353	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6354	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6355	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6356	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6357	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6358	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6359	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6360	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6361	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6362	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6363	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6364	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6365	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6366	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6367	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6368	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6369	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6370	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6372	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6373	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6374	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6375	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6376	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6377	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6378	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6379	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6380	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6381	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6382	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6383	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6384	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6385	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6386	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6387	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	Unknown																
	615	2837936.36	4051189.75	619													
	Vr1	Vr2	Vr3	Vr4	Vr5	Vr6	Vr7	Vr8	Vr9	Vr10	Vr11	0.00E+00 Total	Vr1	Vr2	Vr3	Vr4	Vr5
1	383600	401089	1.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2	383950	401089	1.05E-09	6.62E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3	383950	401089	1.05E-09	6.62E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4	383150	401089	1.13E-09	7.16E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5	383200	401089	1.17E-09	7.41E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6	383250	401089	1.21E-09	7.66E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
7	383300	401089	1.25E-09	8.41E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
8	383350	401089	1.29E-09	8.66E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
9	383400	401089	1.41E-09	9.31E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
10	383450	401089	1.45E-09	9.56E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
11	383500	401089	1.49E-09	9.81E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
12	383550	401089	1.53E-09	1.01E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
13	383600	401089	1.57E-09	1.04E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
14	383650	401089	1.69E-09	1.13E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
15	383700	401089	1.73E-09	1.15E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
16	383750	401089	1.77E-09	1.18E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
17	383800	401089	1.89E-09	1.26E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
18	383850	401089	2.01E-09	1.34E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
19	383900	401089	2.13E-09	1.42E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
20	383950	401089	2.25E-09	1.50E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
21	384000	401089	2.37E-09	1.58E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
22	384050	401089	2.49E-09	1.66E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
23	383100	401119	1.00E-09	7.20E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
24	383150	401119	1.04E-09	7.45E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
25	383200	401119	1.12E-09	7.96E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
26	383250	401119	1.16E-09	8.21E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
27	383300	401119	1.24E-09	8.86E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
28	383350	401119	1.28E-09	9.11E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
29	383400	401119	1.52E-09	9.96E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30	383450	401119	1.61E-09	1.05E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
31	383500	401119	1.81E-09	1.18E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
32	383550	401119	1.93E-09	1.26E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
33	383600	401119	2.05E-09	1.34E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
34	383650	401119	2.05E-09	1.34E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
35	383700	401119	2.17E-09	1.42E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
36	383750	401119	2.29E-09	1.50E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
37	383800	401119	2.41E-09	1.58E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
38	383850	401119	2.53E-09	1.66E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
39	383900	401119	2.65E-09	1.74E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
40	383950	401119	2.77E-09	1.82E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
41	384000	401119	2.89E-09	1.90E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
42	384050	401119	2.89E-09	1.90E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
43	383100	401139	1.02E-09	6.70E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
44	383150	401139	1.06E-09	6.95E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
45	383200	401139	1.14E-09	7.45E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
46	383250	401139	1.18E-09	7.70E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
47	383300	401139	1.22E-09	7.95E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
48	383350	401139	1.26E-09	8.20E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
49	383400	401139	1.34E-09	8.70E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
50	383450	401139	1.38E-09	8.95E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
51	383500	401139	1.42E-09	9.20E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
52	383550	401139	1.46E-09	9.45E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
53	383600	401139	1.54E-09	9.95E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
54	383650	401139	1.54E-09	9.95E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
55	383700	401139	1.66E-09	1.07E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
56	383750	401139	1.78E-09	1.15E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
57	383800	401139	1.90E-09	1.23E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
58	383850	401139	2.02E-09	1.31E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
59	383900	401139	2.14E-09	1.39E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
60	383950	401139	2.26E-09	1.47E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
61	384000	401139	2.38E-09	1.55E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
62	384050	401139	2.50E-09	1.63E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
63	383100	401229	1.00E-09	7.17E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
64	383150	401229	1.12E-09	7.92E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
65	383200	401229	1.16E-09	8.17E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
66	383250	401229	1.20E-09	8.42E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
67	383300	401229	1.24E-09	8.67E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
68	383350	401229	1.28E-09	8.92E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
69	383400	401229	1.40E-09	9.54E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
70	383450	401229	1.44E-09	9.79E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
71	383500	401229	1.48E-09	1.00E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
72	383550	401229	1.52E-09	1.02E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
73	383600	401229	1.56E-09	1.05E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
74	383650	401229	1.56E-09	1.05E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
75	383700	401229	1.67E-09	1.12E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
76	383750	401229	1.79E-09	1.20E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
77	383800	401229	1.91E-09	1.28E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
78	383850	401229	2.03E-09	1.36E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
79	383900	401229	2.15E-09	1.44E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
80	383950	401229	2.27E-09	1.52E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
81	384000	401229	2.39E-09	1.60E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
82	384050	401229	2.51E-09	1.68E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
83	383100	401239	1.00E-09	7.20E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
84	383150	401239	1.04E-09	7.45E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
85	383200	401239	1.12E-09	7.96E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
86	383250	401239	1.16E-09	8.21E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
87	383300	401239	1.24E-09	8.86E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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89	383400	401239	1.36E-09	9.66E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
90	383450	401239	1.40E-09	9.91E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
91	383500	401239	1.44E-09	1.02E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
92	383550	401239	1.48E-09	1.04E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
93	383600	401239	1.52E-09	1.07E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
94	383650	401239	1.52E-09	1.07E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
95	383700	401239	1.64E-09	1.15E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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97	383800	401239	1.88E-09	1.31E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
98	383850	401239	2.00E-09	1.39E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
99	383900	401239	2.12E-09	1.47E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
100	383950	401239	2.24E-09	1.55E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
101	384000	401239	2.36E-09	1.63E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
102	384050	401239	2.48E-09	1.71E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
103	383100	401249	1.00E-09	7.20E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
104	383150	401249	1.04E-09	7.45E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
105	383200	401249	1.12E-09	7.96E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+

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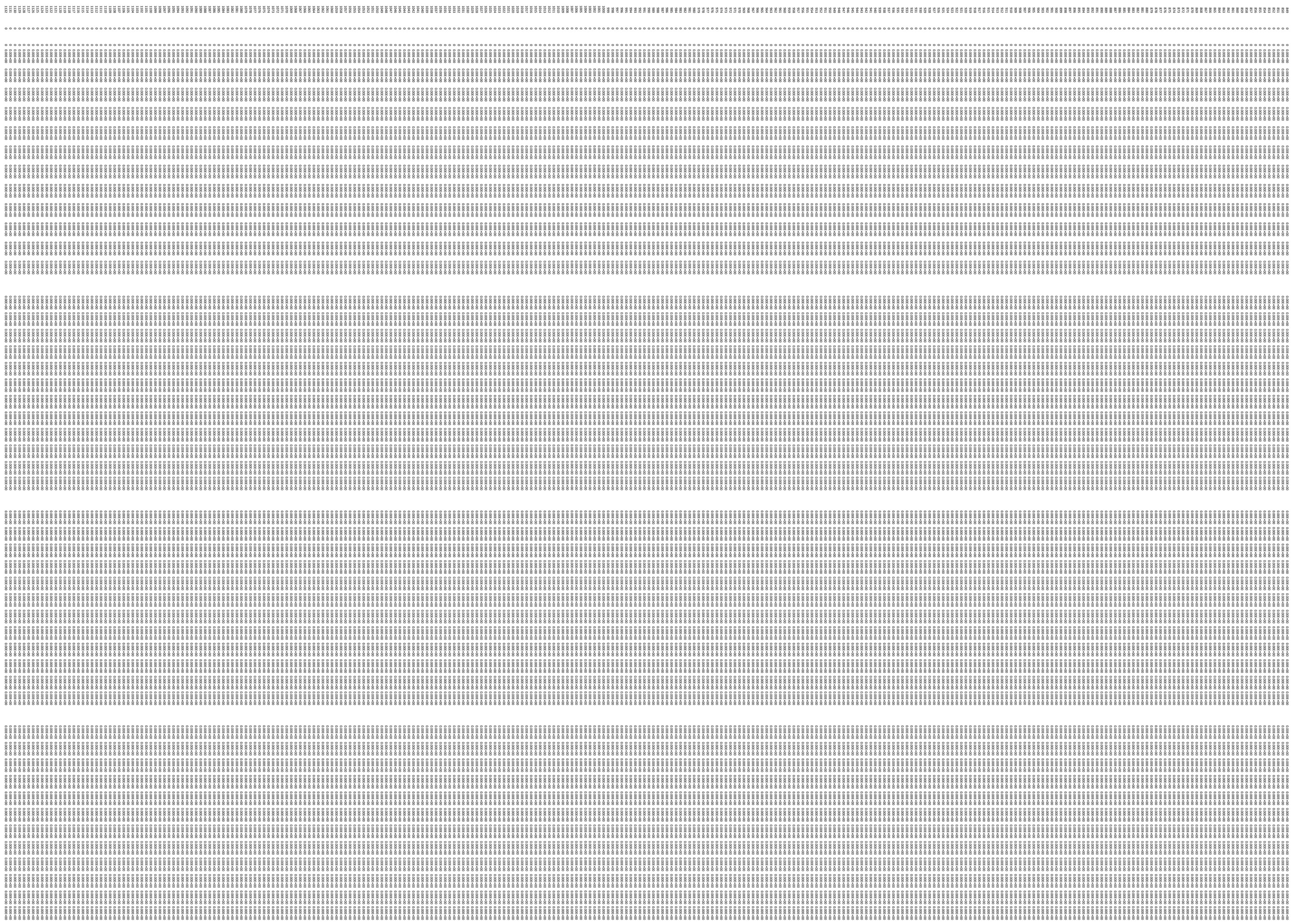

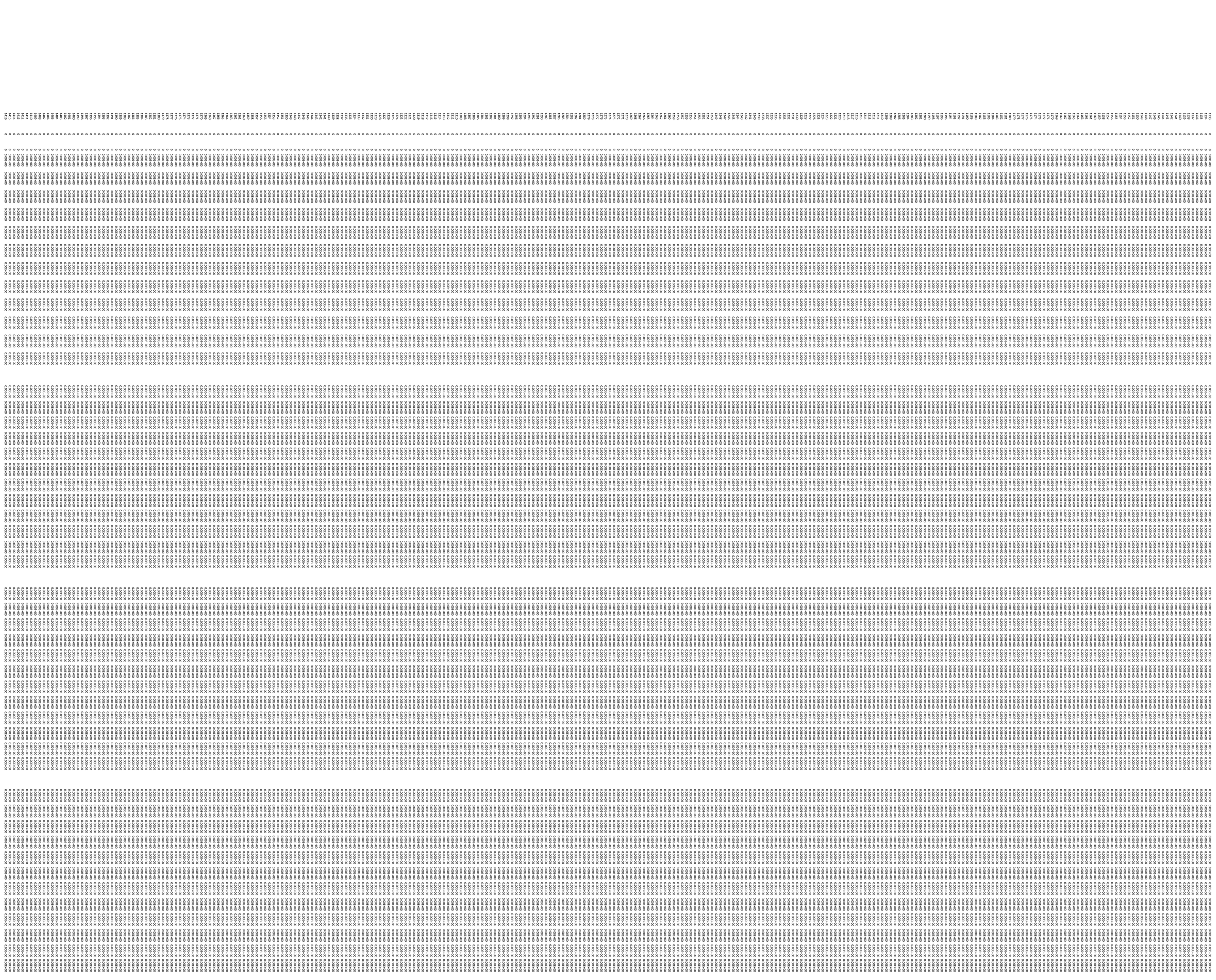

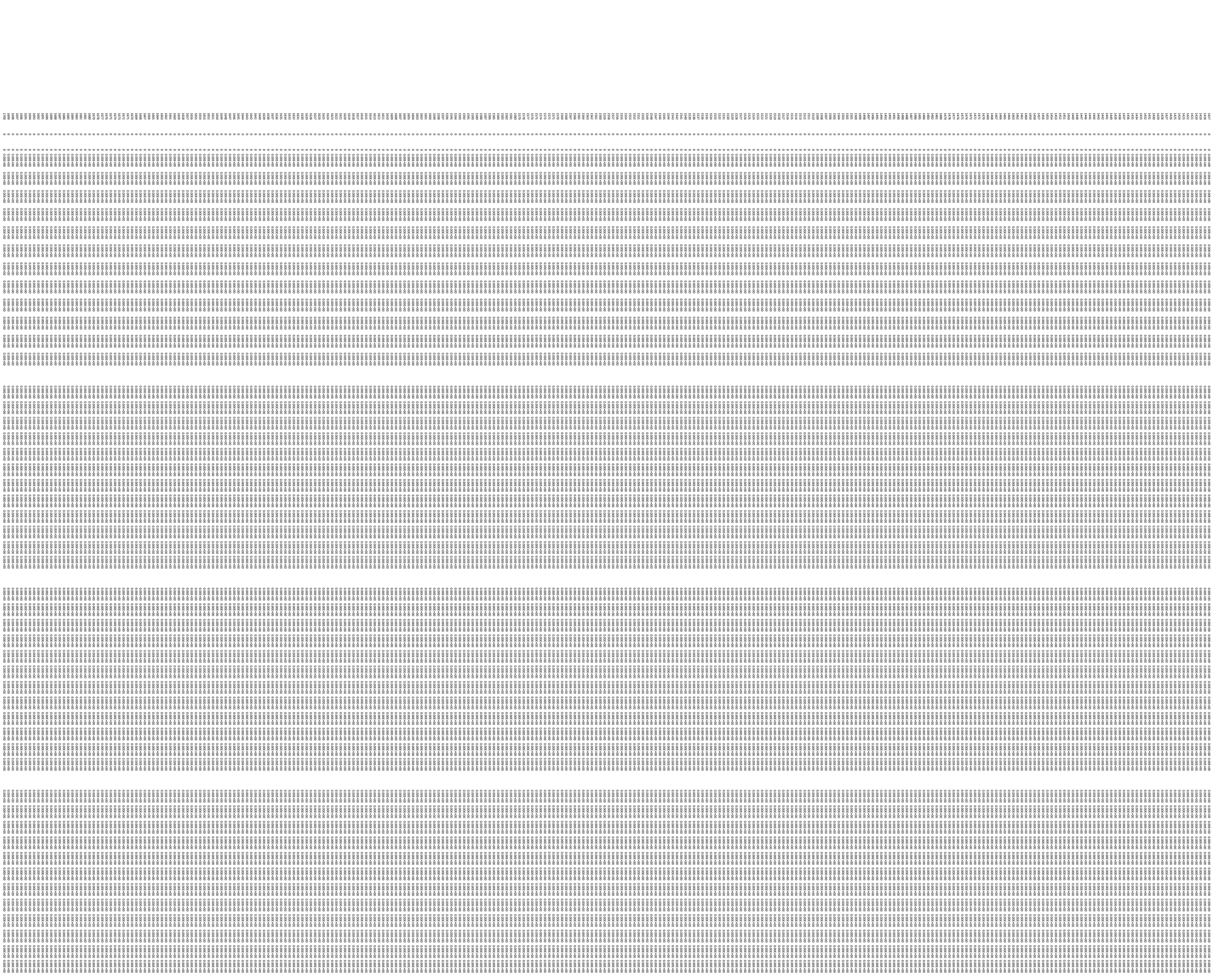

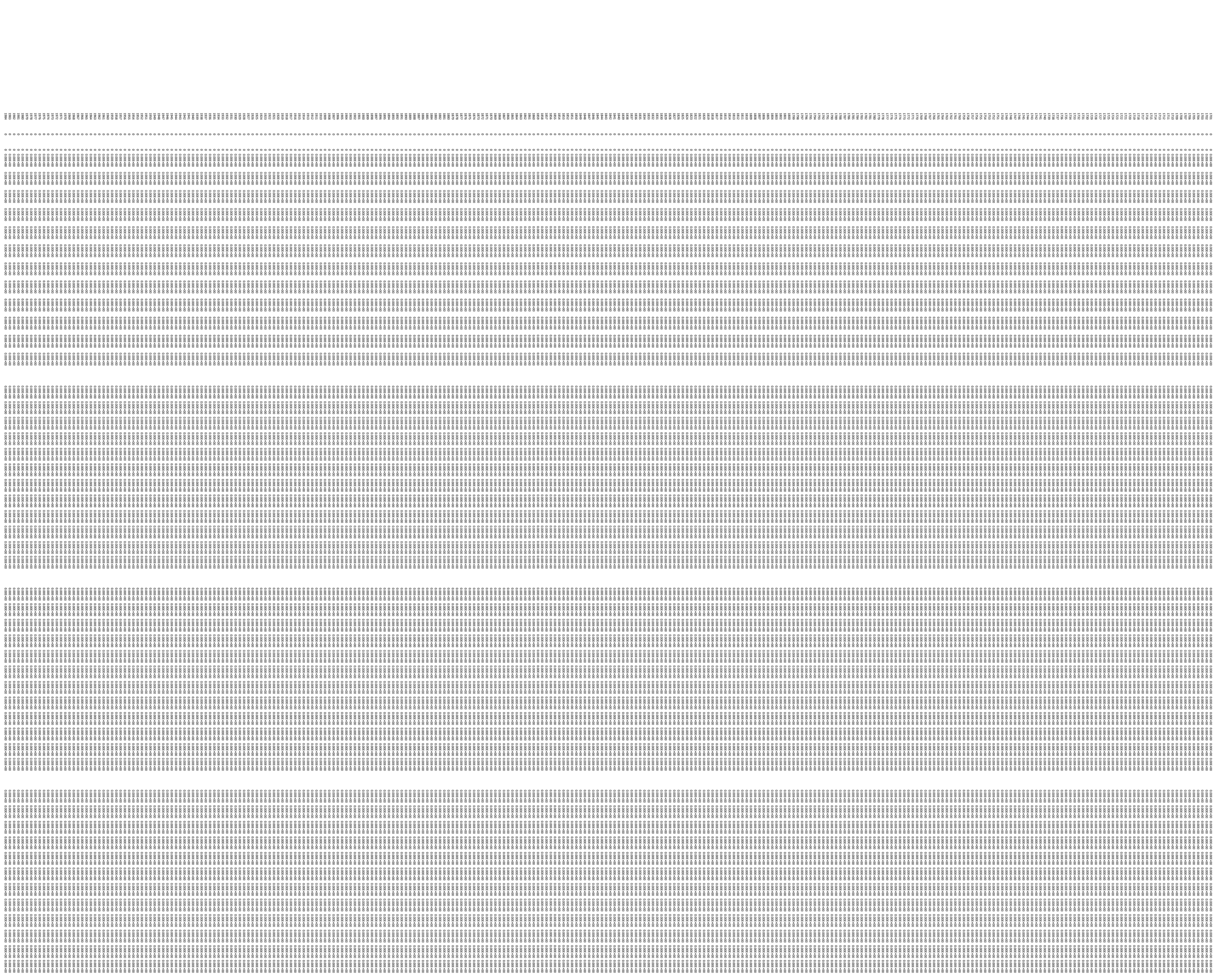

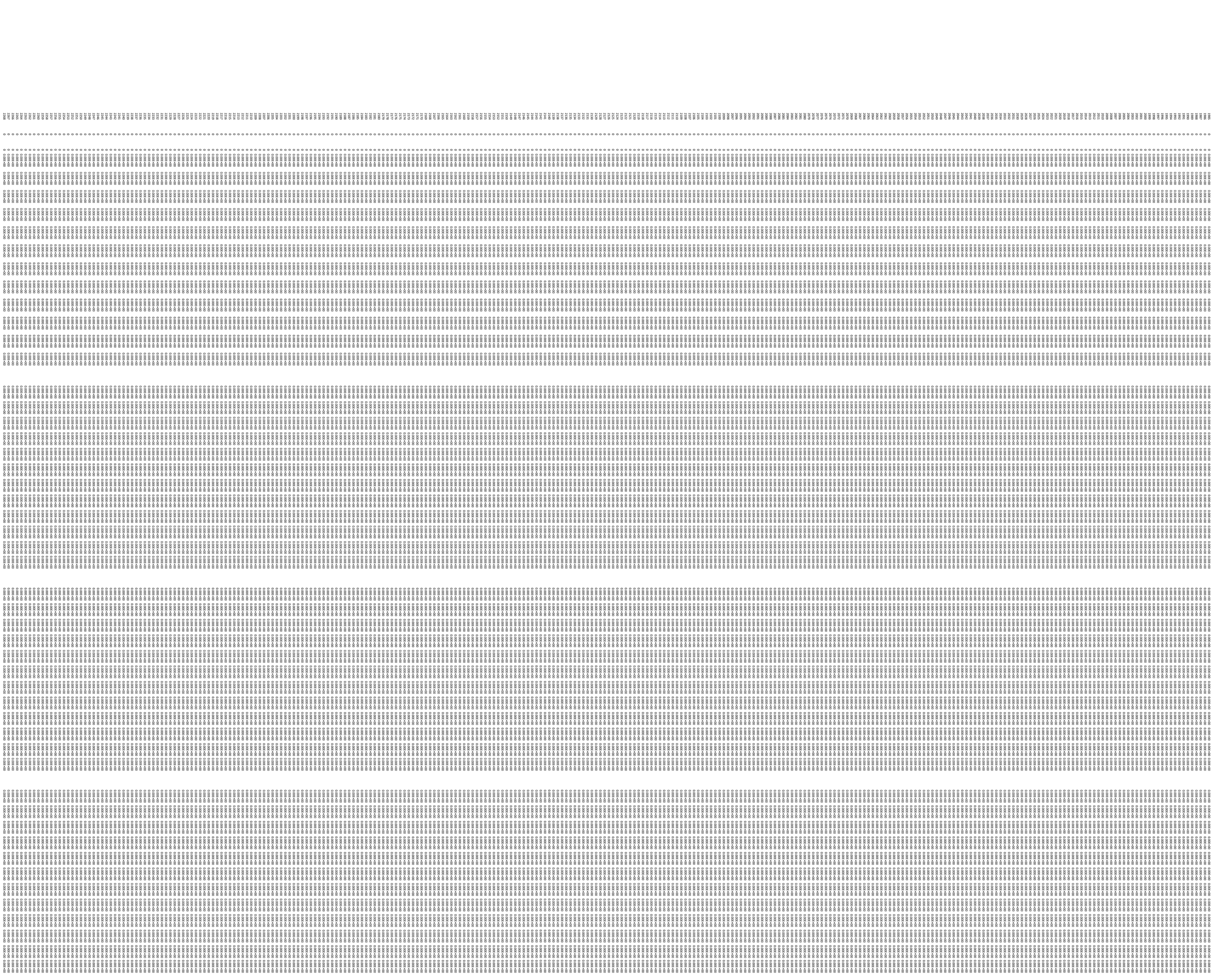

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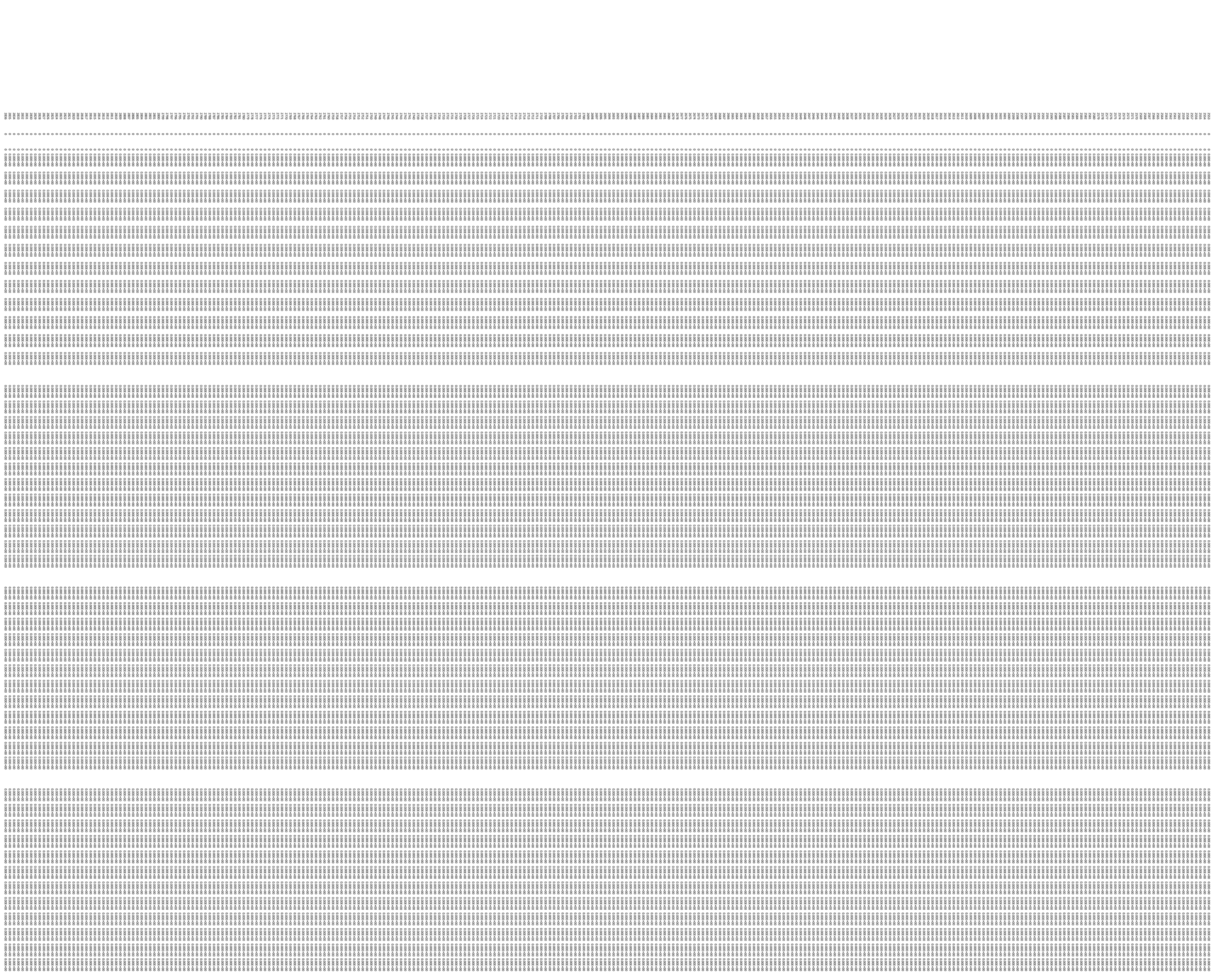
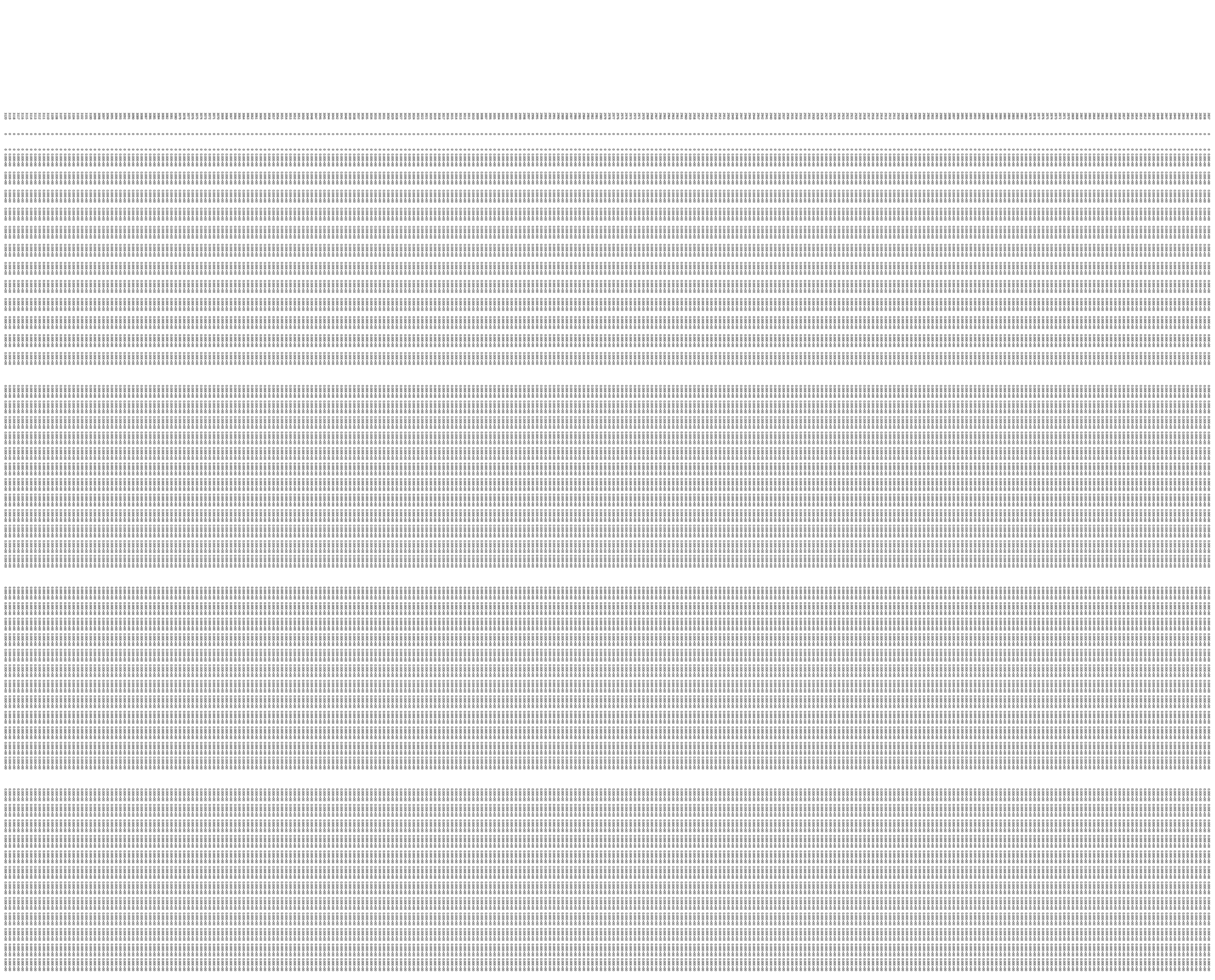
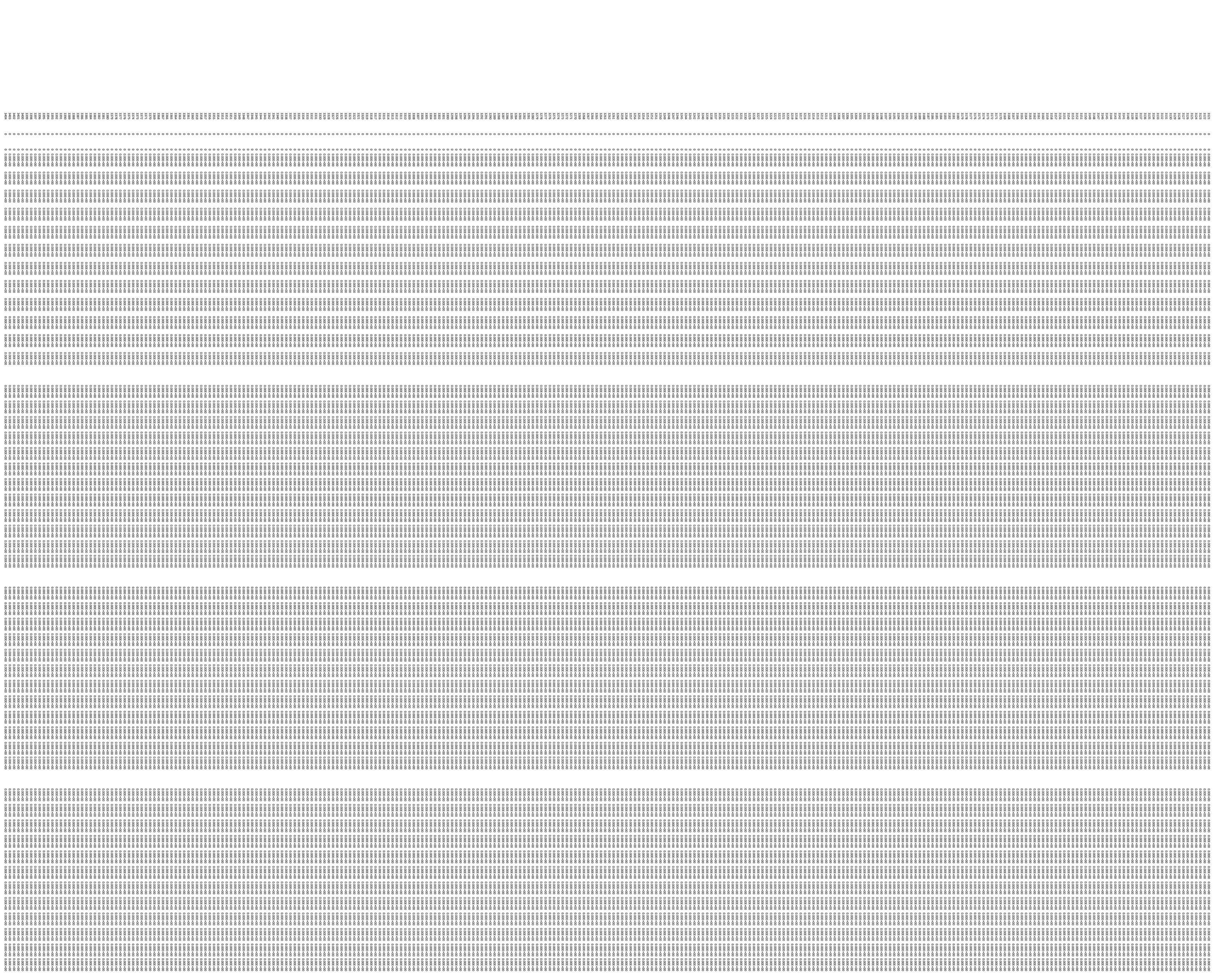
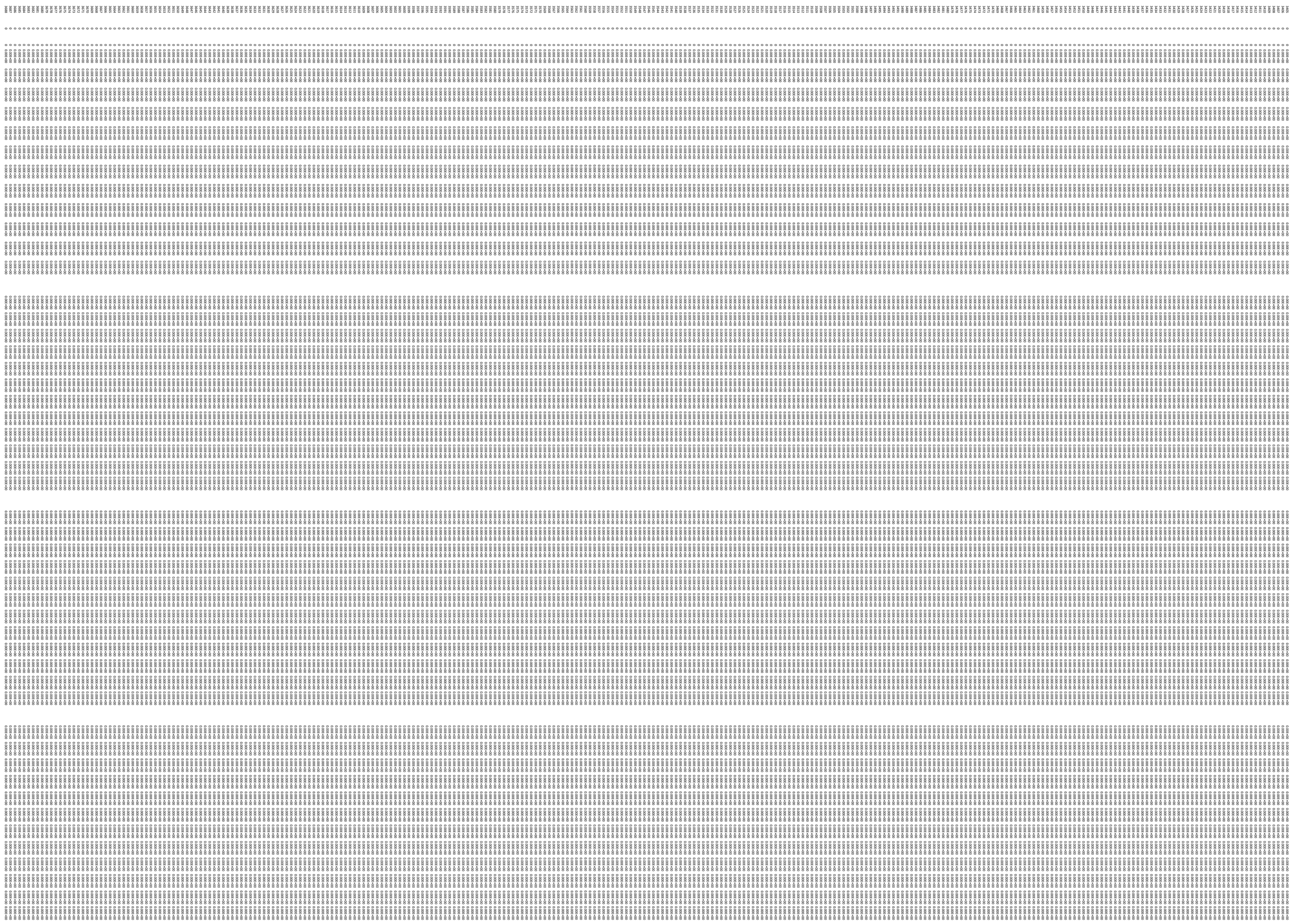
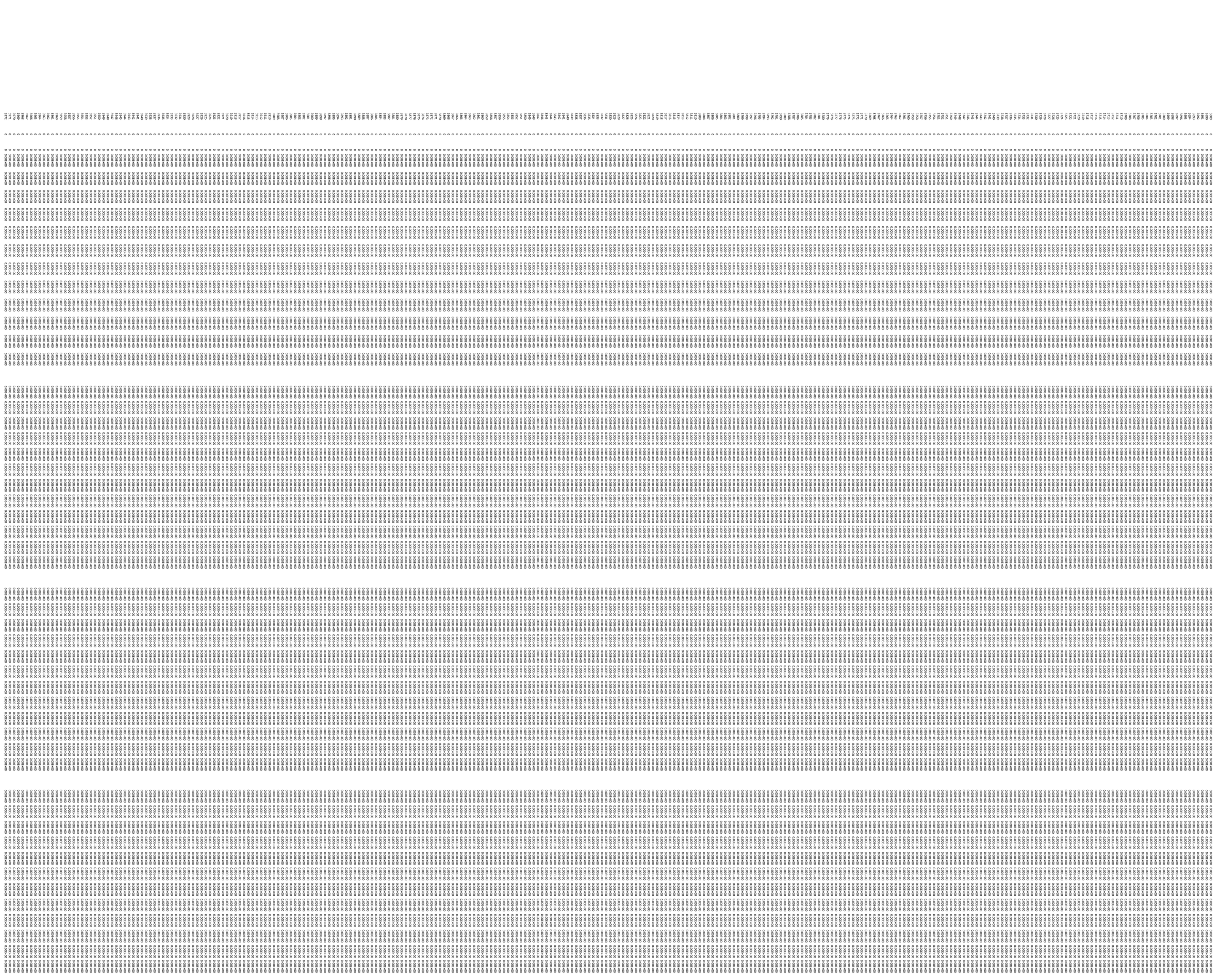
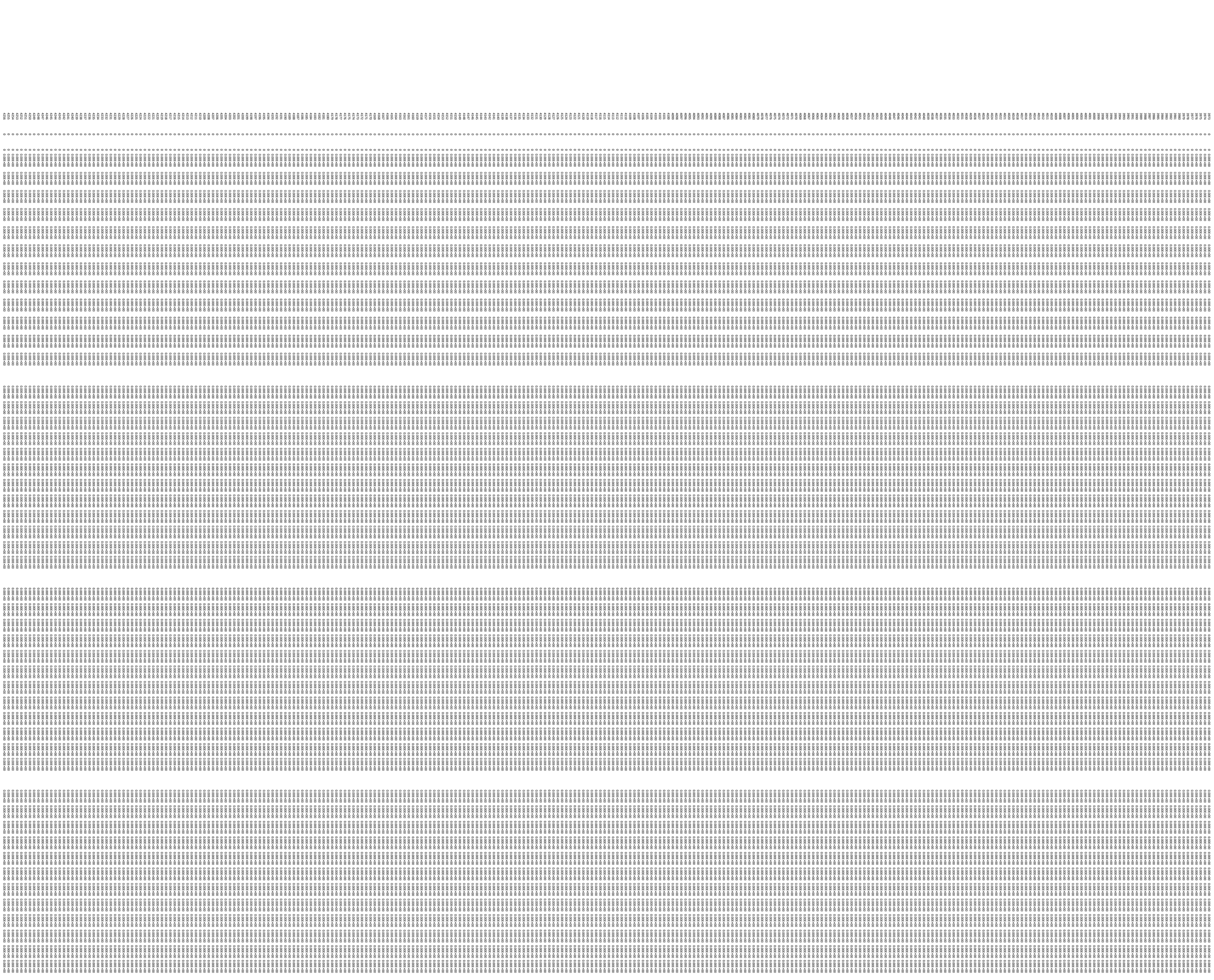


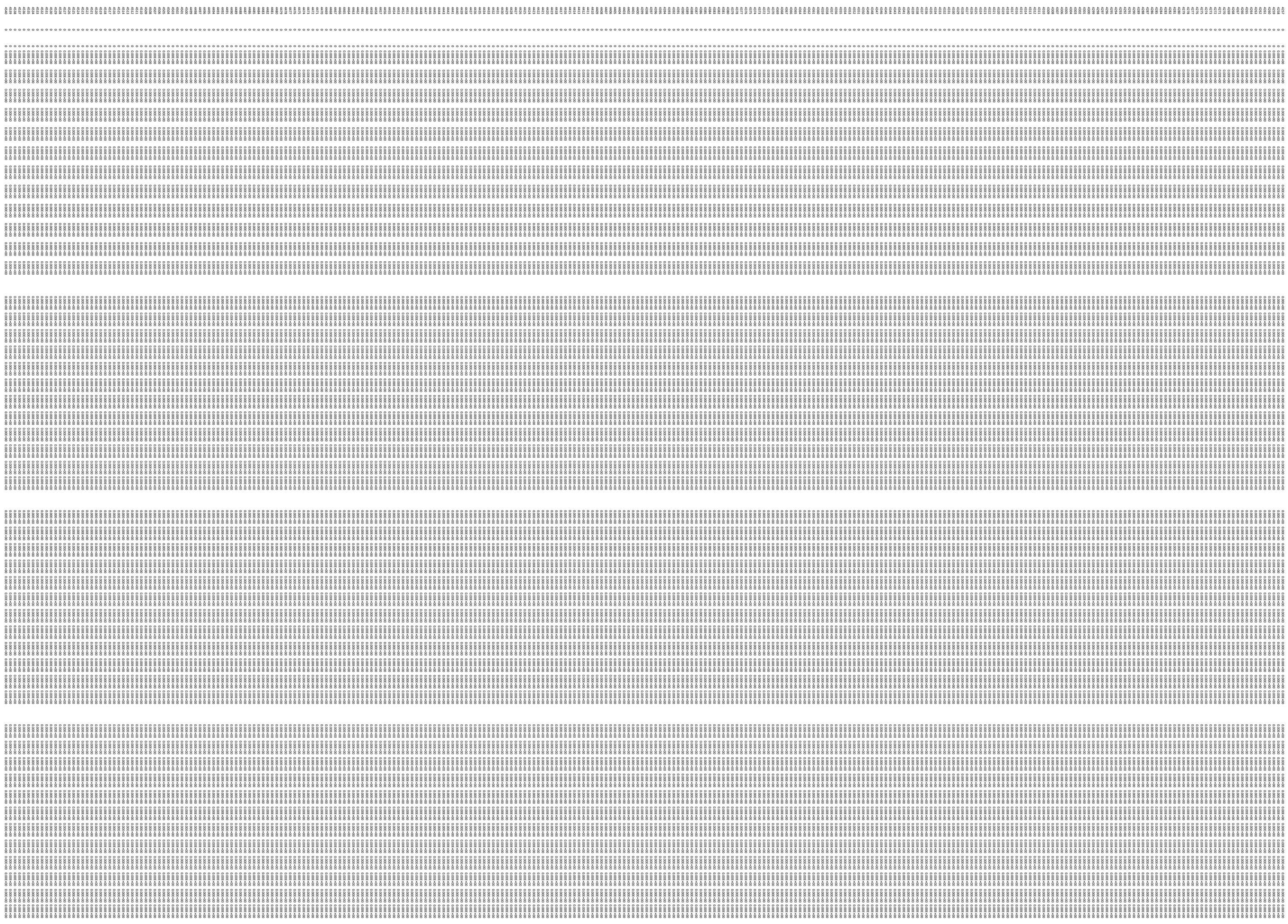


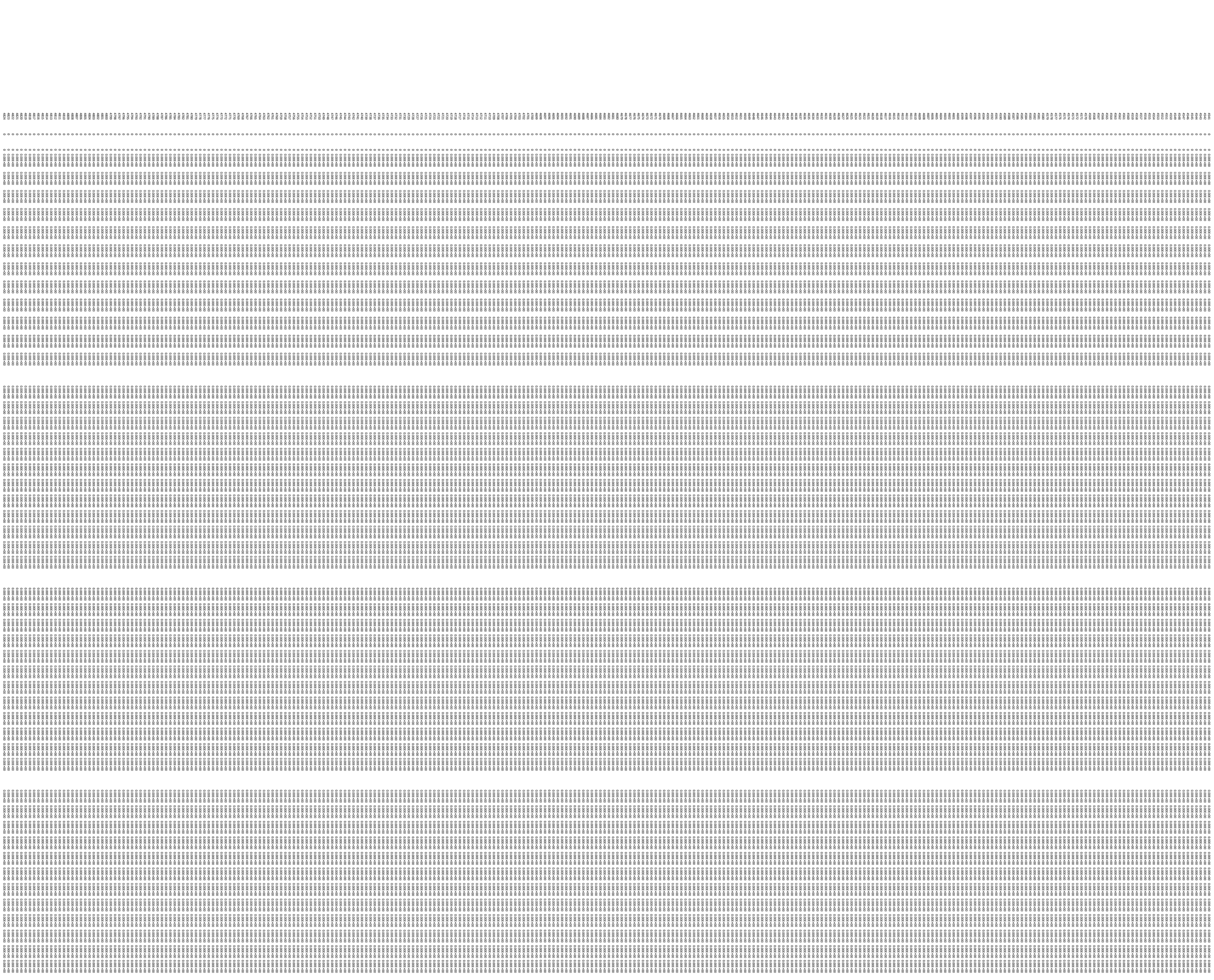


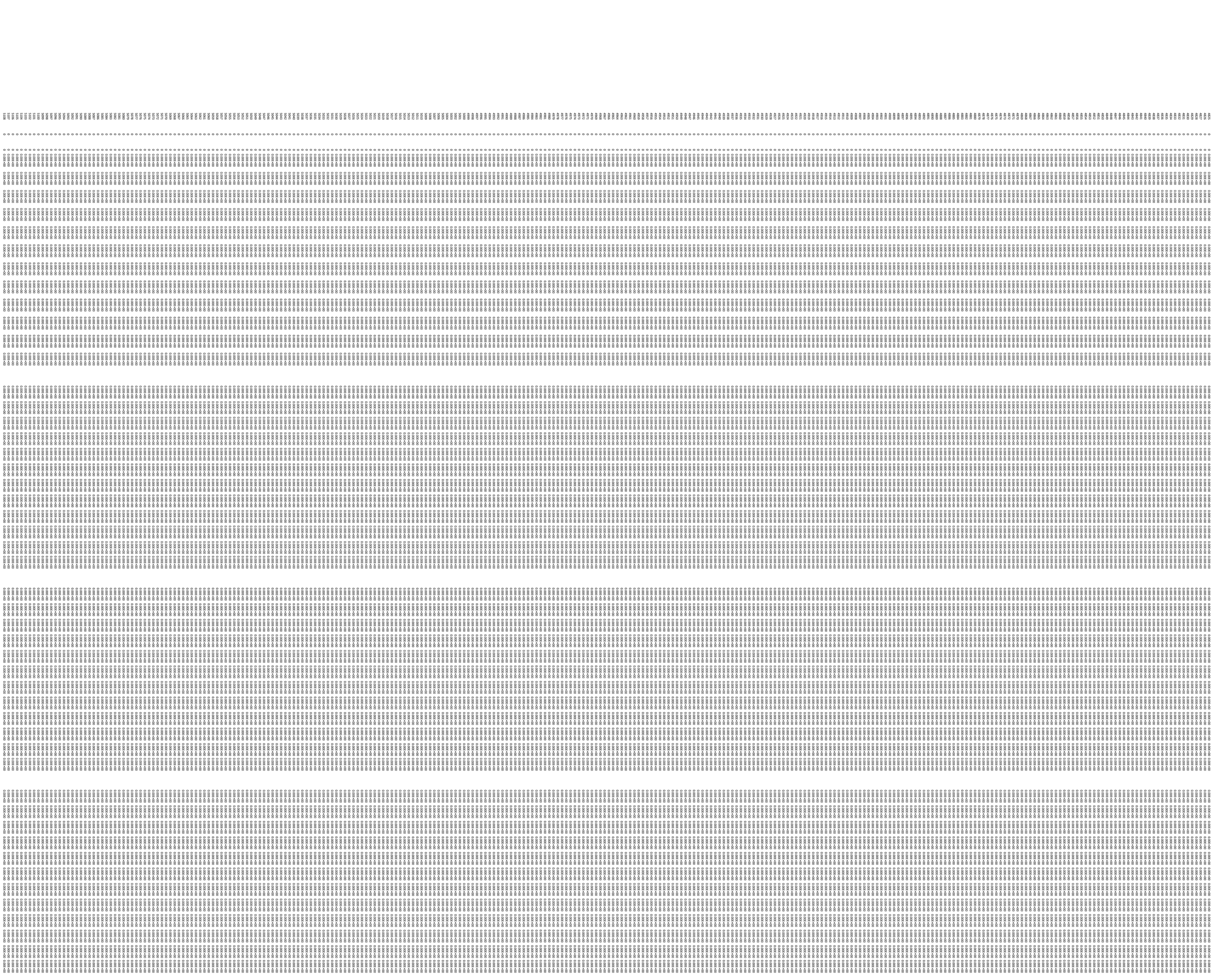


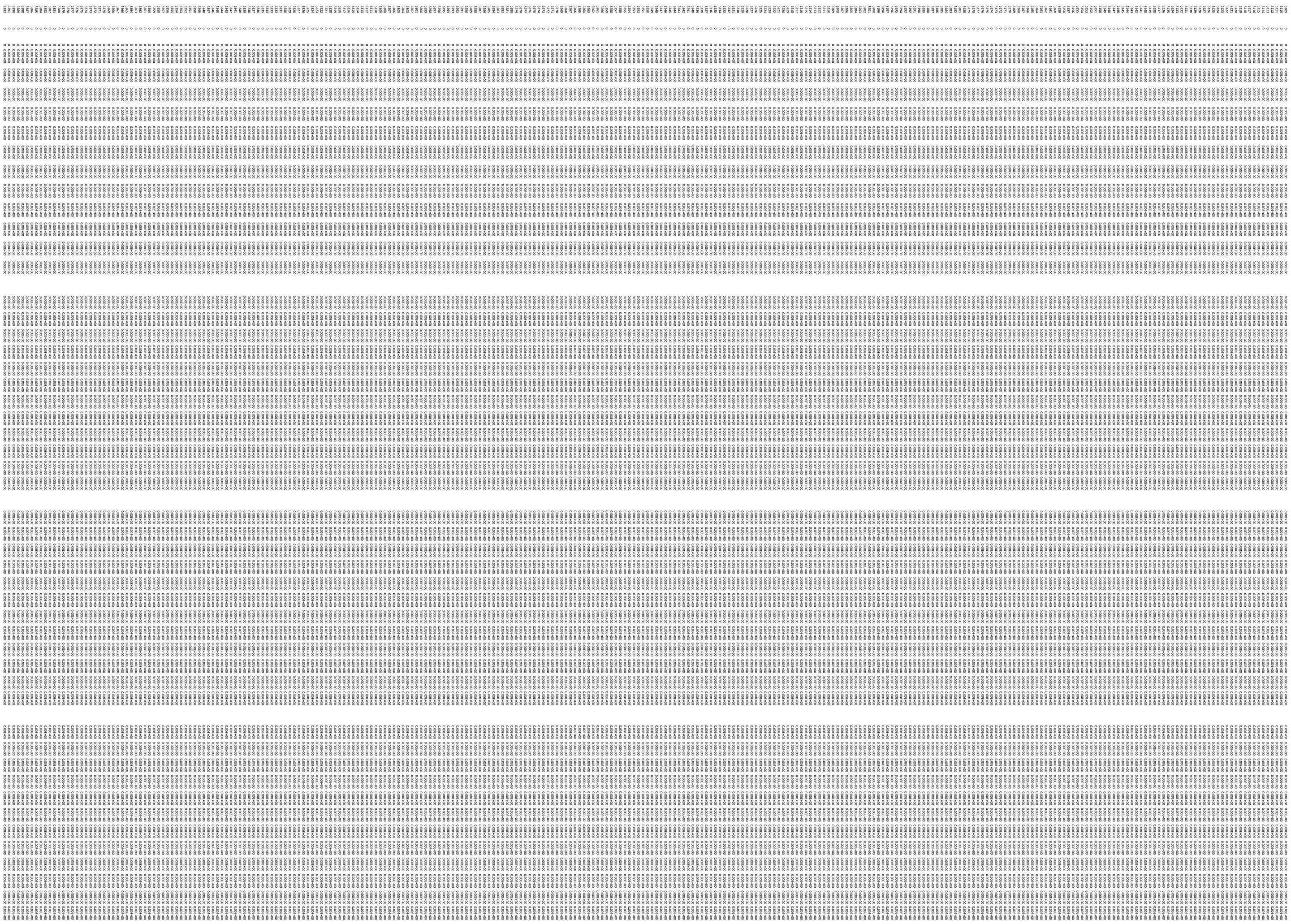


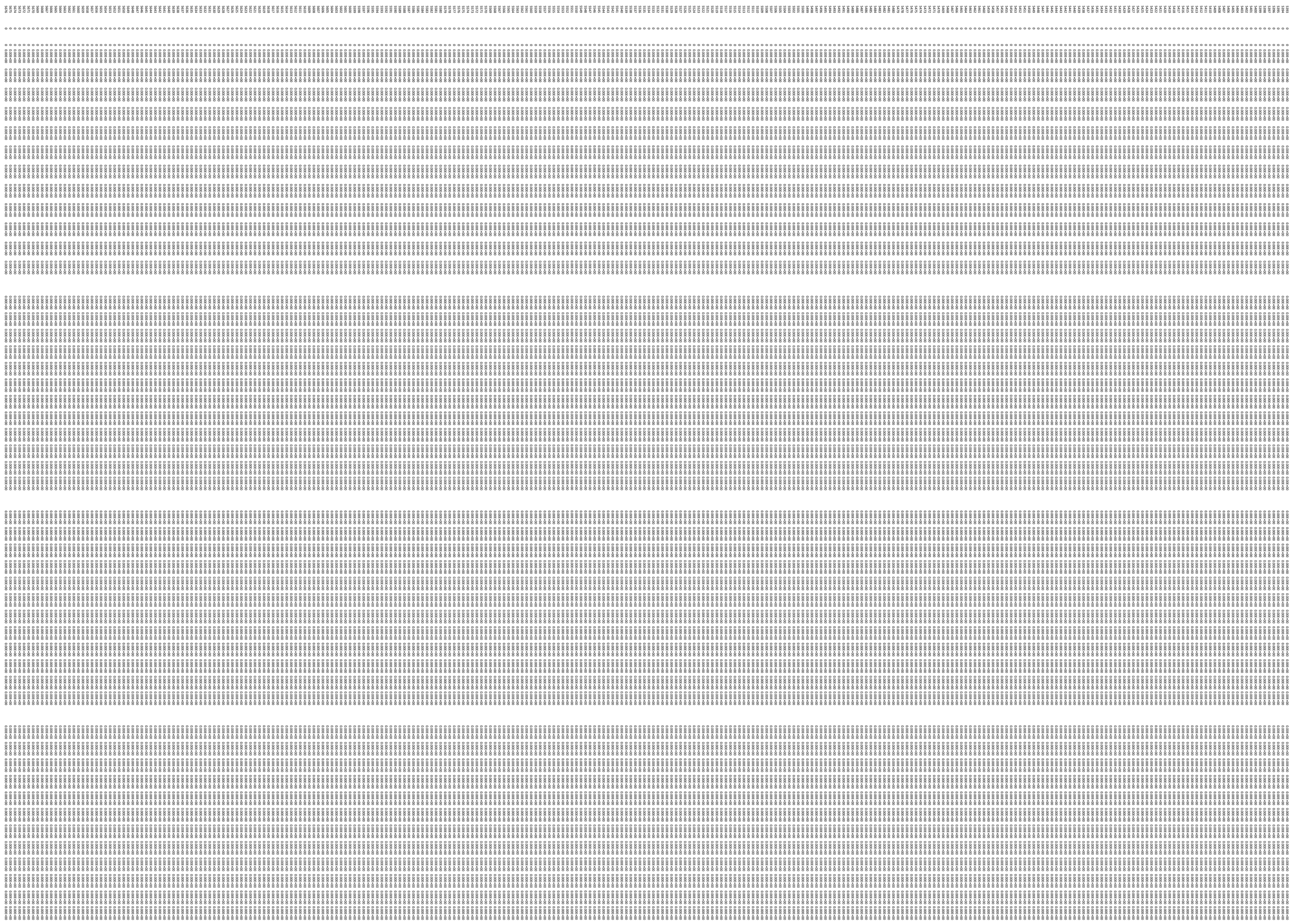


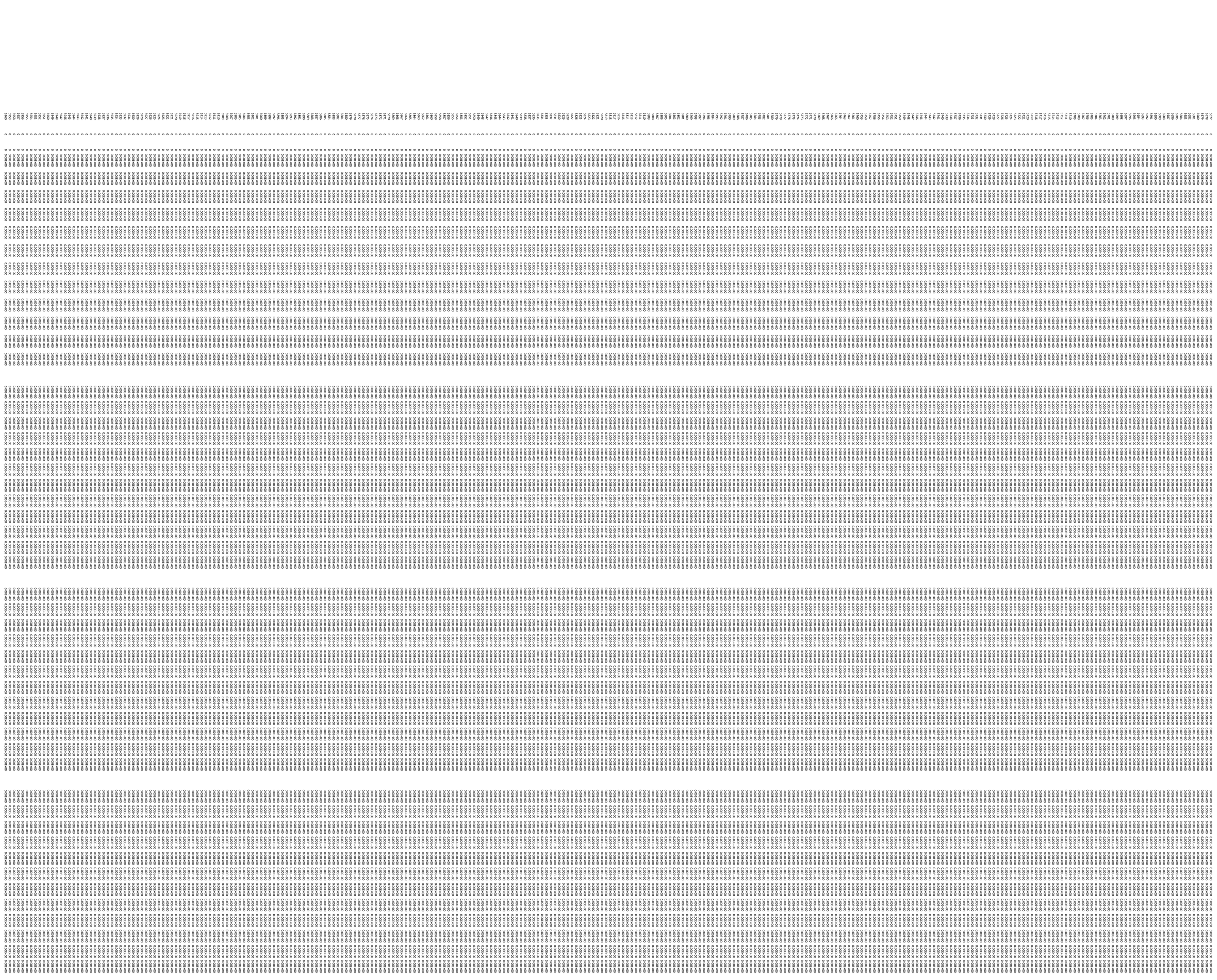


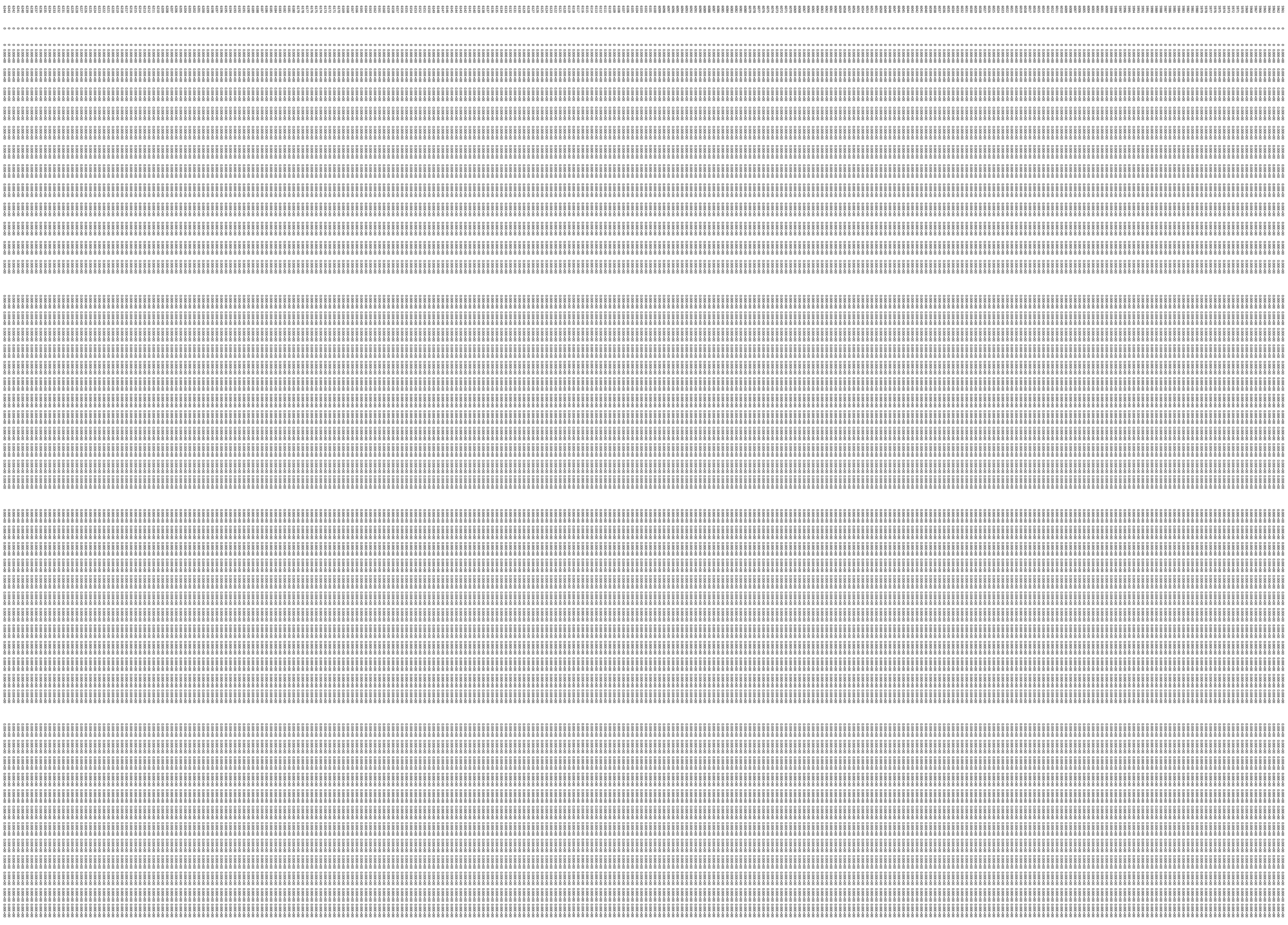


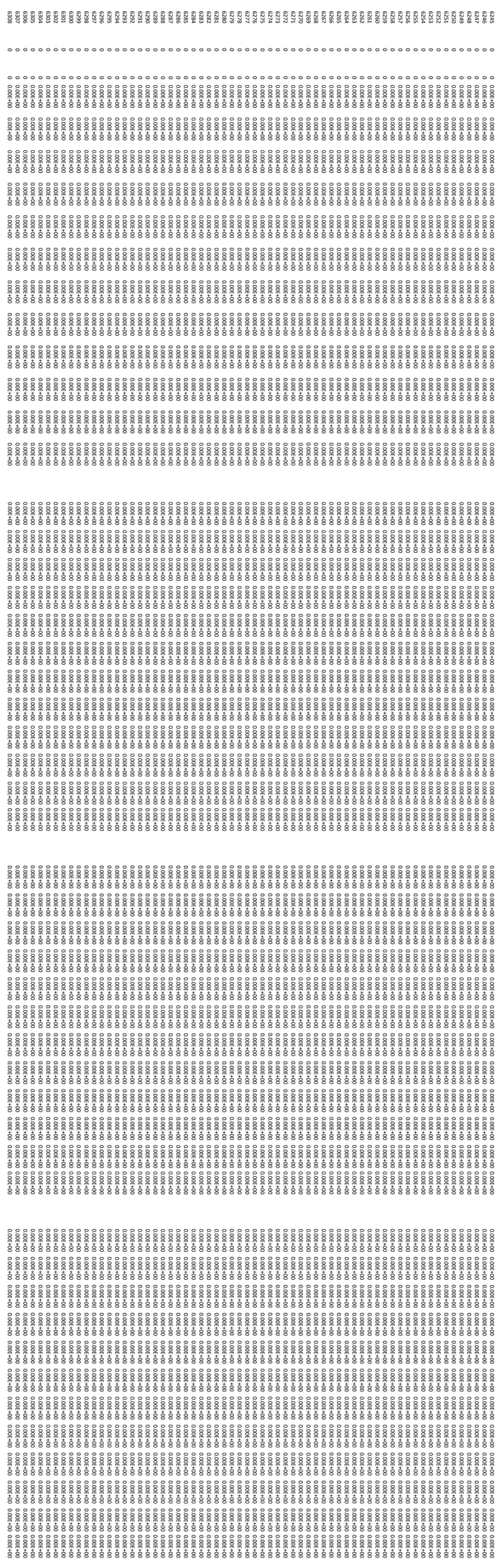








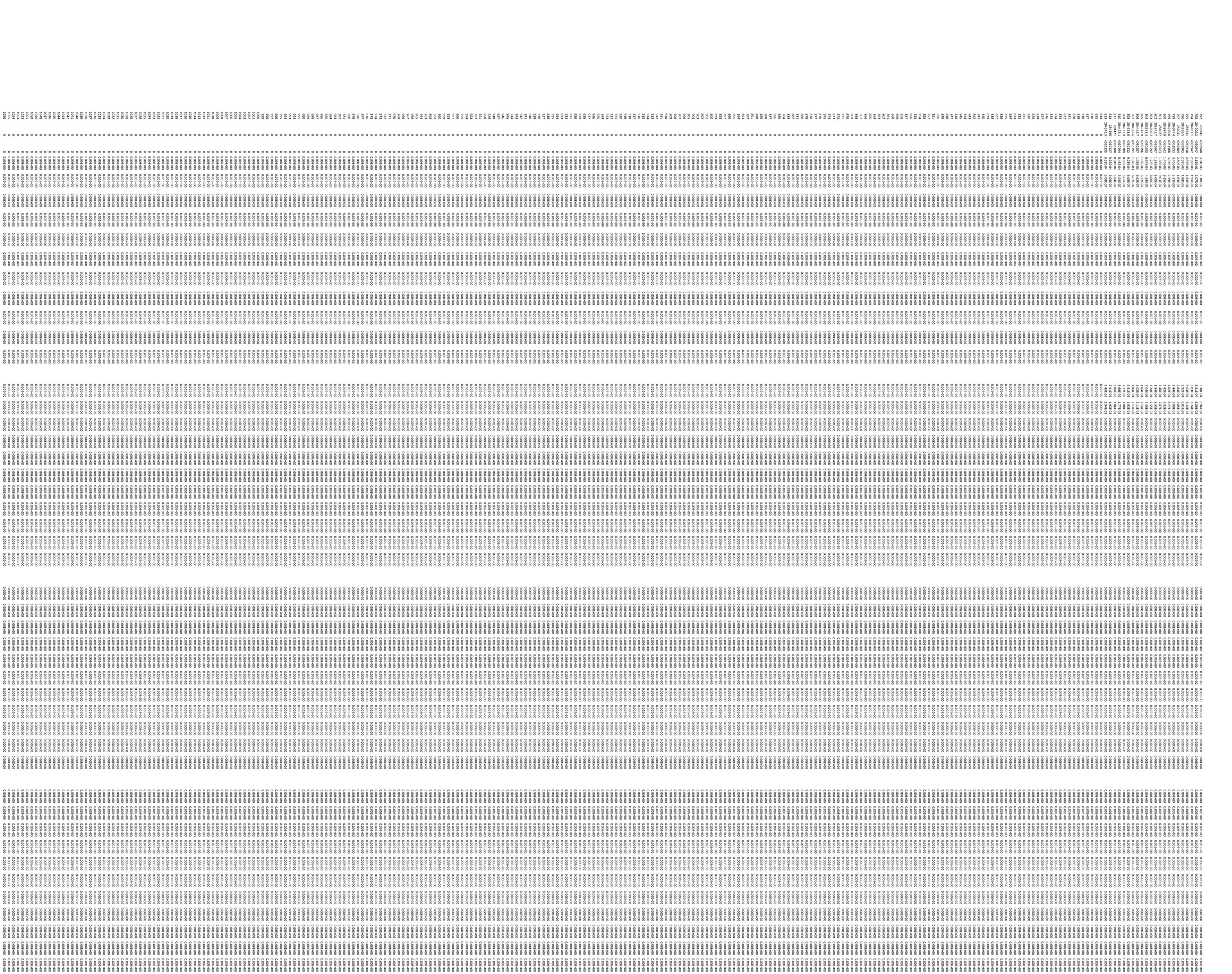




			UnMitigated		619										T2												T2L3												T4											
			615	283762.36	4051363.75																																													
			1.47E-02	9.59E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.49E-03	3.06E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

| | | |

| | | |



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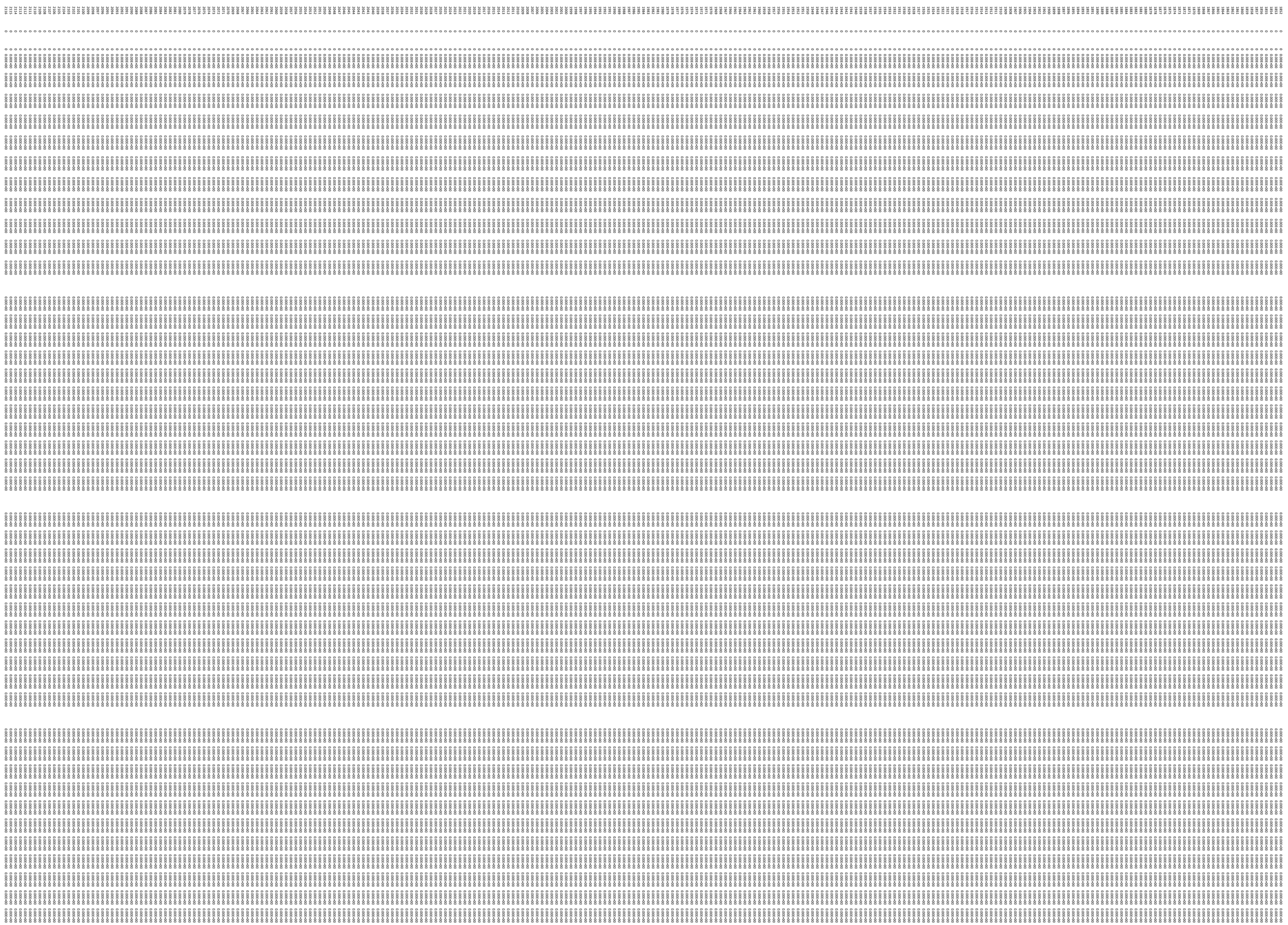

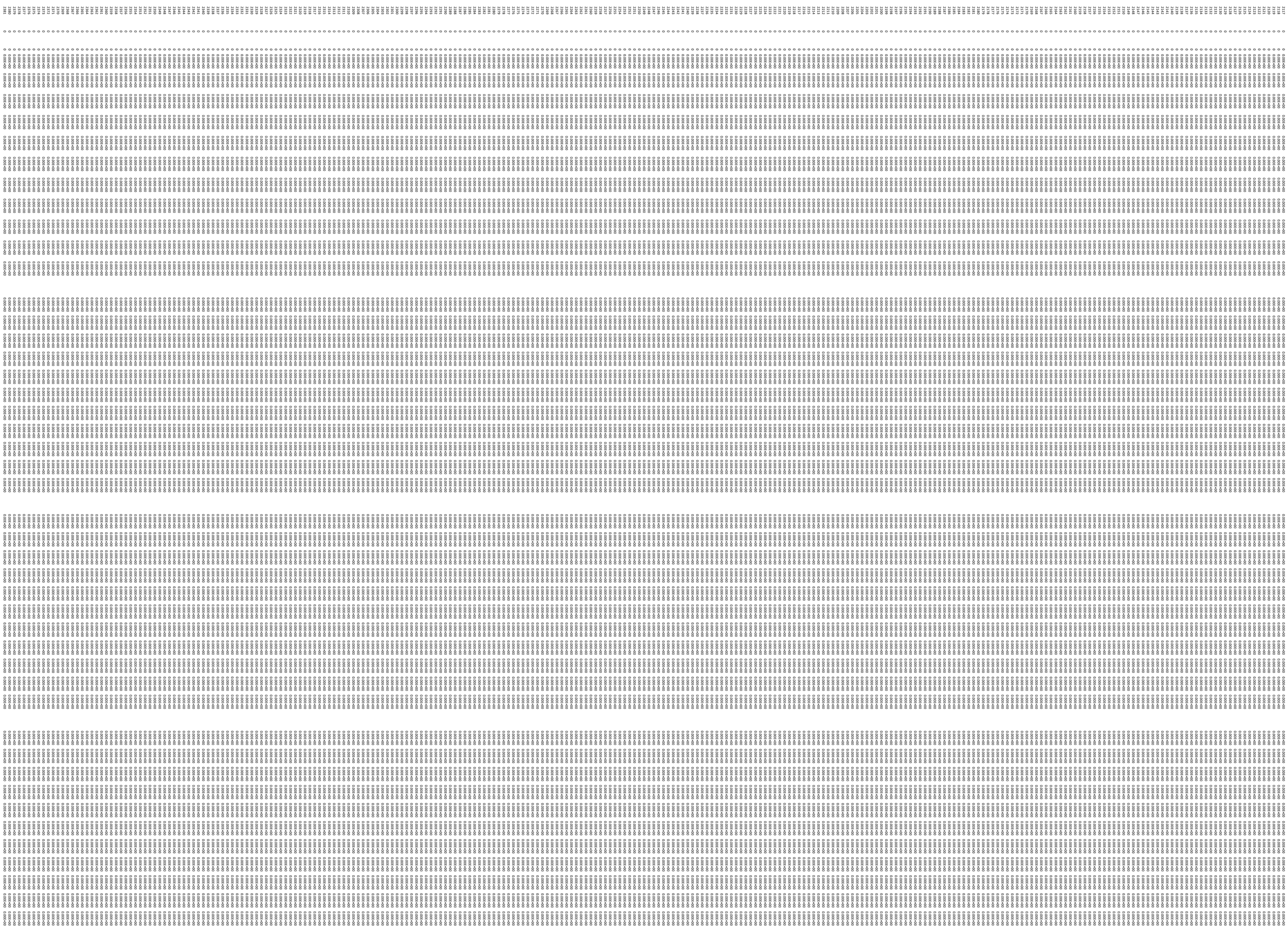

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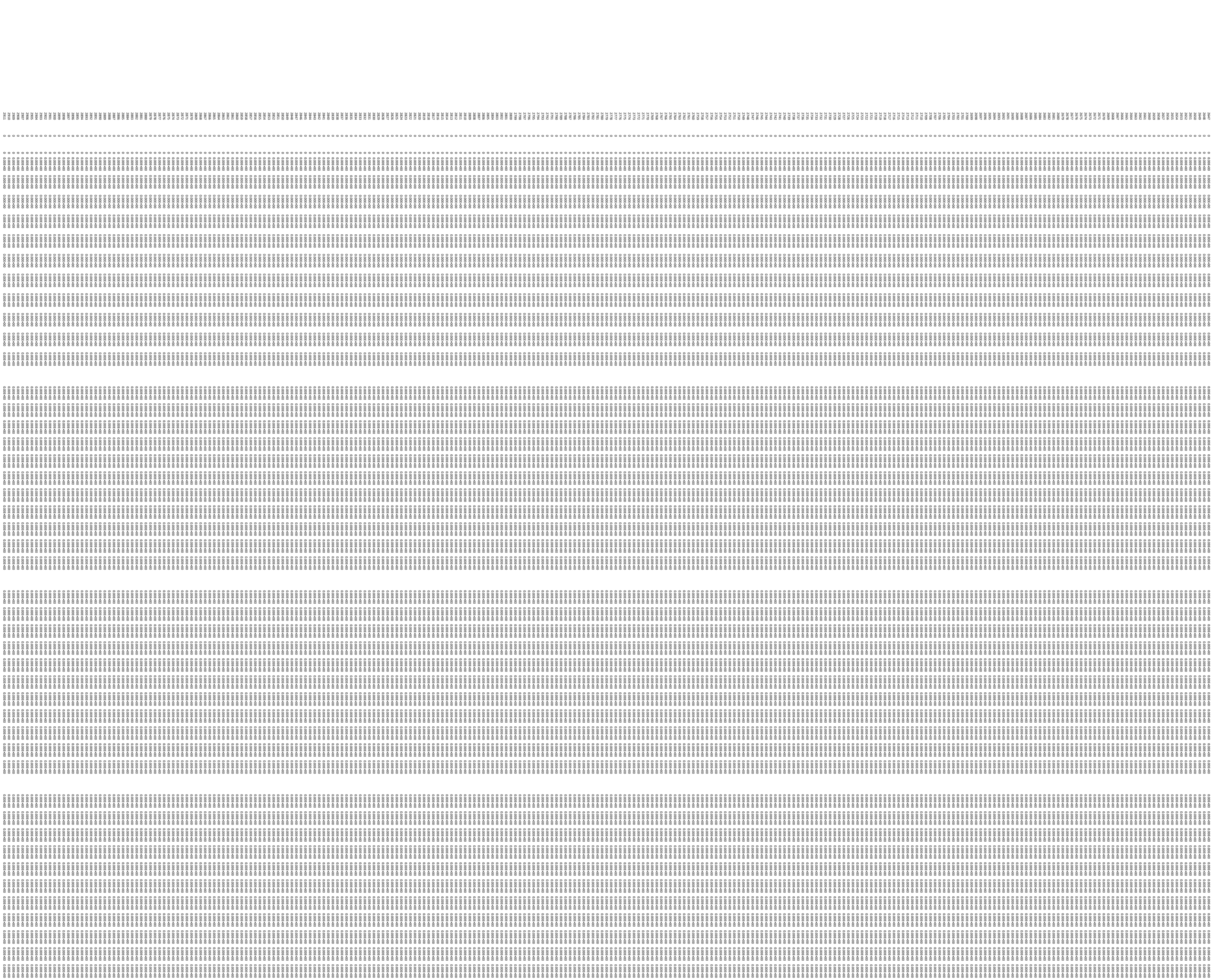

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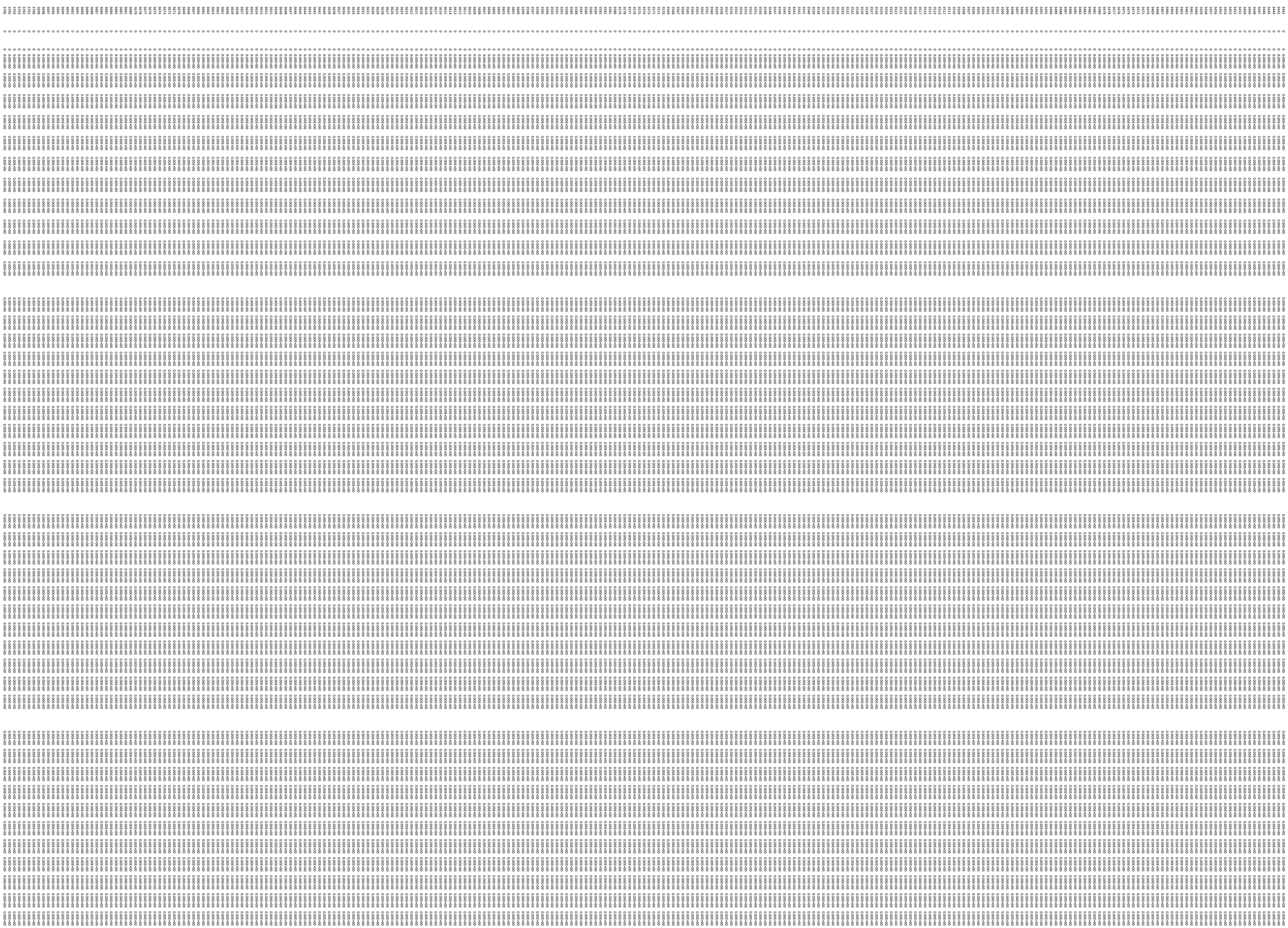

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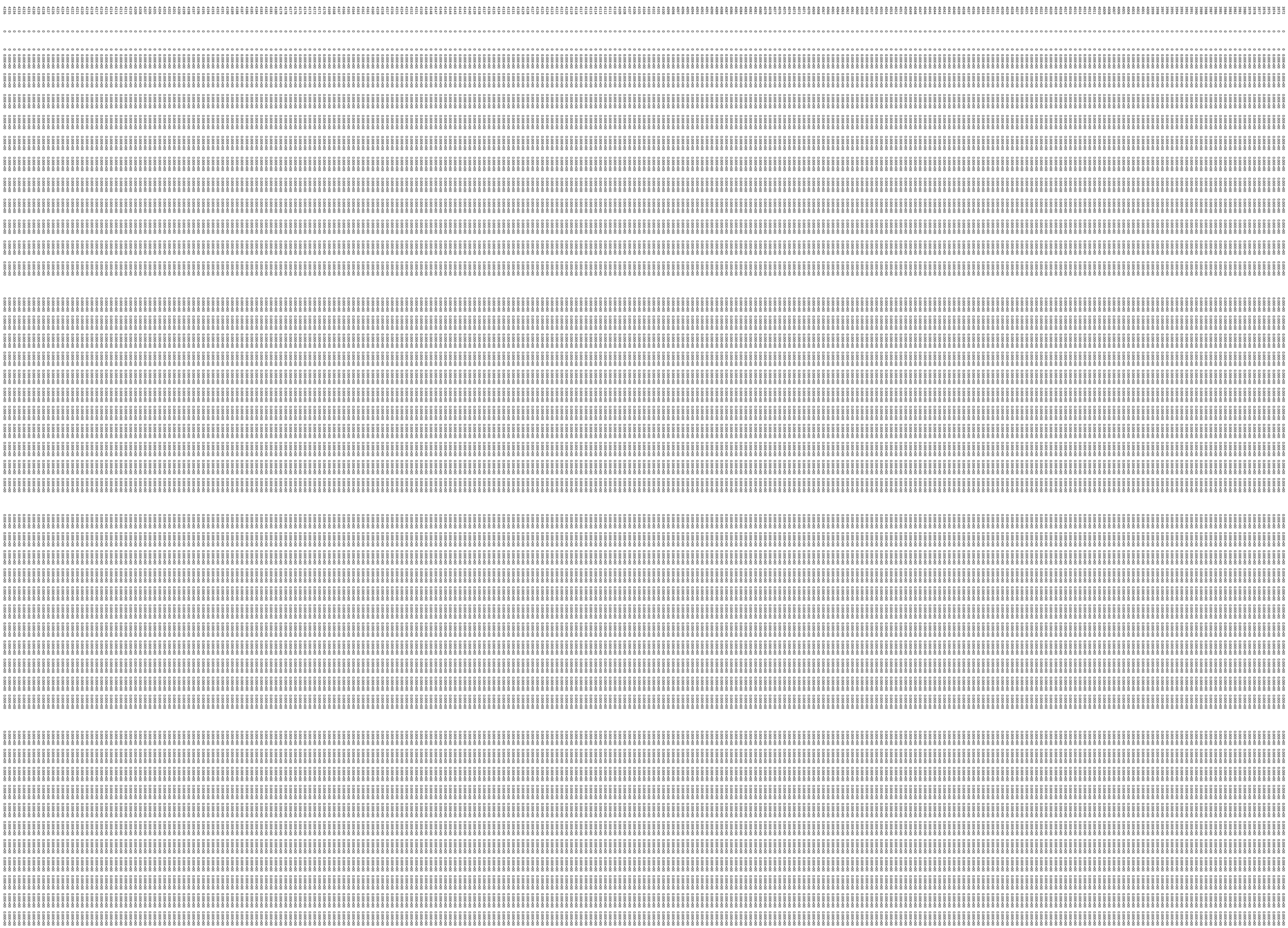

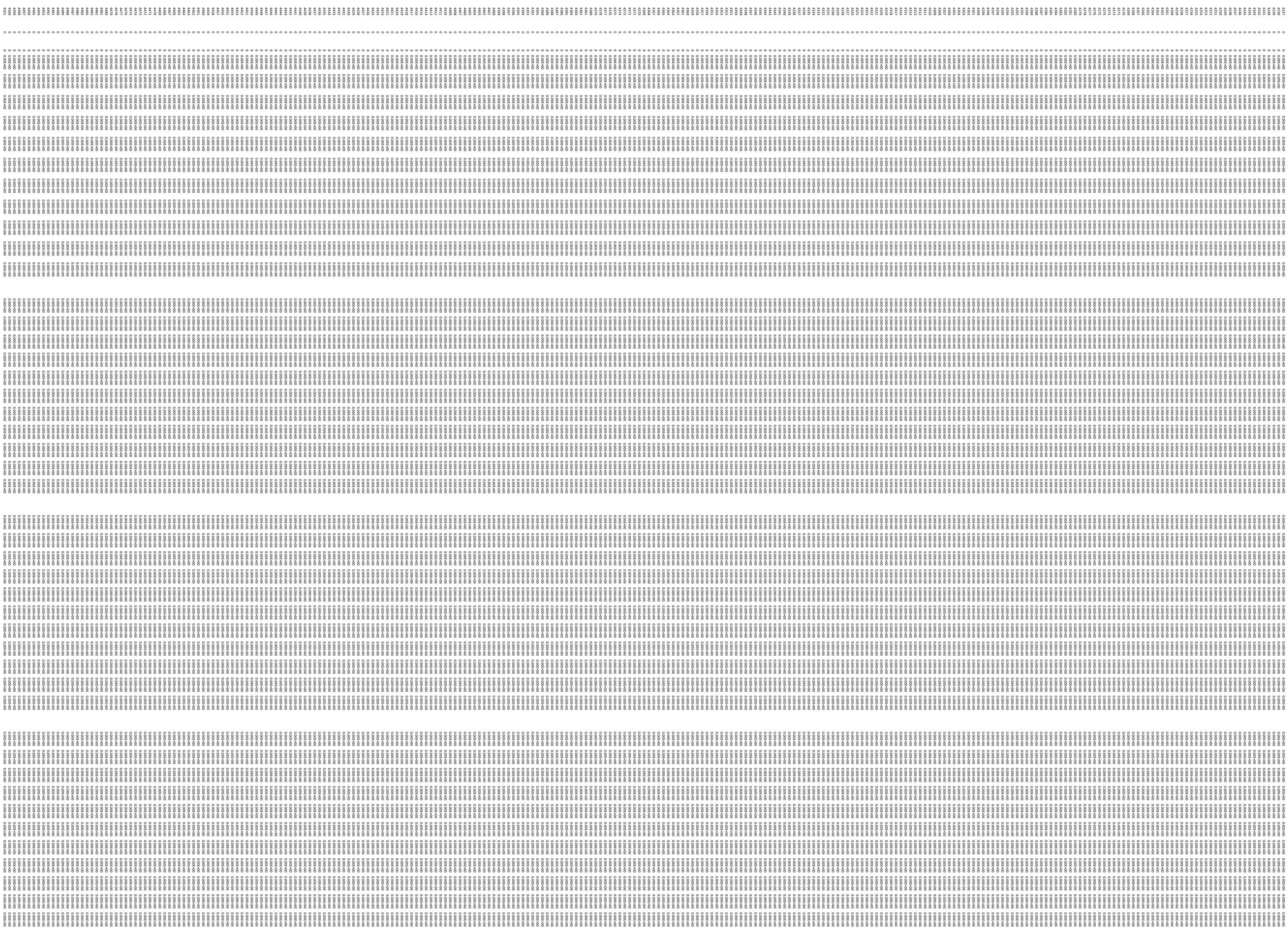

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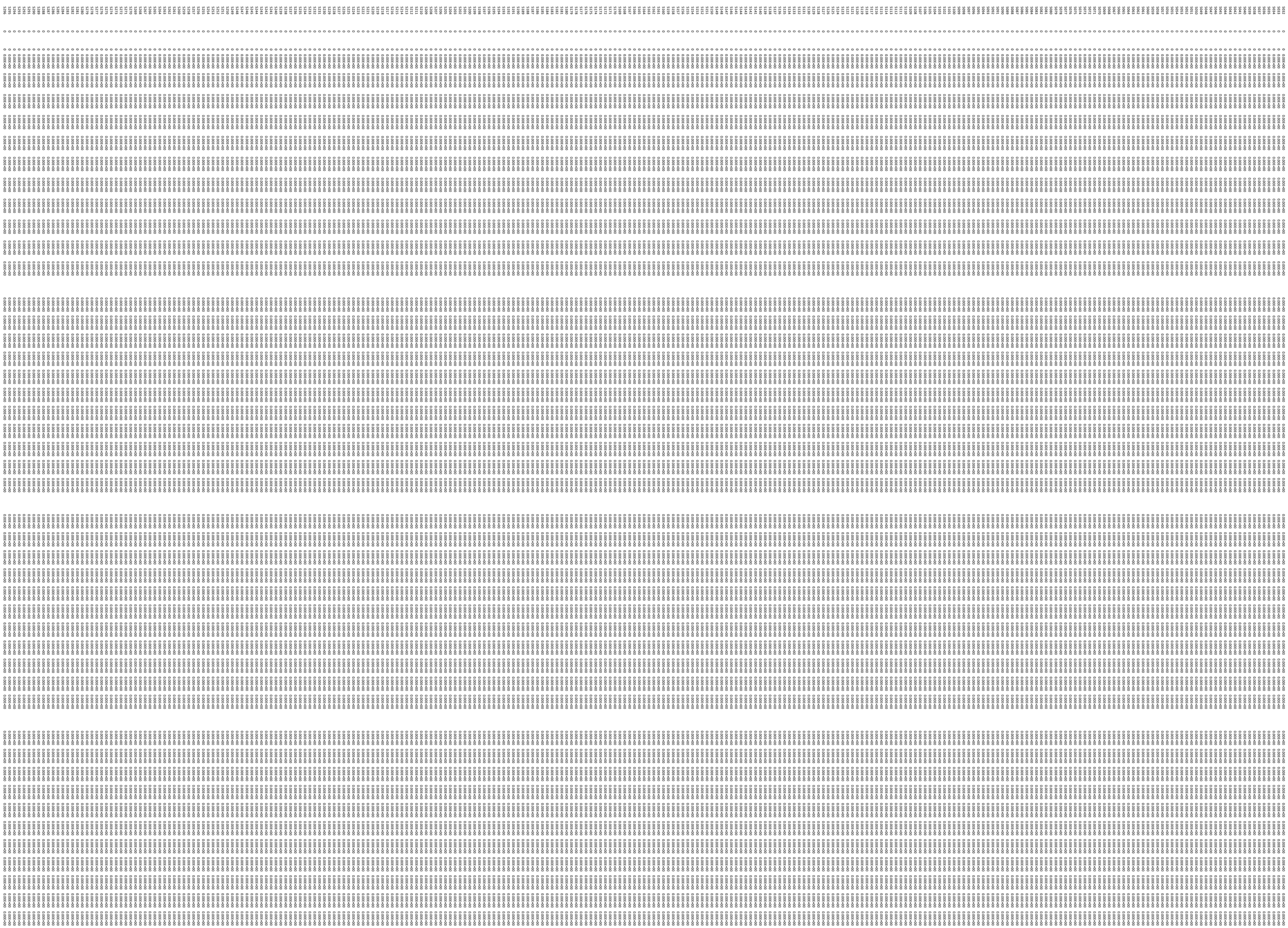

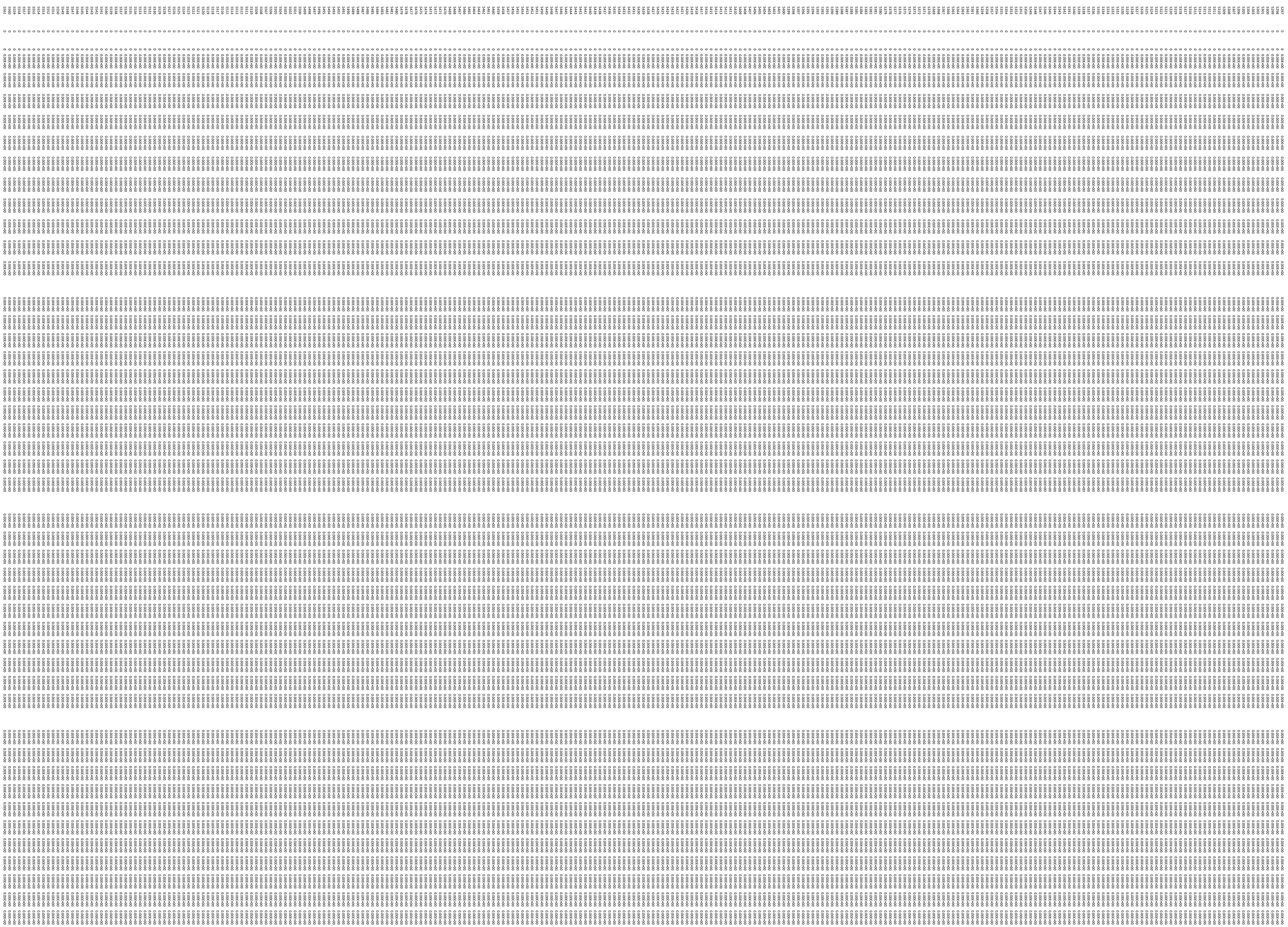

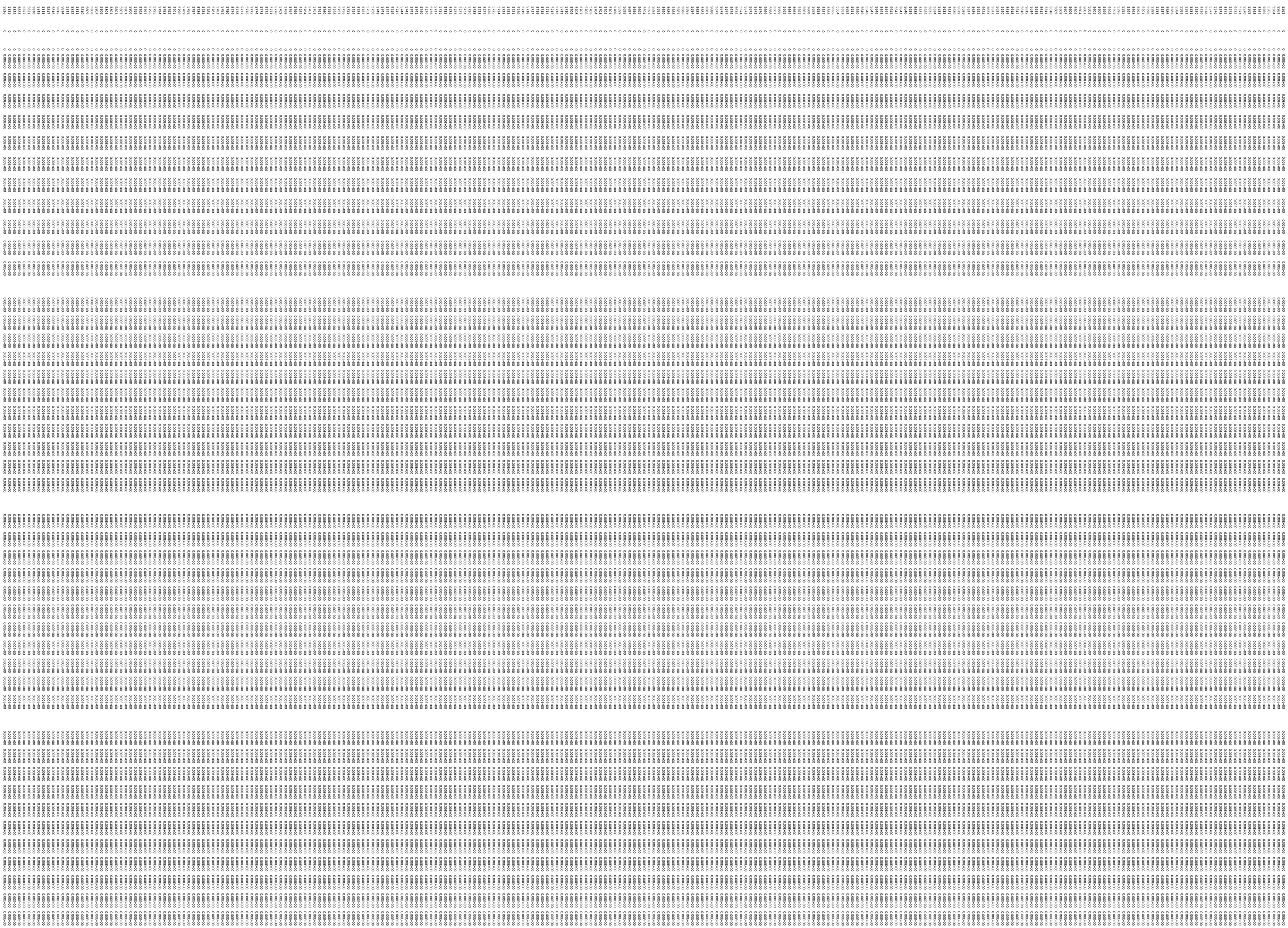

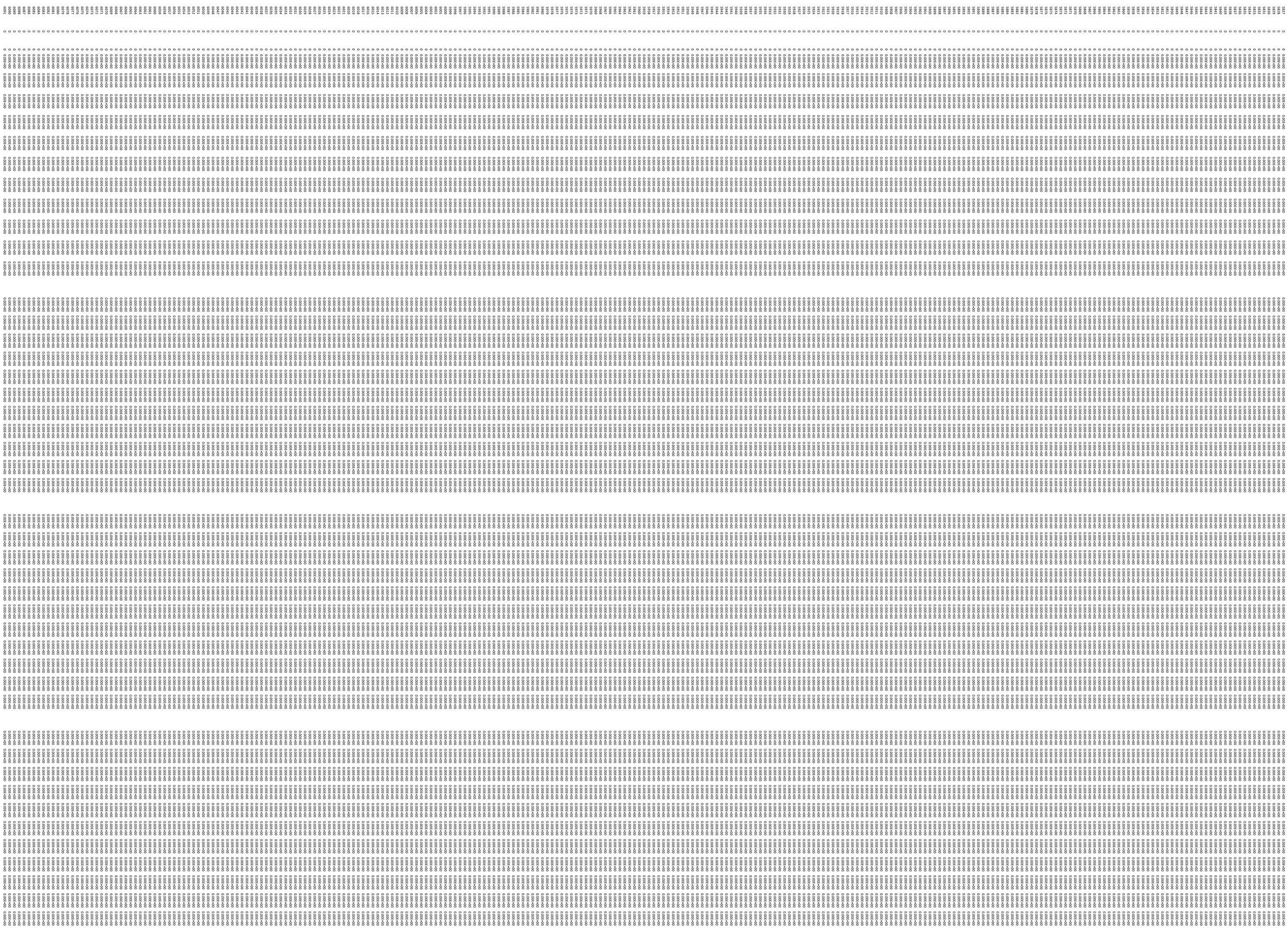

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						622
			615	283762.36	4051363.75	
	Max Yr	**1**	UnMitigated	T2	T2L3	T4
	Row	**32**	7.34E-02	7.44E-03	0.00E+00	0.00E+00
		Col	**3**	**4**	**5**	**6**
		Adjustment	**100%**	**10%**	**0%**	**0%**
			Year 1	Year 1	Year 1	Year 1
1	282000	4051089	3.75E-03	3.80E-04	0.00E+00	0.00E+00
2	282050	4051089	3.92E-03	3.98E-04	0.00E+00	0.00E+00
3	282100	4051089	4.10E-03	4.16E-04	0.00E+00	0.00E+00
4	282150	4051089	4.30E-03	4.36E-04	0.00E+00	0.00E+00
5	282200	4051089	4.51E-03	4.58E-04	0.00E+00	0.00E+00
6	282250	4051089	4.74E-03	4.81E-04	0.00E+00	0.00E+00
7	282300	4051089	4.98E-03	5.05E-04	0.00E+00	0.00E+00
8	282350	4051089	5.25E-03	5.32E-04	0.00E+00	0.00E+00
9	282400	4051089	5.53E-03	5.61E-04	0.00E+00	0.00E+00
10	282450	4051089	5.83E-03	5.91E-04	0.00E+00	0.00E+00
11	282500	4051089	6.15E-03	6.24E-04	0.00E+00	0.00E+00
12	282550	4051089	6.50E-03	6.59E-04	0.00E+00	0.00E+00
13	282600	4051089	6.87E-03	6.96E-04	0.00E+00	0.00E+00
14	282650	4051089	7.26E-03	7.36E-04	0.00E+00	0.00E+00
15	282700	4051089	7.68E-03	7.79E-04	0.00E+00	0.00E+00
16	282750	4051089	8.12E-03	8.24E-04	0.00E+00	0.00E+00
17	282800	4051089	8.60E-03	8.72E-04	0.00E+00	0.00E+00
18	282850	4051089	9.10E-03	9.22E-04	0.00E+00	0.00E+00
19	282900	4051089	9.62E-03	9.75E-04	0.00E+00	0.00E+00
20	281950	4051139	3.70E-03	3.75E-04	0.00E+00	0.00E+00
21	282000	4051139	3.88E-03	3.93E-04	0.00E+00	0.00E+00
22	282050	4051139	4.06E-03	4.12E-04	0.00E+00	0.00E+00
23	282100	4051139	4.27E-03	4.33E-04	0.00E+00	0.00E+00
24	282150	4051139	4.48E-03	4.55E-04	0.00E+00	0.00E+00
25	282200	4051139	4.72E-03	4.78E-04	0.00E+00	0.00E+00
26	282250	4051139	4.97E-03	5.04E-04	0.00E+00	0.00E+00
27	282300	4051139	5.25E-03	5.32E-04	0.00E+00	0.00E+00
28	282350	4051139	5.55E-03	5.62E-04	0.00E+00	0.00E+00
29	282400	4051139	5.87E-03	5.95E-04	0.00E+00	0.00E+00
30	282450	4051139	6.22E-03	6.31E-04	0.00E+00	0.00E+00
31	282500	4051139	6.60E-03	6.69E-04	0.00E+00	0.00E+00
32	282550	4051139	7.01E-03	7.11E-04	0.00E+00	0.00E+00
33	282600	4051139	7.46E-03	7.56E-04	0.00E+00	0.00E+00
34	282650	4051139	7.95E-03	8.06E-04	0.00E+00	0.00E+00
35	282700	4051139	8.47E-03	8.59E-04	0.00E+00	0.00E+00
36	282750	4051139	9.05E-03	9.17E-04	0.00E+00	0.00E+00
37	282800	4051139	9.67E-03	9.80E-04	0.00E+00	0.00E+00
38	282850	4051139	1.03E-02	1.05E-03	0.00E+00	0.00E+00
39	282900	4051139	1.10E-02	1.12E-03	0.00E+00	0.00E+00
40	281950	4051189	3.78E-03	3.83E-04	0.00E+00	0.00E+00

41	282000	4051189	3.97E-03	4.03E-04	0.00E+00	0.00E+00
42	282050	4051189	4.17E-03	4.23E-04	0.00E+00	0.00E+00
43	282100	4051189	4.39E-03	4.46E-04	0.00E+00	0.00E+00
44	282150	4051189	4.63E-03	4.70E-04	0.00E+00	0.00E+00
45	282200	4051189	4.89E-03	4.96E-04	0.00E+00	0.00E+00
46	282250	4051189	5.17E-03	5.24E-04	0.00E+00	0.00E+00
47	282300	4051189	5.47E-03	5.55E-04	0.00E+00	0.00E+00
48	282350	4051189	5.81E-03	5.89E-04	0.00E+00	0.00E+00
49	282400	4051189	6.17E-03	6.25E-04	0.00E+00	0.00E+00
50	282450	4051189	6.57E-03	6.66E-04	0.00E+00	0.00E+00
51	282500	4051189	7.01E-03	7.11E-04	0.00E+00	0.00E+00
52	282550	4051189	7.49E-03	7.59E-04	0.00E+00	0.00E+00
53	282600	4051189	8.01E-03	8.13E-04	0.00E+00	0.00E+00
54	282650	4051189	8.60E-03	8.72E-04	0.00E+00	0.00E+00
55	282700	4051189	9.25E-03	9.38E-04	0.00E+00	0.00E+00
56	282750	4051189	9.96E-03	1.01E-03	0.00E+00	0.00E+00
57	282800	4051189	1.08E-02	1.09E-03	0.00E+00	0.00E+00
58	282850	4051189	1.16E-02	1.18E-03	0.00E+00	0.00E+00
59	282900	4051189	1.26E-02	1.28E-03	0.00E+00	0.00E+00
60	281900	4051239	3.65E-03	3.70E-04	0.00E+00	0.00E+00
61	281950	4051239	3.83E-03	3.89E-04	0.00E+00	0.00E+00
62	282000	4051239	4.03E-03	4.09E-04	0.00E+00	0.00E+00
63	282050	4051239	4.25E-03	4.31E-04	0.00E+00	0.00E+00
64	282100	4051239	4.49E-03	4.55E-04	0.00E+00	0.00E+00
65	282150	4051239	4.74E-03	4.81E-04	0.00E+00	0.00E+00
66	282200	4051239	5.02E-03	5.09E-04	0.00E+00	0.00E+00
67	282250	4051239	5.32E-03	5.40E-04	0.00E+00	0.00E+00
68	282300	4051239	5.65E-03	5.73E-04	0.00E+00	0.00E+00
69	282350	4051239	6.02E-03	6.10E-04	0.00E+00	0.00E+00
70	282400	4051239	6.42E-03	6.51E-04	0.00E+00	0.00E+00
71	282450	4051239	6.86E-03	6.96E-04	0.00E+00	0.00E+00
72	282500	4051239	7.35E-03	7.45E-04	0.00E+00	0.00E+00
73	282550	4051239	7.90E-03	8.01E-04	0.00E+00	0.00E+00
74	282600	4051239	8.51E-03	8.62E-04	0.00E+00	0.00E+00
75	282650	4051239	9.19E-03	9.31E-04	0.00E+00	0.00E+00
76	282700	4051239	9.95E-03	1.01E-03	0.00E+00	0.00E+00
77	282750	4051239	1.08E-02	1.10E-03	0.00E+00	0.00E+00
78	282800	4051239	1.18E-02	1.19E-03	0.00E+00	0.00E+00
79	282850	4051239	1.29E-02	1.31E-03	0.00E+00	0.00E+00
80	282900	4051239	1.41E-02	1.43E-03	0.00E+00	0.00E+00
81	281850	4051289	3.49E-03	3.54E-04	0.00E+00	0.00E+00
82	281900	4051289	3.67E-03	3.72E-04	0.00E+00	0.00E+00
83	281950	4051289	3.86E-03	3.91E-04	0.00E+00	0.00E+00
84	282000	4051289	4.07E-03	4.13E-04	0.00E+00	0.00E+00
85	282050	4051289	4.30E-03	4.35E-04	0.00E+00	0.00E+00
86	282100	4051289	4.54E-03	4.60E-04	0.00E+00	0.00E+00
87	282150	4051289	4.81E-03	4.88E-04	0.00E+00	0.00E+00

88	282200	4051289	5.10E-03	5.17E-04	0.00E+00	0.00E+00
89	282250	4051289	5.43E-03	5.50E-04	0.00E+00	0.00E+00
90	282300	4051289	5.78E-03	5.86E-04	0.00E+00	0.00E+00
91	282350	4051289	6.17E-03	6.26E-04	0.00E+00	0.00E+00
92	282400	4051289	6.61E-03	6.70E-04	0.00E+00	0.00E+00
93	282450	4051289	7.09E-03	7.18E-04	0.00E+00	0.00E+00
94	282500	4051289	7.62E-03	7.73E-04	0.00E+00	0.00E+00
95	282550	4051289	8.23E-03	8.34E-04	0.00E+00	0.00E+00
96	282600	4051289	8.90E-03	9.03E-04	0.00E+00	0.00E+00
97	281800	4051339	3.32E-03	3.36E-04	0.00E+00	0.00E+00
98	281850	4051339	3.49E-03	3.53E-04	0.00E+00	0.00E+00
99	281900	4051339	3.67E-03	3.72E-04	0.00E+00	0.00E+00
100	281950	4051339	3.86E-03	3.92E-04	0.00E+00	0.00E+00
101	282000	4051339	4.08E-03	4.13E-04	0.00E+00	0.00E+00
102	282050	4051339	4.31E-03	4.37E-04	0.00E+00	0.00E+00
103	282100	4051339	4.56E-03	4.63E-04	0.00E+00	0.00E+00
104	282150	4051339	4.84E-03	4.91E-04	0.00E+00	0.00E+00
105	282200	4051339	5.15E-03	5.22E-04	0.00E+00	0.00E+00
106	282250	4051339	5.48E-03	5.56E-04	0.00E+00	0.00E+00
107	282300	4051339	5.85E-03	5.93E-04	0.00E+00	0.00E+00
108	282350	4051339	6.26E-03	6.35E-04	0.00E+00	0.00E+00
109	282400	4051339	6.72E-03	6.81E-04	0.00E+00	0.00E+00
110	282450	4051339	7.23E-03	7.33E-04	0.00E+00	0.00E+00
111	282500	4051339	7.81E-03	7.92E-04	0.00E+00	0.00E+00
112	282650	4051339	1.00E-02	1.02E-03	0.00E+00	0.00E+00
113	282700	4051339	1.10E-02	1.11E-03	0.00E+00	0.00E+00
114	282750	4051339	1.21E-02	1.23E-03	0.00E+00	0.00E+00
115	282800	4051339	1.34E-02	1.36E-03	0.00E+00	0.00E+00
116	282850	4051339	1.49E-02	1.52E-03	0.00E+00	0.00E+00
117	282900	4051339	1.68E-02	1.70E-03	0.00E+00	0.00E+00
118	281750	4051389	3.15E-03	3.19E-04	0.00E+00	0.00E+00
119	281800	4051389	3.30E-03	3.35E-04	0.00E+00	0.00E+00
120	281850	4051389	3.47E-03	3.52E-04	0.00E+00	0.00E+00
121	281900	4051389	3.65E-03	3.70E-04	0.00E+00	0.00E+00
122	281950	4051389	3.85E-03	3.90E-04	0.00E+00	0.00E+00
123	282000	4051389	4.06E-03	4.12E-04	0.00E+00	0.00E+00
124	282050	4051389	4.30E-03	4.36E-04	0.00E+00	0.00E+00
125	282100	4051389	4.55E-03	4.62E-04	0.00E+00	0.00E+00
126	282150	4051389	4.83E-03	4.90E-04	0.00E+00	0.00E+00
127	282200	4051389	5.14E-03	5.22E-04	0.00E+00	0.00E+00
128	282250	4051389	5.49E-03	5.56E-04	0.00E+00	0.00E+00
129	282300	4051389	5.87E-03	5.95E-04	0.00E+00	0.00E+00
130	282350	4051389	6.29E-03	6.38E-04	0.00E+00	0.00E+00
131	282400	4051389	6.76E-03	6.85E-04	0.00E+00	0.00E+00
132	282450	4051389	7.29E-03	7.39E-04	0.00E+00	0.00E+00
133	282550	4051389	8.57E-03	8.69E-04	0.00E+00	0.00E+00
134	282600	4051389	9.34E-03	9.47E-04	0.00E+00	0.00E+00

135	282650	4051389	1.02E-02	1.04E-03	0.00E+00	0.00E+00
136	282700	4051389	1.13E-02	1.14E-03	0.00E+00	0.00E+00
137	282750	4051389	1.25E-02	1.26E-03	0.00E+00	0.00E+00
138	282800	4051389	1.39E-02	1.41E-03	0.00E+00	0.00E+00
139	282850	4051389	1.56E-02	1.58E-03	0.00E+00	0.00E+00
140	282900	4051389	1.76E-02	1.79E-03	0.00E+00	0.00E+00
141	281700	4051439	2.98E-03	3.02E-04	0.00E+00	0.00E+00
142	281750	4051439	3.12E-03	3.17E-04	0.00E+00	0.00E+00
143	281800	4051439	3.28E-03	3.32E-04	0.00E+00	0.00E+00
144	281850	4051439	3.44E-03	3.49E-04	0.00E+00	0.00E+00
145	281900	4051439	3.62E-03	3.67E-04	0.00E+00	0.00E+00
146	281950	4051439	3.82E-03	3.87E-04	0.00E+00	0.00E+00
147	282000	4051439	4.03E-03	4.09E-04	0.00E+00	0.00E+00
148	282050	4051439	4.26E-03	4.32E-04	0.00E+00	0.00E+00
149	282100	4051439	4.52E-03	4.58E-04	0.00E+00	0.00E+00
150	282150	4051439	4.80E-03	4.86E-04	0.00E+00	0.00E+00
151	282200	4051439	5.10E-03	5.18E-04	0.00E+00	0.00E+00
152	282250	4051439	5.45E-03	5.52E-04	0.00E+00	0.00E+00
153	282300	4051439	5.83E-03	5.91E-04	0.00E+00	0.00E+00
154	282350	4051439	6.25E-03	6.34E-04	0.00E+00	0.00E+00
155	282400	4051439	6.72E-03	6.82E-04	0.00E+00	0.00E+00
156	282450	4051439	7.26E-03	7.36E-04	0.00E+00	0.00E+00
157	282550	4051439	8.55E-03	8.67E-04	0.00E+00	0.00E+00
158	282600	4051439	9.34E-03	9.47E-04	0.00E+00	0.00E+00
159	282650	4051439	1.03E-02	1.04E-03	0.00E+00	0.00E+00
160	282700	4051439	1.13E-02	1.15E-03	0.00E+00	0.00E+00
161	282750	4051439	1.26E-02	1.27E-03	0.00E+00	0.00E+00
162	282800	4051439	1.40E-02	1.42E-03	0.00E+00	0.00E+00
163	282850	4051439	1.58E-02	1.60E-03	0.00E+00	0.00E+00
164	282900	4051439	1.80E-02	1.82E-03	0.00E+00	0.00E+00
165	281700	4051489	2.95E-03	2.99E-04	0.00E+00	0.00E+00
166	281750	4051489	3.09E-03	3.13E-04	0.00E+00	0.00E+00
167	281800	4051489	3.24E-03	3.29E-04	0.00E+00	0.00E+00
168	281850	4051489	3.41E-03	3.45E-04	0.00E+00	0.00E+00
169	281900	4051489	3.58E-03	3.63E-04	0.00E+00	0.00E+00
170	281950	4051489	3.77E-03	3.83E-04	0.00E+00	0.00E+00
171	282000	4051489	3.98E-03	4.04E-04	0.00E+00	0.00E+00
172	282050	4051489	4.21E-03	4.27E-04	0.00E+00	0.00E+00
173	282100	4051489	4.46E-03	4.52E-04	0.00E+00	0.00E+00
174	282150	4051489	4.73E-03	4.80E-04	0.00E+00	0.00E+00
175	282200	4051489	5.04E-03	5.11E-04	0.00E+00	0.00E+00
176	282250	4051489	5.37E-03	5.44E-04	0.00E+00	0.00E+00
177	282300	4051489	5.74E-03	5.82E-04	0.00E+00	0.00E+00
178	282350	4051489	6.16E-03	6.24E-04	0.00E+00	0.00E+00
179	282400	4051489	6.62E-03	6.72E-04	0.00E+00	0.00E+00
180	282450	4051489	7.15E-03	7.25E-04	0.00E+00	0.00E+00
181	282550	4051489	8.42E-03	8.54E-04	0.00E+00	0.00E+00

182	282600	4051489	9.20E-03	9.33E-04	0.00E+00	0.00E+00
183	282650	4051489	1.01E-02	1.02E-03	0.00E+00	0.00E+00
184	282700	4051489	1.12E-02	1.13E-03	0.00E+00	0.00E+00
185	282750	4051489	1.24E-02	1.26E-03	0.00E+00	0.00E+00
186	282800	4051489	1.39E-02	1.41E-03	0.00E+00	0.00E+00
187	282850	4051489	1.57E-02	1.59E-03	0.00E+00	0.00E+00
188	282900	4051489	1.79E-02	1.81E-03	0.00E+00	0.00E+00
189	281700	4051539	2.92E-03	2.96E-04	0.00E+00	0.00E+00
190	281750	4051539	3.05E-03	3.10E-04	0.00E+00	0.00E+00
191	281800	4051539	3.20E-03	3.25E-04	0.00E+00	0.00E+00
192	281850	4051539	3.36E-03	3.41E-04	0.00E+00	0.00E+00
193	281900	4051539	3.53E-03	3.58E-04	0.00E+00	0.00E+00
194	281950	4051539	3.72E-03	3.77E-04	0.00E+00	0.00E+00
195	282000	4051539	3.92E-03	3.98E-04	0.00E+00	0.00E+00
196	282050	4051539	4.14E-03	4.20E-04	0.00E+00	0.00E+00
197	282100	4051539	4.38E-03	4.45E-04	0.00E+00	0.00E+00
198	282150	4051539	4.65E-03	4.71E-04	0.00E+00	0.00E+00
199	282200	4051539	4.94E-03	5.01E-04	0.00E+00	0.00E+00
200	282250	4051539	5.27E-03	5.34E-04	0.00E+00	0.00E+00
201	282300	4051539	5.63E-03	5.70E-04	0.00E+00	0.00E+00
202	282350	4051539	6.03E-03	6.11E-04	0.00E+00	0.00E+00
203	282400	4051539	6.48E-03	6.57E-04	0.00E+00	0.00E+00
204	282450	4051539	6.98E-03	7.08E-04	0.00E+00	0.00E+00
205	282550	4051539	8.21E-03	8.32E-04	0.00E+00	0.00E+00
206	282600	4051539	8.96E-03	9.08E-04	0.00E+00	0.00E+00
207	282650	4051539	9.82E-03	9.96E-04	0.00E+00	0.00E+00
208	282700	4051539	1.08E-02	1.10E-03	0.00E+00	0.00E+00
209	282750	4051539	1.20E-02	1.22E-03	0.00E+00	0.00E+00
210	282800	4051539	1.34E-02	1.36E-03	0.00E+00	0.00E+00
211	282850	4051539	1.52E-02	1.54E-03	0.00E+00	0.00E+00
212	282900	4051539	1.73E-02	1.75E-03	0.00E+00	0.00E+00
213	281700	4051589	2.88E-03	2.92E-04	0.00E+00	0.00E+00
214	281750	4051589	3.01E-03	3.05E-04	0.00E+00	0.00E+00
215	281800	4051589	3.15E-03	3.19E-04	0.00E+00	0.00E+00
216	281850	4051589	3.30E-03	3.35E-04	0.00E+00	0.00E+00
217	281900	4051589	3.47E-03	3.52E-04	0.00E+00	0.00E+00
218	281950	4051589	3.65E-03	3.70E-04	0.00E+00	0.00E+00
219	282000	4051589	3.85E-03	3.90E-04	0.00E+00	0.00E+00
220	282050	4051589	4.06E-03	4.12E-04	0.00E+00	0.00E+00
221	282100	4051589	4.29E-03	4.35E-04	0.00E+00	0.00E+00
222	282150	4051589	4.55E-03	4.61E-04	0.00E+00	0.00E+00
223	282200	4051589	4.83E-03	4.90E-04	0.00E+00	0.00E+00
224	282250	4051589	5.14E-03	5.21E-04	0.00E+00	0.00E+00
225	282300	4051589	5.48E-03	5.56E-04	0.00E+00	0.00E+00
226	282350	4051589	5.86E-03	5.95E-04	0.00E+00	0.00E+00
227	282400	4051589	6.29E-03	6.38E-04	0.00E+00	0.00E+00
228	282450	4051589	6.77E-03	6.87E-04	0.00E+00	0.00E+00

229	282500	4051589	7.31E-03	7.42E-04	0.00E+00	0.00E+00
230	282550	4051589	7.93E-03	8.04E-04	0.00E+00	0.00E+00
231	282600	4051589	8.64E-03	8.76E-04	0.00E+00	0.00E+00
232	282650	4051589	9.45E-03	9.58E-04	0.00E+00	0.00E+00
233	282700	4051589	1.04E-02	1.05E-03	0.00E+00	0.00E+00
234	282750	4051589	1.15E-02	1.17E-03	0.00E+00	0.00E+00
235	282800	4051589	1.28E-02	1.30E-03	0.00E+00	0.00E+00
236	282850	4051589	1.44E-02	1.46E-03	0.00E+00	0.00E+00
237	282900	4051589	1.63E-02	1.66E-03	0.00E+00	0.00E+00
238	281700	4051639	2.82E-03	2.86E-04	0.00E+00	0.00E+00
239	281750	4051639	2.95E-03	2.99E-04	0.00E+00	0.00E+00
240	281800	4051639	3.09E-03	3.13E-04	0.00E+00	0.00E+00
241	281850	4051639	3.24E-03	3.28E-04	0.00E+00	0.00E+00
242	281900	4051639	3.40E-03	3.45E-04	0.00E+00	0.00E+00
243	281950	4051639	3.57E-03	3.62E-04	0.00E+00	0.00E+00
244	282000	4051639	3.76E-03	3.81E-04	0.00E+00	0.00E+00
245	282050	4051639	3.96E-03	4.02E-04	0.00E+00	0.00E+00
246	282100	4051639	4.19E-03	4.24E-04	0.00E+00	0.00E+00
247	282150	4051639	4.43E-03	4.49E-04	0.00E+00	0.00E+00
248	282200	4051639	4.70E-03	4.76E-04	0.00E+00	0.00E+00
249	282250	4051639	4.99E-03	5.06E-04	0.00E+00	0.00E+00
250	282300	4051639	5.32E-03	5.39E-04	0.00E+00	0.00E+00
251	282350	4051639	5.68E-03	5.76E-04	0.00E+00	0.00E+00
252	282400	4051639	6.08E-03	6.16E-04	0.00E+00	0.00E+00
253	282450	4051639	6.53E-03	6.62E-04	0.00E+00	0.00E+00
254	282500	4051639	7.03E-03	7.13E-04	0.00E+00	0.00E+00
255	282550	4051639	7.61E-03	7.71E-04	0.00E+00	0.00E+00
256	282600	4051639	8.26E-03	8.37E-04	0.00E+00	0.00E+00
257	282650	4051639	9.00E-03	9.13E-04	0.00E+00	0.00E+00
258	282700	4051639	9.87E-03	1.00E-03	0.00E+00	0.00E+00
259	282750	4051639	1.09E-02	1.10E-03	0.00E+00	0.00E+00
260	282800	4051639	1.21E-02	1.22E-03	0.00E+00	0.00E+00
261	282850	4051639	1.35E-02	1.37E-03	0.00E+00	0.00E+00
262	282900	4051639	1.52E-02	1.54E-03	0.00E+00	0.00E+00
263	281700	4051689	2.76E-03	2.80E-04	0.00E+00	0.00E+00
264	281750	4051689	2.89E-03	2.93E-04	0.00E+00	0.00E+00
265	281800	4051689	3.02E-03	3.06E-04	0.00E+00	0.00E+00
266	281850	4051689	3.16E-03	3.20E-04	0.00E+00	0.00E+00
267	281900	4051689	3.31E-03	3.36E-04	0.00E+00	0.00E+00
268	281950	4051689	3.48E-03	3.53E-04	0.00E+00	0.00E+00
269	282000	4051689	3.66E-03	3.71E-04	0.00E+00	0.00E+00
270	282050	4051689	3.85E-03	3.91E-04	0.00E+00	0.00E+00
271	282100	4051689	4.06E-03	4.12E-04	0.00E+00	0.00E+00
272	282150	4051689	4.29E-03	4.35E-04	0.00E+00	0.00E+00
273	282200	4051689	4.55E-03	4.61E-04	0.00E+00	0.00E+00
274	282250	4051689	4.82E-03	4.89E-04	0.00E+00	0.00E+00
275	282300	4051689	5.13E-03	5.20E-04	0.00E+00	0.00E+00

276	282350	4051689	5.46E-03	5.54E-04	0.00E+00	0.00E+00
277	282400	4051689	5.84E-03	5.92E-04	0.00E+00	0.00E+00
278	282450	4051689	6.25E-03	6.34E-04	0.00E+00	0.00E+00
279	282500	4051689	6.72E-03	6.81E-04	0.00E+00	0.00E+00
280	282550	4051689	7.24E-03	7.34E-04	0.00E+00	0.00E+00
281	282600	4051689	7.83E-03	7.94E-04	0.00E+00	0.00E+00
282	282650	4051689	8.51E-03	8.63E-04	0.00E+00	0.00E+00
283	282700	4051689	9.28E-03	9.41E-04	0.00E+00	0.00E+00
284	282750	4051689	1.02E-02	1.03E-03	0.00E+00	0.00E+00
285	282800	4051689	1.12E-02	1.14E-03	0.00E+00	0.00E+00
286	282850	4051689	1.25E-02	1.26E-03	0.00E+00	0.00E+00
287	282900	4051689	1.39E-02	1.41E-03	0.00E+00	0.00E+00
288	281700	4051739	2.70E-03	2.74E-04	0.00E+00	0.00E+00
289	281750	4051739	2.82E-03	2.85E-04	0.00E+00	0.00E+00
290	281800	4051739	2.94E-03	2.98E-04	0.00E+00	0.00E+00
291	281850	4051739	3.08E-03	3.12E-04	0.00E+00	0.00E+00
292	281900	4051739	3.22E-03	3.27E-04	0.00E+00	0.00E+00
293	281950	4051739	3.38E-03	3.43E-04	0.00E+00	0.00E+00
294	282000	4051739	3.55E-03	3.60E-04	0.00E+00	0.00E+00
295	282050	4051739	3.73E-03	3.78E-04	0.00E+00	0.00E+00
296	282100	4051739	3.93E-03	3.99E-04	0.00E+00	0.00E+00
297	282150	4051739	4.15E-03	4.21E-04	0.00E+00	0.00E+00
298	282200	4051739	4.38E-03	4.45E-04	0.00E+00	0.00E+00
299	282250	4051739	4.64E-03	4.71E-04	0.00E+00	0.00E+00
300	282300	4051739	4.93E-03	4.99E-04	0.00E+00	0.00E+00
301	282350	4051739	5.24E-03	5.31E-04	0.00E+00	0.00E+00
302	282400	4051739	5.58E-03	5.66E-04	0.00E+00	0.00E+00
303	282450	4051739	5.96E-03	6.04E-04	0.00E+00	0.00E+00
304	282500	4051739	6.38E-03	6.47E-04	0.00E+00	0.00E+00
305	282550	4051739	6.86E-03	6.95E-04	0.00E+00	0.00E+00
306	282600	4051739	7.39E-03	7.49E-04	0.00E+00	0.00E+00
307	282650	4051739	8.00E-03	8.11E-04	0.00E+00	0.00E+00
308	282700	4051739	8.69E-03	8.81E-04	0.00E+00	0.00E+00
309	282750	4051739	9.47E-03	9.61E-04	0.00E+00	0.00E+00
310	282800	4051739	1.04E-02	1.05E-03	0.00E+00	0.00E+00
311	282850	4051739	1.14E-02	1.16E-03	0.00E+00	0.00E+00
312	282900	4051739	1.26E-02	1.27E-03	0.00E+00	0.00E+00
313	281700	4051789	2.63E-03	2.67E-04	0.00E+00	0.00E+00
314	281750	4051789	2.74E-03	2.78E-04	0.00E+00	0.00E+00
315	281800	4051789	2.86E-03	2.90E-04	0.00E+00	0.00E+00
316	281850	4051789	2.99E-03	3.03E-04	0.00E+00	0.00E+00
317	281900	4051789	3.13E-03	3.17E-04	0.00E+00	0.00E+00
318	281950	4051789	3.28E-03	3.32E-04	0.00E+00	0.00E+00
319	282000	4051789	3.44E-03	3.48E-04	0.00E+00	0.00E+00
320	282050	4051789	3.61E-03	3.66E-04	0.00E+00	0.00E+00
321	282100	4051789	3.80E-03	3.85E-04	0.00E+00	0.00E+00
322	282150	4051789	4.00E-03	4.05E-04	0.00E+00	0.00E+00

323	282200	4051789	4.22E-03	4.28E-04	0.00E+00	0.00E+00
324	282250	4051789	4.46E-03	4.52E-04	0.00E+00	0.00E+00
325	282300	4051789	4.72E-03	4.78E-04	0.00E+00	0.00E+00
326	282350	4051789	5.00E-03	5.07E-04	0.00E+00	0.00E+00
327	282400	4051789	5.32E-03	5.39E-04	0.00E+00	0.00E+00
328	282450	4051789	5.66E-03	5.74E-04	0.00E+00	0.00E+00
329	282500	4051789	6.05E-03	6.13E-04	0.00E+00	0.00E+00
330	282550	4051789	6.48E-03	6.57E-04	0.00E+00	0.00E+00
331	282600	4051789	6.96E-03	7.05E-04	0.00E+00	0.00E+00
332	282650	4051789	7.50E-03	7.60E-04	0.00E+00	0.00E+00
333	282700	4051789	8.10E-03	8.21E-04	0.00E+00	0.00E+00
334	282750	4051789	8.78E-03	8.90E-04	0.00E+00	0.00E+00
335	282800	4051789	9.53E-03	9.67E-04	0.00E+00	0.00E+00
336	282850	4051789	1.04E-02	1.05E-03	0.00E+00	0.00E+00
337	282900	4051789	1.12E-02	1.14E-03	0.00E+00	0.00E+00
338	281700	4051839	2.56E-03	2.59E-04	0.00E+00	0.00E+00
339	281750	4051839	2.67E-03	2.70E-04	0.00E+00	0.00E+00
340	281800	4051839	2.78E-03	2.82E-04	0.00E+00	0.00E+00
341	281850	4051839	2.90E-03	2.94E-04	0.00E+00	0.00E+00
342	281900	4051839	3.03E-03	3.07E-04	0.00E+00	0.00E+00
343	281950	4051839	3.17E-03	3.22E-04	0.00E+00	0.00E+00
344	282000	4051839	3.32E-03	3.37E-04	0.00E+00	0.00E+00
345	282050	4051839	3.48E-03	3.53E-04	0.00E+00	0.00E+00
346	282100	4051839	3.66E-03	3.71E-04	0.00E+00	0.00E+00
347	282150	4051839	3.85E-03	3.90E-04	0.00E+00	0.00E+00
348	282200	4051839	4.05E-03	4.11E-04	0.00E+00	0.00E+00
349	282250	4051839	4.27E-03	4.33E-04	0.00E+00	0.00E+00
350	282300	4051839	4.51E-03	4.57E-04	0.00E+00	0.00E+00
351	282350	4051839	4.77E-03	4.84E-04	0.00E+00	0.00E+00
352	282400	4051839	5.06E-03	5.13E-04	0.00E+00	0.00E+00
353	282450	4051839	5.37E-03	5.45E-04	0.00E+00	0.00E+00
354	282500	4051839	5.72E-03	5.80E-04	0.00E+00	0.00E+00
355	282600	4051839	6.54E-03	6.63E-04	0.00E+00	0.00E+00
356	282650	4051839	7.02E-03	7.11E-04	0.00E+00	0.00E+00
357	282700	4051839	7.54E-03	7.64E-04	0.00E+00	0.00E+00
358	282750	4051839	8.10E-03	8.21E-04	0.00E+00	0.00E+00
359	282800	4051839	8.70E-03	8.82E-04	0.00E+00	0.00E+00
360	282850	4051839	9.33E-03	9.46E-04	0.00E+00	0.00E+00
361	282900	4051839	9.97E-03	1.01E-03	0.00E+00	0.00E+00
362	281700	4051889	2.49E-03	2.52E-04	0.00E+00	0.00E+00
363	281750	4051889	2.59E-03	2.63E-04	0.00E+00	0.00E+00
364	281800	4051889	2.70E-03	2.74E-04	0.00E+00	0.00E+00
365	281850	4051889	2.81E-03	2.85E-04	0.00E+00	0.00E+00
366	281900	4051889	2.94E-03	2.98E-04	0.00E+00	0.00E+00
367	281950	4051889	3.07E-03	3.11E-04	0.00E+00	0.00E+00
368	282000	4051889	3.21E-03	3.25E-04	0.00E+00	0.00E+00
369	282050	4051889	3.36E-03	3.41E-04	0.00E+00	0.00E+00

370	282100	4051889	3.52E-03	3.57E-04	0.00E+00	0.00E+00
371	282150	4051889	3.70E-03	3.75E-04	0.00E+00	0.00E+00
372	282200	4051889	3.88E-03	3.94E-04	0.00E+00	0.00E+00
373	282250	4051889	4.09E-03	4.14E-04	0.00E+00	0.00E+00
374	282300	4051889	4.31E-03	4.37E-04	0.00E+00	0.00E+00
375	282350	4051889	4.55E-03	4.61E-04	0.00E+00	0.00E+00
376	282400	4051889	4.81E-03	4.88E-04	0.00E+00	0.00E+00
377	282450	4051889	5.10E-03	5.17E-04	0.00E+00	0.00E+00
378	282500	4051889	5.42E-03	5.49E-04	0.00E+00	0.00E+00
379	282600	4051889	6.14E-03	6.23E-04	0.00E+00	0.00E+00
380	282650	4051889	6.55E-03	6.64E-04	0.00E+00	0.00E+00
381	282700	4051889	6.98E-03	7.07E-04	0.00E+00	0.00E+00
382	282750	4051889	7.42E-03	7.53E-04	0.00E+00	0.00E+00
383	282800	4051889	7.88E-03	7.99E-04	0.00E+00	0.00E+00
384	282850	4051889	8.32E-03	8.43E-04	0.00E+00	0.00E+00
385	282900	4051889	8.73E-03	8.86E-04	0.00E+00	0.00E+00
386	281700	4051939	2.42E-03	2.46E-04	0.00E+00	0.00E+00
387	281750	4051939	2.52E-03	2.55E-04	0.00E+00	0.00E+00
388	281800	4051939	2.62E-03	2.66E-04	0.00E+00	0.00E+00
389	281850	4051939	2.73E-03	2.77E-04	0.00E+00	0.00E+00
390	281900	4051939	2.84E-03	2.88E-04	0.00E+00	0.00E+00
391	281950	4051939	2.97E-03	3.01E-04	0.00E+00	0.00E+00
392	282000	4051939	3.10E-03	3.14E-04	0.00E+00	0.00E+00
393	282050	4051939	3.24E-03	3.28E-04	0.00E+00	0.00E+00
394	282100	4051939	3.39E-03	3.43E-04	0.00E+00	0.00E+00
395	282150	4051939	3.55E-03	3.60E-04	0.00E+00	0.00E+00
396	282200	4051939	3.72E-03	3.77E-04	0.00E+00	0.00E+00
397	282250	4051939	3.91E-03	3.96E-04	0.00E+00	0.00E+00
398	282300	4051939	4.11E-03	4.17E-04	0.00E+00	0.00E+00
399	282350	4051939	4.33E-03	4.39E-04	0.00E+00	0.00E+00
400	282400	4051939	4.57E-03	4.64E-04	0.00E+00	0.00E+00
401	282450	4051939	4.84E-03	4.90E-04	0.00E+00	0.00E+00
402	282500	4051939	5.12E-03	5.19E-04	0.00E+00	0.00E+00
403	282550	4051939	5.42E-03	5.50E-04	0.00E+00	0.00E+00
404	282600	4051939	5.75E-03	5.83E-04	0.00E+00	0.00E+00
405	282650	4051939	6.08E-03	6.16E-04	0.00E+00	0.00E+00
406	282700	4051939	6.42E-03	6.51E-04	0.00E+00	0.00E+00
407	282750	4051939	6.75E-03	6.84E-04	0.00E+00	0.00E+00
408	282800	4051939	7.06E-03	7.16E-04	0.00E+00	0.00E+00
409	282850	4051939	7.34E-03	7.44E-04	0.00E+00	0.00E+00
410	282900	4051939	7.57E-03	7.67E-04	0.00E+00	0.00E+00
411	281700	4051989	2.35E-03	2.39E-04	0.00E+00	0.00E+00
412	281750	4051989	2.44E-03	2.48E-04	0.00E+00	0.00E+00
413	281800	4051989	2.54E-03	2.58E-04	0.00E+00	0.00E+00
414	281850	4051989	2.64E-03	2.68E-04	0.00E+00	0.00E+00
415	281900	4051989	2.75E-03	2.79E-04	0.00E+00	0.00E+00
416	281950	4051989	2.86E-03	2.90E-04	0.00E+00	0.00E+00

417	282000	4051989	2.98E-03	3.03E-04	0.00E+00	0.00E+00
418	282050	4051989	3.11E-03	3.16E-04	0.00E+00	0.00E+00
419	282100	4051989	3.25E-03	3.30E-04	0.00E+00	0.00E+00
420	282150	4051989	3.40E-03	3.45E-04	0.00E+00	0.00E+00
421	282200	4051989	3.56E-03	3.61E-04	0.00E+00	0.00E+00
422	282250	4051989	3.74E-03	3.79E-04	0.00E+00	0.00E+00
423	282300	4051989	3.93E-03	3.98E-04	0.00E+00	0.00E+00
424	282350	4051989	4.13E-03	4.19E-04	0.00E+00	0.00E+00
425	282400	4051989	4.35E-03	4.41E-04	0.00E+00	0.00E+00
426	282450	4051989	4.58E-03	4.65E-04	0.00E+00	0.00E+00
427	282500	4051989	4.83E-03	4.90E-04	0.00E+00	0.00E+00
428	282550	4051989	5.09E-03	5.16E-04	0.00E+00	0.00E+00
429	282600	4051989	5.35E-03	5.43E-04	0.00E+00	0.00E+00
430	282650	4051989	5.61E-03	5.69E-04	0.00E+00	0.00E+00
431	282700	4051989	5.86E-03	5.94E-04	0.00E+00	0.00E+00
432	282750	4051989	6.08E-03	6.17E-04	0.00E+00	0.00E+00
433	282800	4051989	6.27E-03	6.36E-04	0.00E+00	0.00E+00
434	282850	4051989	6.41E-03	6.50E-04	0.00E+00	0.00E+00
435	282900	4051989	6.49E-03	6.58E-04	0.00E+00	0.00E+00
436	281700	4052039	2.29E-03	2.32E-04	0.00E+00	0.00E+00
437	281750	4052039	2.37E-03	2.40E-04	0.00E+00	0.00E+00
438	281800	4052039	2.46E-03	2.49E-04	0.00E+00	0.00E+00
439	281850	4052039	2.55E-03	2.59E-04	0.00E+00	0.00E+00
440	281900	4052039	2.65E-03	2.69E-04	0.00E+00	0.00E+00
441	281950	4052039	2.76E-03	2.80E-04	0.00E+00	0.00E+00
442	282000	4052039	2.87E-03	2.91E-04	0.00E+00	0.00E+00
443	282050	4052039	2.99E-03	3.04E-04	0.00E+00	0.00E+00
444	282100	4052039	3.12E-03	3.17E-04	0.00E+00	0.00E+00
445	282150	4052039	3.26E-03	3.31E-04	0.00E+00	0.00E+00
446	282200	4052039	3.41E-03	3.46E-04	0.00E+00	0.00E+00
447	282250	4052039	3.58E-03	3.62E-04	0.00E+00	0.00E+00
448	282300	4052039	3.75E-03	3.80E-04	0.00E+00	0.00E+00
449	282350	4052039	3.93E-03	3.99E-04	0.00E+00	0.00E+00
450	282400	4052039	4.13E-03	4.19E-04	0.00E+00	0.00E+00
451	282450	4052039	4.33E-03	4.39E-04	0.00E+00	0.00E+00
452	282500	4052039	4.54E-03	4.61E-04	0.00E+00	0.00E+00
453	282550	4052039	4.75E-03	4.82E-04	0.00E+00	0.00E+00
454	282600	4052039	4.95E-03	5.02E-04	0.00E+00	0.00E+00
455	282650	4052039	5.14E-03	5.21E-04	0.00E+00	0.00E+00
456	282700	4052039	5.30E-03	5.37E-04	0.00E+00	0.00E+00
457	282750	4052039	5.42E-03	5.50E-04	0.00E+00	0.00E+00
458	282800	4052039	5.51E-03	5.58E-04	0.00E+00	0.00E+00
459	282850	4052039	5.54E-03	5.62E-04	0.00E+00	0.00E+00
460	282900	4052039	5.53E-03	5.61E-04	0.00E+00	0.00E+00
461	281700	4052089	2.22E-03	2.25E-04	0.00E+00	0.00E+00
462	281750	4052089	2.30E-03	2.33E-04	0.00E+00	0.00E+00
463	281800	4052089	2.38E-03	2.41E-04	0.00E+00	0.00E+00

464	281850	4052089	2.47E-03	2.50E-04	0.00E+00	0.00E+00
465	281900	4052089	2.56E-03	2.60E-04	0.00E+00	0.00E+00
466	281950	4052089	2.66E-03	2.70E-04	0.00E+00	0.00E+00
467	282000	4052089	2.77E-03	2.80E-04	0.00E+00	0.00E+00
468	282050	4052089	2.88E-03	2.92E-04	0.00E+00	0.00E+00
469	282100	4052089	3.00E-03	3.04E-04	0.00E+00	0.00E+00
470	282150	4052089	3.13E-03	3.18E-04	0.00E+00	0.00E+00
471	282200	4052089	3.27E-03	3.32E-04	0.00E+00	0.00E+00
472	282250	4052089	3.42E-03	3.47E-04	0.00E+00	0.00E+00
473	282300	4052089	3.58E-03	3.63E-04	0.00E+00	0.00E+00
474	282350	4052089	3.74E-03	3.80E-04	0.00E+00	0.00E+00
475	282400	4052089	3.91E-03	3.97E-04	0.00E+00	0.00E+00
476	282450	4052089	4.08E-03	4.14E-04	0.00E+00	0.00E+00
477	283207.5	4051238	2.71E-02	2.75E-03	0.00E+00	0.00E+00
478	283161.6	4051218	2.22E-02	2.25E-03	0.00E+00	0.00E+00
479	283115.6	4051198	1.87E-02	1.90E-03	0.00E+00	0.00E+00
480	283069.7	4051178	1.60E-02	1.62E-03	0.00E+00	0.00E+00
481	283023.7	4051159	1.39E-02	1.41E-03	0.00E+00	0.00E+00
482	283266.8	4051349	6.05E-02	6.14E-03	0.00E+00	0.00E+00
483	283221.9	4051327	4.39E-02	4.45E-03	0.00E+00	0.00E+00
484	283177	4051305	3.38E-02	3.42E-03	0.00E+00	0.00E+00
485	283042.3	4051239	1.88E-02	1.90E-03	0.00E+00	0.00E+00
486	282997.4	4051217	1.61E-02	1.63E-03	0.00E+00	0.00E+00
487	283244.8	4051410	6.58E-02	6.68E-03	0.00E+00	0.00E+00
488	283197.6	4051394	4.88E-02	4.95E-03	0.00E+00	0.00E+00
489	283150.5	4051377	3.82E-02	3.87E-03	0.00E+00	0.00E+00
490	283103.3	4051361	3.09E-02	3.13E-03	0.00E+00	0.00E+00
491	283056.1	4051344	2.56E-02	2.60E-03	0.00E+00	0.00E+00
492	283008.9	4051328	2.17E-02	2.20E-03	0.00E+00	0.00E+00
493	282961.7	4051311	1.86E-02	1.89E-03	0.00E+00	0.00E+00
494	283139.8	4051427	3.97E-02	4.03E-03	0.00E+00	0.00E+00
495	283090.5	4051419	3.23E-02	3.28E-03	0.00E+00	0.00E+00
496	283041.2	4051410	2.70E-02	2.73E-03	0.00E+00	0.00E+00
497	282996.3	4051376	2.26E-02	2.29E-03	0.00E+00	0.00E+00
498	282947.1	4051368	1.95E-02	1.98E-03	0.00E+00	0.00E+00
499	283231.2	4051482	6.69E-02	6.78E-03	0.00E+00	0.00E+00
500	283182	4051473	5.04E-02	5.11E-03	0.00E+00	0.00E+00
501	282985.5	4051436	2.29E-02	2.33E-03	0.00E+00	0.00E+00
502	282936.4	4051426	1.98E-02	2.01E-03	0.00E+00	0.00E+00
503	283180.3	4051521	4.95E-02	5.02E-03	0.00E+00	0.00E+00
504	283130.3	4051491	3.94E-02	4.00E-03	0.00E+00	0.00E+00
505	283082	4051473	3.23E-02	3.27E-03	0.00E+00	0.00E+00
506	283080.3	4051521	3.15E-02	3.20E-03	0.00E+00	0.00E+00
507	283032.5	4051468	2.69E-02	2.73E-03	0.00E+00	0.00E+00
508	283030.3	4051521	2.62E-02	2.66E-03	0.00E+00	0.00E+00
509	282980.3	4051491	2.26E-02	2.29E-03	0.00E+00	0.00E+00
510	282930.3	4051491	1.94E-02	1.97E-03	0.00E+00	0.00E+00

511	283234.1	4051572	6.17E-02	6.26E-03	0.00E+00	0.00E+00
512	283184.3	4051576	4.60E-02	4.66E-03	0.00E+00	0.00E+00
513	283134.4	4051580	3.62E-02	3.67E-03	0.00E+00	0.00E+00
514	283084.6	4051583	2.94E-02	2.98E-03	0.00E+00	0.00E+00
515	283034.7	4051587	2.44E-02	2.48E-03	0.00E+00	0.00E+00
516	282981.2	4051544	2.18E-02	2.21E-03	0.00E+00	0.00E+00
517	282984.8	4051591	2.07E-02	2.10E-03	0.00E+00	0.00E+00
518	282931.3	4051547	1.87E-02	1.89E-03	0.00E+00	0.00E+00
519	282935	4051595	1.78E-02	1.80E-03	0.00E+00	0.00E+00
520	283236.3	4051635	4.83E-02	4.90E-03	0.00E+00	0.00E+00
521	283186.4	4051638	3.74E-02	3.79E-03	0.00E+00	0.00E+00
522	283136.5	4051642	3.04E-02	3.08E-03	0.00E+00	0.00E+00
523	283086.6	4051645	2.53E-02	2.57E-03	0.00E+00	0.00E+00
524	283036.7	4051648	2.16E-02	2.19E-03	0.00E+00	0.00E+00
525	282986.8	4051652	1.86E-02	1.88E-03	0.00E+00	0.00E+00
526	282936.9	4051655	1.62E-02	1.64E-03	0.00E+00	0.00E+00
527	283253.4	4051681	3.82E-02	3.87E-03	0.00E+00	0.00E+00
528	283202.3	4051694	2.96E-02	3.01E-03	0.00E+00	0.00E+00
529	283155.5	4051707	2.43E-02	2.46E-03	0.00E+00	0.00E+00
530	283112.7	4051732	1.97E-02	2.00E-03	0.00E+00	0.00E+00
531	283070.8	4051760	1.63E-02	1.65E-03	0.00E+00	0.00E+00
532	283051.9	4051704	1.91E-02	1.94E-03	0.00E+00	0.00E+00
533	283028.2	4051786	1.39E-02	1.41E-03	0.00E+00	0.00E+00
534	283013.1	4051741	1.56E-02	1.59E-03	0.00E+00	0.00E+00
535	282998	4051695	1.72E-02	1.74E-03	0.00E+00	0.00E+00
536	282986.1	4051813	1.20E-02	1.21E-03	0.00E+00	0.00E+00
537	282971.7	4051770	1.33E-02	1.35E-03	0.00E+00	0.00E+00
538	282957.3	4051727	1.45E-02	1.47E-03	0.00E+00	0.00E+00
539	283233	4051733	2.45E-02	2.48E-03	0.00E+00	0.00E+00
540	283182.7	4051752	2.03E-02	2.06E-03	0.00E+00	0.00E+00
541	283147.3	4051787	1.61E-02	1.63E-03	0.00E+00	0.00E+00
542	283112	4051823	1.32E-02	1.33E-03	0.00E+00	0.00E+00
543	283076.6	4051858	1.10E-02	1.12E-03	0.00E+00	0.00E+00
544	283041.3	4051893	9.38E-03	9.51E-04	0.00E+00	0.00E+00
545	283291.1	4051718	2.97E-02	3.01E-03	0.00E+00	0.00E+00
546	283219.1	4051788	1.67E-02	1.69E-03	0.00E+00	0.00E+00
547	283179.3	4051820	1.37E-02	1.39E-03	0.00E+00	0.00E+00
548	283149.9	4051861	1.11E-02	1.12E-03	0.00E+00	0.00E+00
549	283117.6	4051899	9.27E-03	9.39E-04	0.00E+00	0.00E+00
550	283087.8	4051939	7.81E-03	7.92E-04	0.00E+00	0.00E+00
551	283267.9	4051763	1.99E-02	2.02E-03	0.00E+00	0.00E+00
552	283224	4051853	1.15E-02	1.16E-03	0.00E+00	0.00E+00
553	283186.7	4051889	9.66E-03	9.79E-04	0.00E+00	0.00E+00
554	283159.7	4051931	8.02E-03	8.13E-04	0.00E+00	0.00E+00
555	283123.7	4051967	6.96E-03	7.05E-04	0.00E+00	0.00E+00
556	283259.4	4051816	1.40E-02	1.42E-03	0.00E+00	0.00E+00
557	283162.3	4051991	6.24E-03	6.33E-04	0.00E+00	0.00E+00

558	283334	4051738	2.37E-02	2.41E-03	0.00E+00	0.00E+00
559	283333.5	4051787	1.62E-02	1.65E-03	0.00E+00	0.00E+00
560	283333.2	4051837	1.18E-02	1.20E-03	0.00E+00	0.00E+00
561	283333.5	4051887	8.91E-03	9.04E-04	0.00E+00	0.00E+00
562	283284.9	4051875	9.96E-03	1.01E-03	0.00E+00	0.00E+00
563	283333.3	4051937	6.97E-03	7.06E-04	0.00E+00	0.00E+00
564	283289.2	4051926	7.66E-03	7.77E-04	0.00E+00	0.00E+00
565	283245	4051915	8.37E-03	8.48E-04	0.00E+00	0.00E+00
566	283333.2	4051987	5.62E-03	5.70E-04	0.00E+00	0.00E+00
567	283288.4	4051976	6.13E-03	6.21E-04	0.00E+00	0.00E+00
568	283243.6	4051964	6.67E-03	6.76E-04	0.00E+00	0.00E+00
569	283333.4	4052037	4.65E-03	4.72E-04	0.00E+00	0.00E+00
570	283289.5	4052026	5.02E-03	5.09E-04	0.00E+00	0.00E+00
571	283245.7	4052015	5.41E-03	5.48E-04	0.00E+00	0.00E+00
572	283379.5	4051785	1.57E-02	1.59E-03	0.00E+00	0.00E+00
573	283383	4051834	1.13E-02	1.14E-03	0.00E+00	0.00E+00
574	283396.4	4051882	8.39E-03	8.51E-04	0.00E+00	0.00E+00
575	283410.1	4051930	6.50E-03	6.59E-04	0.00E+00	0.00E+00
576	283423.9	4051978	5.20E-03	5.27E-04	0.00E+00	0.00E+00
577	283437.7	4052026	4.25E-03	4.31E-04	0.00E+00	0.00E+00
578	283388.3	4052033	4.45E-03	4.51E-04	0.00E+00	0.00E+00
579	283386.5	4051729	2.37E-02	2.40E-03	0.00E+00	0.00E+00
580	283426.8	4051763	1.73E-02	1.75E-03	0.00E+00	0.00E+00
581	283445.2	4051808	1.20E-02	1.22E-03	0.00E+00	0.00E+00
582	283478.2	4051847	8.87E-03	9.00E-04	0.00E+00	0.00E+00
583	283508.9	4051886	6.77E-03	6.86E-04	0.00E+00	0.00E+00
584	283459.1	4051912	6.53E-03	6.62E-04	0.00E+00	0.00E+00
585	283539.8	4051925	5.28E-03	5.35E-04	0.00E+00	0.00E+00
586	283487.6	4051952	5.19E-03	5.26E-04	0.00E+00	0.00E+00
587	283572.2	4051963	4.22E-03	4.27E-04	0.00E+00	0.00E+00
588	283523.4	4051989	4.20E-03	4.25E-04	0.00E+00	0.00E+00
589	283423.2	4051699	3.00E-02	3.04E-03	0.00E+00	0.00E+00
590	283481.5	4051782	1.37E-02	1.39E-03	0.00E+00	0.00E+00
591	283516.8	4051817	9.88E-03	1.00E-03	0.00E+00	0.00E+00
592	283552.2	4051852	7.35E-03	7.45E-04	0.00E+00	0.00E+00
593	283576.1	4051898	5.50E-03	5.58E-04	0.00E+00	0.00E+00
594	283614	4051931	4.38E-03	4.44E-04	0.00E+00	0.00E+00
595	283473.8	4051719	2.39E-02	2.42E-03	0.00E+00	0.00E+00
596	283612.1	4051864	5.93E-03	6.01E-04	0.00E+00	0.00E+00
597	283646.6	4051900	4.59E-03	4.66E-04	0.00E+00	0.00E+00
598	283463.7	4051671	3.87E-02	3.92E-03	0.00E+00	0.00E+00
599	283524	4051704	2.71E-02	2.75E-03	0.00E+00	0.00E+00
600	283638.8	4051716	1.57E-02	1.59E-03	0.00E+00	0.00E+00
601	283720.7	4051715	9.95E-03	1.01E-03	0.00E+00	0.00E+00
602	283557.5	4051767	1.30E-02	1.32E-03	0.00E+00	0.00E+00
603	283639.5	4051766	9.81E-03	9.94E-04	0.00E+00	0.00E+00
604	283721.4	4051765	7.07E-03	7.17E-04	0.00E+00	0.00E+00

605	283640.1	4051816	7.05E-03	7.15E-04	0.00E+00	0.00E+00
606	283722.1	4051815	5.41E-03	5.49E-04	0.00E+00	0.00E+00
607	283722.7	4051865	4.33E-03	4.39E-04	0.00E+00	0.00E+00
608	283723.4	4051915	3.56E-03	3.61E-04	0.00E+00	0.00E+00
609	283724.1	4051965	3.00E-03	3.04E-04	0.00E+00	0.00E+00
610	283560.9	4052017	3.55E-03	3.60E-04	0.00E+00	0.00E+00
611	283642.8	4052016	3.05E-03	3.09E-04	0.00E+00	0.00E+00
612	283724.8	4052015	2.57E-03	2.61E-04	0.00E+00	0.00E+00
613	283767.5	4051564	3.54E-02	3.59E-03	0.00E+00	0.00E+00
614	283764.9	4051464	6.15E-02	6.24E-03	0.00E+00	0.00E+00
615	283762.4	4051364	7.34E-02	7.44E-03	0.00E+00	0.00E+00
616	283817.5	4051562	2.15E-02	2.17E-03	0.00E+00	0.00E+00
617	283814.9	4051462	3.91E-02	3.97E-03	0.00E+00	0.00E+00
618	283812.3	4051362	5.04E-02	5.11E-03	0.00E+00	0.00E+00
619	283849.1	4051715	6.15E-03	6.24E-04	0.00E+00	0.00E+00
620	283775.1	4051792	5.20E-03	5.27E-04	0.00E+00	0.00E+00
621	283867.5	4051561	1.49E-02	1.51E-03	0.00E+00	0.00E+00
622	283864.9	4051461	2.68E-02	2.72E-03	0.00E+00	0.00E+00
623	283862.3	4051361	3.67E-02	3.72E-03	0.00E+00	0.00E+00
624	283892.1	4051731	5.04E-03	5.11E-04	0.00E+00	0.00E+00
625	283793.5	4051834	4.14E-03	4.20E-04	0.00E+00	0.00E+00
626	283917.4	4051560	1.13E-02	1.14E-03	0.00E+00	0.00E+00
627	283914.9	4051460	1.95E-02	1.98E-03	0.00E+00	0.00E+00
628	283912.3	4051360	2.75E-02	2.79E-03	0.00E+00	0.00E+00
629	283935.1	4051748	4.24E-03	4.30E-04	0.00E+00	0.00E+00
630	283811.8	4051876	3.41E-03	3.45E-04	0.00E+00	0.00E+00
631	283967.4	4051558	8.97E-03	9.10E-04	0.00E+00	0.00E+00
632	283964.9	4051458	1.49E-02	1.51E-03	0.00E+00	0.00E+00
633	283962.3	4051359	2.12E-02	2.15E-03	0.00E+00	0.00E+00
634	283992.1	4051729	3.98E-03	4.04E-04	0.00E+00	0.00E+00
635	283964.2	4051801	3.32E-03	3.37E-04	0.00E+00	0.00E+00
636	283865.6	4051903	2.84E-03	2.88E-04	0.00E+00	0.00E+00
637	283794.8	4051934	2.89E-03	2.93E-04	0.00E+00	0.00E+00
638	284017.4	4051557	7.40E-03	7.50E-04	0.00E+00	0.00E+00
639	284014.8	4051457	1.18E-02	1.19E-03	0.00E+00	0.00E+00
640	284012.3	4051357	1.68E-02	1.70E-03	0.00E+00	0.00E+00
641	284037.4	4051740	3.49E-03	3.54E-04	0.00E+00	0.00E+00
642	284004.9	4051823	2.87E-03	2.91E-04	0.00E+00	0.00E+00
643	283889.8	4051943	2.44E-03	2.47E-04	0.00E+00	0.00E+00
644	283807.3	4051979	2.47E-03	2.50E-04	0.00E+00	0.00E+00
645	284067.4	4051556	6.26E-03	6.34E-04	0.00E+00	0.00E+00
646	284064.8	4051456	9.55E-03	9.69E-04	0.00E+00	0.00E+00
647	284062.3	4051356	1.36E-02	1.38E-03	0.00E+00	0.00E+00
648	283707.9	4051215	6.32E-02	6.41E-03	0.00E+00	0.00E+00
649	283618.2	4051219	6.68E-02	6.77E-03	0.00E+00	0.00E+00
650	283528.6	4051222	6.31E-02	6.40E-03	0.00E+00	0.00E+00
651	283439	4051226	4.88E-02	4.94E-03	0.00E+00	0.00E+00

652	283349.3	4051229	3.60E-02	3.65E-03	0.00E+00	0.00E+00
653	283705.9	4051165	4.38E-02	4.45E-03	0.00E+00	0.00E+00
654	283616.3	4051169	4.25E-02	4.31E-03	0.00E+00	0.00E+00
655	283526.7	4051172	3.68E-02	3.73E-03	0.00E+00	0.00E+00
656	283437	4051176	2.87E-02	2.91E-03	0.00E+00	0.00E+00
657	283347.4	4051179	2.44E-02	2.47E-03	0.00E+00	0.00E+00
658	283758.2	4051135	3.65E-02	3.70E-03	0.00E+00	0.00E+00
659	283836.1	4051209	4.23E-02	4.28E-03	0.00E+00	0.00E+00
660	283704	4051115	3.20E-02	3.24E-03	0.00E+00	0.00E+00
661	283614.4	4051119	2.92E-02	2.96E-03	0.00E+00	0.00E+00
662	283524.7	4051122	2.39E-02	2.43E-03	0.00E+00	0.00E+00
663	283435.1	4051126	1.97E-02	2.00E-03	0.00E+00	0.00E+00
664	283345.5	4051129	1.78E-02	1.80E-03	0.00E+00	0.00E+00
665	283774.3	4051092	2.92E-02	2.96E-03	0.00E+00	0.00E+00
666	283878.2	4051190	3.48E-02	3.53E-03	0.00E+00	0.00E+00
667	283702.1	4051065	2.40E-02	2.43E-03	0.00E+00	0.00E+00
668	283612.4	4051069	2.09E-02	2.12E-03	0.00E+00	0.00E+00
669	283522.8	4051072	1.69E-02	1.72E-03	0.00E+00	0.00E+00
670	283433.2	4051076	1.47E-02	1.49E-03	0.00E+00	0.00E+00
671	283343.5	4051079	1.37E-02	1.39E-03	0.00E+00	0.00E+00
672	283760.4	4051038	2.23E-02	2.26E-03	0.00E+00	0.00E+00
673	283820.6	4051060	2.53E-02	2.57E-03	0.00E+00	0.00E+00
674	283907.1	4051141	2.89E-02	2.93E-03	0.00E+00	0.00E+00
675	283933.4	4051200	2.87E-02	2.91E-03	0.00E+00	0.00E+00
676	283700.1	4051015	1.83E-02	1.86E-03	0.00E+00	0.00E+00
677	283610.5	4051019	1.55E-02	1.57E-03	0.00E+00	0.00E+00
678	283520.9	4051022	1.29E-02	1.30E-03	0.00E+00	0.00E+00
679	283431.2	4051026	1.15E-02	1.17E-03	0.00E+00	0.00E+00
680	283341.6	4051029	1.09E-02	1.10E-03	0.00E+00	0.00E+00
681	283770.5	4050992	1.82E-02	1.85E-03	0.00E+00	0.00E+00
682	283842.7	4051019	2.15E-02	2.18E-03	0.00E+00	0.00E+00
683	283946.6	4051117	2.48E-02	2.51E-03	0.00E+00	0.00E+00
684	283978.1	4051187	2.42E-02	2.45E-03	0.00E+00	0.00E+00
685	283698.2	4050965	1.42E-02	1.44E-03	0.00E+00	0.00E+00
686	283608.6	4050969	1.19E-02	1.21E-03	0.00E+00	0.00E+00
687	283518.9	4050972	1.03E-02	1.04E-03	0.00E+00	0.00E+00
688	283429.3	4050976	9.38E-03	9.51E-04	0.00E+00	0.00E+00
689	283339.7	4050979	8.90E-03	9.02E-04	0.00E+00	0.00E+00
690	283759.5	4050939	1.41E-02	1.43E-03	0.00E+00	0.00E+00
691	283822.7	4050963	1.70E-02	1.72E-03	0.00E+00	0.00E+00
692	283886	4050986	1.90E-02	1.93E-03	0.00E+00	0.00E+00
693	283976.8	4051071	2.13E-02	2.16E-03	0.00E+00	0.00E+00
694	284004.5	4051133	2.15E-02	2.18E-03	0.00E+00	0.00E+00
695	284032.1	4051195	1.99E-02	2.01E-03	0.00E+00	0.00E+00
696	283696.3	4050915	1.12E-02	1.14E-03	0.00E+00	0.00E+00
697	283606.6	4050919	9.51E-03	9.64E-04	0.00E+00	0.00E+00
698	283517	4050922	8.45E-03	8.57E-04	0.00E+00	0.00E+00

699	283427.4	4050926	7.82E-03	7.93E-04	0.00E+00	0.00E+00
700	283337.7	4050929	7.46E-03	7.56E-04	0.00E+00	0.00E+00
701	283282.5	4051211	2.72E-02	2.76E-03	0.00E+00	0.00E+00
702	283240.3	4051188	2.19E-02	2.22E-03	0.00E+00	0.00E+00
703	283278.1	4051153	1.89E-02	1.92E-03	0.00E+00	0.00E+00
704	283191.4	4051174	1.89E-02	1.92E-03	0.00E+00	0.00E+00
705	283221.2	4051133	1.59E-02	1.61E-03	0.00E+00	0.00E+00
706	283263.3	4051108	1.46E-02	1.48E-03	0.00E+00	0.00E+00
707	283143.1	4051160	1.65E-02	1.67E-03	0.00E+00	0.00E+00
708	283172.1	4051119	1.42E-02	1.44E-03	0.00E+00	0.00E+00
709	283216.8	4051074	1.20E-02	1.22E-03	0.00E+00	0.00E+00
710	283263.6	4051057	1.15E-02	1.17E-03	0.00E+00	0.00E+00
711	283098	4051141	1.44E-02	1.46E-03	0.00E+00	0.00E+00
712	283129.4	4051097	1.25E-02	1.26E-03	0.00E+00	0.00E+00
713	283160.7	4051054	1.07E-02	1.08E-03	0.00E+00	0.00E+00
714	283204.9	4051027	9.86E-03	1.00E-03	0.00E+00	0.00E+00
715	283255.4	4051009	9.43E-03	9.56E-04	0.00E+00	0.00E+00
716	283059.9	4051112	1.23E-02	1.25E-03	0.00E+00	0.00E+00
717	283090.3	4051070	1.08E-02	1.10E-03	0.00E+00	0.00E+00
718	283120.8	4051027	9.45E-03	9.58E-04	0.00E+00	0.00E+00
719	283157.5	4050993	8.51E-03	8.62E-04	0.00E+00	0.00E+00
720	283206.7	4050976	8.16E-03	8.27E-04	0.00E+00	0.00E+00
721	283255.8	4050958	7.82E-03	7.93E-04	0.00E+00	0.00E+00
722	284057.2	4051849	2.45E-03	2.48E-04	0.00E+00	0.00E+00
723	284056.2	4051922	2.03E-03	2.06E-04	0.00E+00	0.00E+00
724	284057.2	4051973	1.80E-03	1.82E-04	0.00E+00	0.00E+00
725	283979	4051971	2.01E-03	2.03E-04	0.00E+00	0.00E+00
726	283973.6	4051916	2.32E-03	2.35E-04	0.00E+00	0.00E+00
727	283964	4051861	2.75E-03	2.79E-04	0.00E+00	0.00E+00
728	283885.7	4051853	3.22E-03	3.27E-04	0.00E+00	0.00E+00
729	284184.9	4051893	1.84E-03	1.86E-04	0.00E+00	0.00E+00
730	284182.7	4051845	2.06E-03	2.09E-04	0.00E+00	0.00E+00
731	284178.4	4051793	2.34E-03	2.37E-04	0.00E+00	0.00E+00
732	284178.4	4051615	3.77E-03	3.82E-04	0.00E+00	0.00E+00
733	284169.8	4051570	4.43E-03	4.49E-04	0.00E+00	0.00E+00
734	284172	4051500	5.56E-03	5.64E-04	0.00E+00	0.00E+00
735	284166.6	4051445	6.87E-03	6.97E-04	0.00E+00	0.00E+00
736	283957.5	4051612	7.10E-03	7.20E-04	0.00E+00	0.00E+00
737	284032.6	4051609	5.63E-03	5.71E-04	0.00E+00	0.00E+00
738	284198.8	4052096	1.21E-03	1.22E-04	0.00E+00	0.00E+00
739	284165.6	4052147	1.15E-03	1.16E-04	0.00E+00	0.00E+00
740	284216	4052149	1.09E-03	1.10E-04	0.00E+00	0.00E+00
741	284085.1	4052104	1.34E-03	1.36E-04	0.00E+00	0.00E+00
742	284024	4052104	1.43E-03	1.45E-04	0.00E+00	0.00E+00
743	283957.5	4052111	1.50E-03	1.52E-04	0.00E+00	0.00E+00
744	283902.8	4052108	1.59E-03	1.61E-04	0.00E+00	0.00E+00
745	283710.9	4052123	1.98E-03	2.01E-04	0.00E+00	0.00E+00

746	283658.3	4052130	2.15E-03	2.18E-04	0.00E+00	0.00E+00
747	283615.4	4052133	2.30E-03	2.33E-04	0.00E+00	0.00E+00
748	283561.8	4052135	2.49E-03	2.52E-04	0.00E+00	0.00E+00
749	283546.8	4052196	2.19E-03	2.22E-04	0.00E+00	0.00E+00
750	283585.4	4052194	2.08E-03	2.10E-04	0.00E+00	0.00E+00
751	283614.4	4052194	1.98E-03	2.01E-04	0.00E+00	0.00E+00
752	283662.6	4052194	1.83E-03	1.85E-04	0.00E+00	0.00E+00
753	283716.2	4052193	1.67E-03	1.69E-04	0.00E+00	0.00E+00
754	283807.4	4052190	1.47E-03	1.49E-04	0.00E+00	0.00E+00
755	283872.8	4052183	1.39E-03	1.41E-04	0.00E+00	0.00E+00
756	283914.6	4052186	1.34E-03	1.36E-04	0.00E+00	0.00E+00
757	283960.7	4052181	1.30E-03	1.32E-04	0.00E+00	0.00E+00
758	284012.2	4052180	1.25E-03	1.27E-04	0.00E+00	0.00E+00
759	284106.6	4052179	1.16E-03	1.17E-04	0.00E+00	0.00E+00
760	284056.2	4052180	1.21E-03	1.22E-04	0.00E+00	0.00E+00
761	283837.4	4052156	1.53E-03	1.55E-04	0.00E+00	0.00E+00
762	284259.9	4052147	1.04E-03	1.06E-04	0.00E+00	0.00E+00
763	284324.3	4052143	9.89E-04	1.00E-04	0.00E+00	0.00E+00
764	284234.2	4052097	1.16E-03	1.18E-04	0.00E+00	0.00E+00
765	284287.8	4052096	1.10E-03	1.12E-04	0.00E+00	0.00E+00
766	284315.7	4052091	1.09E-03	1.10E-04	0.00E+00	0.00E+00
767	284243.8	4052033	1.29E-03	1.31E-04	0.00E+00	0.00E+00
768	284241.7	4051994	1.39E-03	1.41E-04	0.00E+00	0.00E+00
769	284240.6	4051968	1.47E-03	1.49E-04	0.00E+00	0.00E+00
770	284235.3	4051940	1.56E-03	1.58E-04	0.00E+00	0.00E+00
771	284232	4051900	1.70E-03	1.73E-04	0.00E+00	0.00E+00
772	284229.9	4051844	1.94E-03	1.96E-04	0.00E+00	0.00E+00
773	284092	4052018	1.57E-03	1.59E-04	0.00E+00	0.00E+00
774	284166.8	4052021	1.43E-03	1.45E-04	0.00E+00	0.00E+00
775	284167.7	4051990	1.52E-03	1.54E-04	0.00E+00	0.00E+00
776	283745.6	4052119	1.88E-03	1.91E-04	0.00E+00	0.00E+00
777	283748.4	4052155	1.72E-03	1.75E-04	0.00E+00	0.00E+00
778	284164.9	4051680	3.20E-03	3.25E-04	0.00E+00	0.00E+00
779	284177.7	4051736	2.69E-03	2.73E-04	0.00E+00	0.00E+00
780	282601.4	4052139	4.13E-03	4.19E-04	0.00E+00	0.00E+00
781	282581.5	4052170	3.86E-03	3.92E-04	0.00E+00	0.00E+00
782	282593.2	4052169	3.88E-03	3.93E-04	0.00E+00	0.00E+00
783	283807.6	4050912	1.35E-02	1.37E-03	0.00E+00	0.00E+00
784	283866.7	4050910	1.44E-02	1.46E-03	0.00E+00	0.00E+00
785	283881.9	4050951	1.69E-02	1.71E-03	0.00E+00	0.00E+00
786	283948.5	4051041	2.11E-02	2.14E-03	0.00E+00	0.00E+00
787	283987.9	4051036	1.95E-02	1.98E-03	0.00E+00	0.00E+00
788	284056.1	4051034	1.69E-02	1.72E-03	0.00E+00	0.00E+00
789	283950.1	4050986	1.84E-02	1.87E-03	0.00E+00	0.00E+00
790	284009.2	4050989	1.72E-02	1.75E-03	0.00E+00	0.00E+00
791	284051.6	4050983	1.59E-02	1.61E-03	0.00E+00	0.00E+00
792	283941	4050948	1.67E-02	1.69E-03	0.00E+00	0.00E+00

793	284009.2	4050947	1.58E-02	1.60E-03	0.00E+00	0.00E+00
794	284053.1	4050947	1.50E-02	1.52E-03	0.00E+00	0.00E+00
795	283941	4050910	1.49E-02	1.51E-03	0.00E+00	0.00E+00
796	283998.5	4050903	1.44E-02	1.46E-03	0.00E+00	0.00E+00
797	284041	4050904	1.40E-02	1.42E-03	0.00E+00	0.00E+00
798	284077.4	4051092	1.70E-02	1.72E-03	0.00E+00	0.00E+00
799	284000.6	4051308	1.98E-02	2.01E-03	0.00E+00	0.00E+00
800	283994.9	4050642	7.01E-03	7.10E-04	0.00E+00	0.00E+00
801	284027	4050623	6.89E-03	6.99E-04	0.00E+00	0.00E+00
802	283971.7	4050607	6.12E-03	6.21E-04	0.00E+00	0.00E+00
803	284000.2	4050592	6.13E-03	6.21E-04	0.00E+00	0.00E+00
804	283513.4	4050583	3.47E-03	3.52E-04	0.00E+00	0.00E+00
805	284347.9	4050396	5.14E-03	5.21E-04	0.00E+00	0.00E+00
806	284415.7	4050387	5.06E-03	5.13E-04	0.00E+00	0.00E+00
807	284383.6	4050391	5.11E-03	5.18E-04	0.00E+00	0.00E+00
808	284358.6	4050332	4.64E-03	4.70E-04	0.00E+00	0.00E+00
809	284363.9	4050289	4.32E-03	4.39E-04	0.00E+00	0.00E+00
810	284428.1	4050264	4.24E-03	4.30E-04	0.00E+00	0.00E+00
811	284421	4050300	4.47E-03	4.53E-04	0.00E+00	0.00E+00
812	284396	4050327	4.64E-03	4.70E-04	0.00E+00	0.00E+00
813	284542.3	4050355	4.65E-03	4.72E-04	0.00E+00	0.00E+00
814	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
815	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
816	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
817	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
818	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
819	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
820	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
822	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
823	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
824	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
825	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
826	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
827	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
828	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
829	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
830	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
831	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
832	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
833	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
834	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
835	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
836	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
837	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
838	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

840	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
841	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
843	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
844	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
845	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
847	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
849	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
850	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
854	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
856	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
939	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
942	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
943	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
955	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
974	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1020	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1021	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1022	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1027	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1029	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1030	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1031	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1032	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1033	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1034	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1036	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1037	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1039	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1040	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1041	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1043	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1044	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1045	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1046	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1047	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1048	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1049	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1050	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1051	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1052	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1053	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1056	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1057	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1058	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1059	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1060	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1061	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1062	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1070	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1072	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1073	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1074	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1075	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1076	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1078	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1079	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1080	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1081	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1087	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1089	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1091	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1092	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1093	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1094	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1096	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1097	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1099	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1104	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1106	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1107	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1114	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1117	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1118	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1123	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1124	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1126	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1128	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1129	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1130	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1131	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1132	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1133	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1134	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1136	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1147	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1148	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1162	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1175	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1177	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1182	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1183	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1184	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1185	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1186	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1188	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1196	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1197	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1198	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1199	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1204	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1214	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1215	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1216	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1217	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1218	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1219	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1220	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1221	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1222	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1224	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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1283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1368	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1398	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1400	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1427	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1437	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1438	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1445	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1458	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1459	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1467	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1469	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1477	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1478	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1479	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1480	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1482	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1483	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1484	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1485	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1486	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1487	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1488	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1489	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1490	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1491	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1492	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1493	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1494	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1497	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1498	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1499	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1501	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1502	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1503	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1504	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1507	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1508	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1509	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1510	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1511	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1512	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1513	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1514	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1515	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1516	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1517	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1518	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1519	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1520	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1521	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1522	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1523	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1524	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1525	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1526	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1527	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1528	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1529	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1530	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1531	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1532	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1533	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1534	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1536	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1538	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1539	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1541	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1542	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1543	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1544	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1545	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1546	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1547	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1548	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1549	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1550	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1552	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1558	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1559	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1560	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1561	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1562	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1563	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1564	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1565	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1566	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1567	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1568	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1569	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1570	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1571	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1572	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1573	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1574	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1575	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1576	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1577	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1578	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1579	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1580	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1581	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1582	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1583	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1584	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1585	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1586	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1587	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1588	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1589	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1590	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1591	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1592	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1593	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1594	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1595	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1596	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1597	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1598	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1599	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1601	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1602	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1603	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1604	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1605	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1606	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1607	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1608	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1609	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1610	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1611	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1612	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1613	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1614	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1615	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1616	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1617	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1618	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1619	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1620	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1621	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1622	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1623	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1624	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1625	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1626	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1627	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1628	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1629	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1630	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1631	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1632	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1633	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1634	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1635	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1636	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1637	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1638	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1639	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1640	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1641	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1642	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1643	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1644	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1645	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1646	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1647	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1648	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1649	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1650	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1651	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1652	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1653	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1654	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1655	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1656	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1657	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1658	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1659	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1660	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1661	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1662	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1663	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1664	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1665	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1666	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1667	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1668	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1669	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1670	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1671	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1672	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1673	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1674	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1675	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1676	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1677	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1678	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1679	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1680	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1681	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1682	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1683	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1684	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1685	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1686	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1687	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1688	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1689	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1690	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1691	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1692	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1693	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1694	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1695	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1696	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1697	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1698	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1699	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1701	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1702	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1703	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1704	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1705	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1706	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1707	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1708	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1709	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1710	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1711	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1712	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1713	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1714	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1715	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1716	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1717	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1718	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1719	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1720	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1721	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1722	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1723	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1724	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1725	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1726	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1727	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1728	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1729	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1730	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1731	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1732	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1733	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1734	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1735	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1736	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1737	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1738	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1739	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1740	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1741	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1742	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1743	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1744	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1745	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1746	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1747	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1748	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1749	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1750	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1751	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1752	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1753	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1754	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1755	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1756	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1757	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1758	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1759	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1760	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1761	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1762	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1763	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1764	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1765	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1766	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1767	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1768	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1769	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1774	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1793	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1794	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1797	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1803	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1804	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1805	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1806	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1807	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1809	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1810	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1812	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1815	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1817	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1818	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1820	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1822	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1823	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1824	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1827	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1828	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1829	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1830	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1831	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1832	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1837	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1838	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1840	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1841	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1845	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1847	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1849	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1850	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1854	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1856	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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1866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1939	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1942	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1943	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1955	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1974	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2020	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2021	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2022	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2027	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2029	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2030	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2031	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2032	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2033	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2034	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2036	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2037	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2039	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2040	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2041	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2043	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2044	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2045	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2046	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2047	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2048	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2049	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2050	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2051	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2052	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2053	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2056	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2057	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2058	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2059	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2060	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2061	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2062	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2070	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2072	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2073	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2074	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2075	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2076	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2078	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2079	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2080	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2081	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2087	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2089	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2091	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2092	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2093	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2094	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2096	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2097	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2099	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2104	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2106	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2107	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2114	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2117	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2118	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2123	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2124	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2126	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2128	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2129	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2130	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2131	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2132	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2133	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2134	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2136	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2147	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2148	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2162	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2175	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2177	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2182	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2183	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2184	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2185	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2186	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2188	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2196	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2197	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2198	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2199	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2204	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2214	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2215	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2216	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2217	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2218	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2219	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2220	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2221	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2222	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2224	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2233	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2236	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2237	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2238	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2239	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2242	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2243	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2247	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2257	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2258	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2263	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2264	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2265	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2266	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2270	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2278	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2284	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2287	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2288	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2293	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2294	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2295	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2309	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2310	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2311	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2312	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2313	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2314	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2315	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2316	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2317	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2318	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2319	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2320	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2321	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2322	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2323	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2324	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2325	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2326	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2327	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2328	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2329	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2330	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2331	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2332	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2333	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2334	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2335	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2336	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2337	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2338	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2339	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2340	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2341	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2342	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2343	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2344	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2345	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2346	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2347	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2348	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2349	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2350	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2351	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2352	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2353	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2355	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2356	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2357	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2358	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2359	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2360	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2361	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2362	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2363	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2364	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2365	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2366	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2367	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2368	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2369	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2370	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2372	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2373	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2374	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2375	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2376	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2377	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2378	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2379	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2380	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2381	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2382	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2383	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2384	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2385	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2386	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2387	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2388	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2389	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2390	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2391	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2392	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2393	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2394	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2395	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2396	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2397	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2398	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2399	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2400	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2401	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2402	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2404	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2405	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2406	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2407	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2408	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2409	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2410	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2411	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2412	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2413	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2414	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2415	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2416	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2417	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2418	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2419	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2420	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2421	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2422	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2423	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2425	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2426	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2427	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2432	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2433	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2434	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2435	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2437	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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2439	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2440	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2441	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2442	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2443	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2458	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2459	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2467	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2469	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2480	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2482	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2502	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2503	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2504	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2538	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2549	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2550	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2552	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2558	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2559	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2560	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2561	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2562	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2563	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2564	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2565	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2566	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2567	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2568	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2569	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2570	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2571	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2572	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2573	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2574	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2575	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2576	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2577	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2578	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2579	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2580	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2581	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2582	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2583	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2584	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2585	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2586	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2587	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2588	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2589	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2590	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2591	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2592	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2593	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2594	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2595	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2596	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2597	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2598	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2599	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2600	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2601	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2602	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2603	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2604	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2605	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2606	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2607	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2608	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2609	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2610	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2611	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2612	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2613	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2620	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2621	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2622	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2623	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2624	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2625	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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2630	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2641	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2642	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2643	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2644	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2645	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2646	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2647	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2648	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2649	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2660	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2663	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2664	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2667	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2676	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2677	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2681	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2682	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2683	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2684	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2685	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2686	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2687	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2688	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2689	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2690	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2691	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2692	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2693	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2694	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2695	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2696	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2697	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2698	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2699	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2753	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2754	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2761	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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2775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2793	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2794	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2797	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2803	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2804	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2805	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2806	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2807	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2808	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2809	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2810	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2811	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2812	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2813	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2814	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2815	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2816	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2817	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2818	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2819	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2820	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2822	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2823	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2824	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2825	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2826	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2827	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2828	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2829	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2830	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2831	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2832	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2833	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2834	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2835	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2836	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2837	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2838	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2840	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2841	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2843	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2844	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2845	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2847	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2849	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2850	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2854	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2856	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

2908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2939	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2942	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2943	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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2956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2974	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3020	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3021	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3022	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3027	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3029	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3030	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3031	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3032	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3033	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3034	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3036	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3037	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3039	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3040	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3041	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3043	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3044	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3045	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3046	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3047	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3048	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3049	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3050	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3051	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3052	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3053	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3056	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3057	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3058	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3059	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3060	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3087	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3089	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3091	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3092	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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3097	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3100	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3104	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3106	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3107	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3117	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3123	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3133	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3136	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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3144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3162	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3233	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3236	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3237	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3238	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3239	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3242	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3243	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3247	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3257	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3258	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3263	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3264	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3265	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3266	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3270	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3278	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3284	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3287	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3288	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3293	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3294	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3295	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3309	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3310	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3311	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3312	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3313	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3314	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3315	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3316	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3317	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3318	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3319	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3320	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3321	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3322	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3323	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3324	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3325	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3326	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3327	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3328	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3329	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3330	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3331	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3332	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3333	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3334	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3335	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3336	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3337	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3338	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3339	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3340	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3341	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3342	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3343	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3344	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3345	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3346	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3347	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3348	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3349	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3350	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3351	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3352	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3353	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3354	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3355	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3357	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3358	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3359	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3360	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3361	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3362	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3363	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3364	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3365	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3366	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3367	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3368	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3369	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3370	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3372	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3373	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3374	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3375	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3376	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3377	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3378	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3379	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3380	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3381	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3382	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3383	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3384	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3385	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3386	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3387	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3388	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3389	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3390	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3391	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3392	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3393	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3394	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3395	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3396	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3397	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3398	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3399	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3401	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3402	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3403	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3404	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3405	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3406	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3407	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3408	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3409	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3410	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3411	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3416	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3420	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3421	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3424	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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3427	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3429	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3430	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3434	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3435	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3436	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3437	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3438	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3440	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3441	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3442	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3444	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3445	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3458	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3459	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3467	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3469	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3477	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3478	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3479	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3480	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3482	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3483	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3484	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3485	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3486	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3487	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3488	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3489	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3490	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3491	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3492	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3493	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3494	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3497	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3498	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3499	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3500	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3501	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3502	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3503	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3504	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3507	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3508	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3509	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3510	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3511	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3512	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3513	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3514	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3515	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3516	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3517	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3518	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3519	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3520	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3521	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3522	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3523	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3524	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3525	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3526	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3527	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3528	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3529	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3530	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3531	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3532	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3533	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3534	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3535	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3536	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3538	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3539	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3541	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3542	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3543	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3544	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3545	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3546	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3547	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3548	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3549	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3550	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3552	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3558	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3559	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3560	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3561	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3562	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3563	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3564	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3565	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3566	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3567	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3568	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3569	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3570	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3571	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3572	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3573	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3574	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3575	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3576	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3577	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3578	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3579	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3580	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3581	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3582	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3583	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3584	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3585	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3586	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3587	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3588	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3589	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3590	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3591	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3592	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3593	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3594	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3595	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3596	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3597	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3598	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3599	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3600	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3601	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3602	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3603	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3604	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3605	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3606	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3607	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3608	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3609	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3610	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3611	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3612	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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3615	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3616	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3617	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3618	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3619	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3622	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3623	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3626	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3627	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3628	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3629	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3630	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3631	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3632	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3633	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3634	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3635	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3636	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3637	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3638	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3639	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3640	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3641	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3642	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3643	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3644	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3645	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3646	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3647	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3648	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3649	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3650	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3651	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3652	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3653	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3654	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3655	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3659	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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3662	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3663	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3664	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3665	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3666	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3668	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3669	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3670	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3671	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3672	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3673	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3674	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3675	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3676	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3677	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3678	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3679	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3680	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3681	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3682	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3683	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3684	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3685	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3686	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3687	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3688	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3689	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3690	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3691	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3692	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3693	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3694	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3695	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3696	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3697	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3698	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3699	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3700	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3701	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3702	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3703	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3704	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3705	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3706	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3707	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3708	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3709	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3710	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3711	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3712	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3713	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3714	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3715	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3716	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3717	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3718	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3719	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3720	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3721	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3722	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3723	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3724	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3725	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3726	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3727	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3728	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3729	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3730	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3731	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3732	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3733	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3734	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3735	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3736	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3737	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3738	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3739	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3740	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3741	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3742	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3743	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3744	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3745	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3746	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3747	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3748	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3749	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3750	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3751	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3752	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3753	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3754	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3755	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3756	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3757	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3758	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3759	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3760	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3761	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3762	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3763	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3764	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3765	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3766	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3767	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3768	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3769	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3774	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3793	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3794	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3797	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3803	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3804	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3805	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3806	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3807	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3808	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3809	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3810	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3811	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3812	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3813	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3814	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3815	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3816	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3817	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3818	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3819	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3820	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3822	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3823	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3824	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3825	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3826	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3827	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3828	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3829	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3830	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3831	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3832	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3833	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3834	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3835	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3836	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3837	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3838	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3840	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3841	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3843	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3845	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3850	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3854	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3856	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3939	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3942	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3943	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3955	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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3975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

3989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4020	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4021	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4022	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4027	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4029	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4030	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4031	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4032	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4033	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4034	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4036	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4037	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4039	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4040	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4041	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4047	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4048	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4049	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4050	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4051	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4052	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4053	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4056	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4057	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4058	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4059	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4060	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4061	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4062	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4070	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4072	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4073	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4074	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4075	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4076	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4078	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4079	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4080	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4081	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4087	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4089	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4097	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4104	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4106	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4114	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4117	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4118	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4123	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4124	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4126	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4128	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4129	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4130	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4131	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4132	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4133	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4134	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4136	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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4141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4147	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4148	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4162	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4175	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4177	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4182	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4183	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4184	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4185	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4186	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4188	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4196	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4197	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4198	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4199	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4200	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4204	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4214	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4215	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4216	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4217	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4218	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4219	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4220	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4221	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4222	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4224	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4233	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4236	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4237	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4238	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4239	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4242	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4243	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4247	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4257	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4258	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4263	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4264	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4265	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4266	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4270	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4278	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4284	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4287	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4288	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4293	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4294	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4295	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4309	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4310	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4311	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4312	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4313	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4314	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4315	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4316	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4317	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4318	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4319	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4320	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4321	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4322	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4323	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4324	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4325	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4326	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4327	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4328	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4329	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4330	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4331	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4332	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4333	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4334	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4335	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4336	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4337	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4338	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4339	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4340	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4341	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4342	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4343	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4344	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4345	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4346	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4347	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4348	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4349	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4350	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4351	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4352	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4353	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4354	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4355	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4356	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4357	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4358	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4359	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4360	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4361	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4362	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4363	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4364	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4365	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4366	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4367	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4368	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4369	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4370	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4372	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4373	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4374	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4375	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4376	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4377	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4378	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4379	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4380	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4381	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4382	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4383	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4384	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4385	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4386	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4387	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4388	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4389	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4390	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4391	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4392	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4393	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4394	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4395	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4396	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4397	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4398	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4399	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4400	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4401	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4402	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4403	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4404	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4405	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4406	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4407	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4408	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4409	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4410	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4411	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4412	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4413	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4414	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4415	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4416	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4417	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4418	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4419	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4420	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4421	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4422	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4423	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4424	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4425	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4426	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4427	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4428	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4429	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4430	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4431	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4432	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4433	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4434	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4435	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4436	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4437	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4438	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4439	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4440	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4441	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4442	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4443	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4444	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4445	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4458	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4459	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4467	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4469	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4477	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4478	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4479	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4480	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4482	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4483	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4484	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4485	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4486	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4487	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4488	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4489	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4490	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4491	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4492	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4493	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4494	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4497	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4498	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4499	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4500	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4501	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4502	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4503	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4504	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4507	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4508	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4509	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4510	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4511	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4512	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4513	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4514	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4515	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4516	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4517	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4518	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4519	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4520	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4521	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4522	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4523	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4524	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4525	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4526	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4527	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4528	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4529	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4530	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4531	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4532	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4533	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4534	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4535	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4536	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4538	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4539	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4541	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4542	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4543	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4544	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4545	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4546	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4547	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4548	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4549	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4550	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4552	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4558	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4559	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4560	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4561	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4562	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4563	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4564	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4565	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4566	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4567	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4568	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4569	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4570	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4571	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4572	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4573	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4574	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4575	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4576	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4577	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4578	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4579	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4580	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4581	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4582	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4583	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4584	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4585	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4586	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4587	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4588	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4589	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4590	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4591	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4592	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4593	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4594	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4595	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4596	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4597	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4598	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4599	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4600	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4601	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4602	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4603	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4604	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4605	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4606	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4607	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4608	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4609	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4610	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4611	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4612	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4613	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4614	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4615	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4616	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4617	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4618	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4619	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4620	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4621	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4622	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4623	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4624	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4625	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4626	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4627	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4628	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4629	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4630	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4631	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4632	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4633	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4634	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4635	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4636	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4637	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4638	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4639	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4640	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4641	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4642	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4643	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4644	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4645	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4646	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4647	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4648	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4649	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4650	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4651	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4652	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4653	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4654	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4655	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4656	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4657	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4658	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4659	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4660	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4661	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4662	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4663	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4664	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4665	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4666	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4667	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4668	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4669	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4670	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4671	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4672	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4673	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4674	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4675	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4676	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4677	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4678	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4679	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4680	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4681	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4682	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4683	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4684	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4685	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4686	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4687	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4688	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4689	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4690	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4691	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4692	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4693	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4694	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4695	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4696	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4697	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4698	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4699	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4700	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4701	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4702	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4703	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4704	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4705	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4706	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4707	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4708	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4709	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4710	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4711	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4712	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4713	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4714	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4715	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4716	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4717	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4718	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4719	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4720	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4721	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4722	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4723	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4724	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4725	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4726	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4727	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4728	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4729	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4730	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4731	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4732	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4733	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4734	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4735	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4736	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4737	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4738	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4739	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4740	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4741	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4742	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4743	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4744	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4745	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4746	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4747	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4748	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4749	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4750	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4751	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4752	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4753	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4754	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4755	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4756	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4757	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4758	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4759	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4760	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4761	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4762	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4763	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4764	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4765	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4766	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4767	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4768	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4769	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4774	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4793	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4794	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4797	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4803	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4804	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4805	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4806	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4807	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4808	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4809	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4810	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4811	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4812	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4813	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4814	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4815	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4816	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4817	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4818	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4819	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4820	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4822	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4823	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4824	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4825	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4826	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4827	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4828	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4829	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4830	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4831	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4832	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4833	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4834	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4835	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4836	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4837	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4838	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4840	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4841	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4843	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4844	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4845	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4847	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4849	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4850	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4854	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4856	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4939	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4942	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4943	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4955	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4974	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

4976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5019	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5020	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5021	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5022	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5027	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5029	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5030	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5031	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5032	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5033	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5034	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5036	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5037	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5038	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5039	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5040	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5041	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5043	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5044	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5045	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5046	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5047	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5048	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5049	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5050	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5051	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5052	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5053	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5056	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5057	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5058	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5059	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5060	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5061	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5062	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5070	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5072	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5073	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5074	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5076	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5078	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5079	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5080	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5099	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5113	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5114	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5116	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

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5119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5122	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5144	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5175	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5177	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5182	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5183	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5184	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5185	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5186	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5278	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5284	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5287	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5288	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5293	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5294	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5295	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5309	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5310	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5311	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5312	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5313	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5314	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5315	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5316	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5317	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5318	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5319	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5320	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5321	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5322	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5323	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5328	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5329	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5330	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5331	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5332	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5333	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5334	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5336	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5337	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5338	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5339	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5340	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5341	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5342	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5343	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5344	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5345	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5346	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5347	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5348	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5349	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5350	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5351	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5352	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5353	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5354	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5355	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5359	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5360	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5361	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5362	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5363	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5364	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5365	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5366	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5367	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5368	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5369	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5370	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5371	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5372	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5377	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5378	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5379	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5380	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5381	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5382	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5383	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5384	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5385	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5386	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5389	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5390	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5392	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5393	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5394	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5395	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5396	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5397	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5398	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5399	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5400	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5401	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5402	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5403	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5404	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5405	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5406	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5407	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5408	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5409	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5410	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5411	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5412	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5414	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5415	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5416	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5417	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5418	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5419	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5420	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5421	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5422	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5424	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5427	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5430	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5432	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5433	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5434	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5435	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5436	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5437	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5438	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5439	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5441	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5442	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5443	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5444	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5445	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5458	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5459	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5467	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5469	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5477	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5478	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5479	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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5483	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5484	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5485	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5486	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5487	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5488	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5489	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5490	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5491	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5492	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5493	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5494	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5497	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5498	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5499	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5500	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5501	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5502	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5503	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5504	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5507	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5508	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5509	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5510	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5511	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5512	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5513	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5514	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5515	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5516	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5517	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5518	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5519	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5520	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5521	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5522	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5523	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5524	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5525	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5526	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5527	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5528	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5529	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5530	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5531	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5532	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5533	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5534	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5535	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5536	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5538	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5539	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5541	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5542	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5543	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5544	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5545	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5546	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5547	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5548	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5549	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5550	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5552	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5558	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5559	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5560	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5561	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5562	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5563	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5564	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5565	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5566	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5567	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5568	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5569	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5570	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5571	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5572	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5573	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5574	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5575	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5576	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5577	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5578	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5579	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5580	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5581	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5582	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5583	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5584	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5585	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5586	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5587	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5588	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5589	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5590	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5591	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5592	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5593	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5594	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5595	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5596	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5597	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5598	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5599	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5600	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5601	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5602	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5603	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5604	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5605	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5606	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5607	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5608	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5609	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5610	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5611	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5612	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5613	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5614	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5615	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5616	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5617	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5618	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5619	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5620	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5621	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5622	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5623	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5624	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5625	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5626	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5627	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5628	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5629	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5630	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5631	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5632	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5633	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5634	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5635	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5636	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5637	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5638	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5639	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5640	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5641	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5642	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5643	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5644	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5645	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5646	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5647	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5648	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5649	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5650	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5651	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5652	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5653	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5654	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5655	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5656	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5657	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5658	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5659	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5660	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5661	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5662	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5663	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5664	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5665	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5666	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5667	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5668	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5669	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5670	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5671	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5672	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5673	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5674	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5675	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5676	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5677	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5678	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5679	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5680	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5681	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5682	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5683	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5684	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5685	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5686	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5687	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5688	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5689	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5690	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5691	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5692	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5693	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5694	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5695	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5696	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5697	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5698	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5699	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5700	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5701	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5702	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5703	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5704	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5705	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5706	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5707	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5708	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5709	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5710	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5711	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5712	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5713	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5714	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5715	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5716	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5717	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5718	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5719	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5720	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5721	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5722	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5723	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5724	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5725	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5726	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5727	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5728	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5729	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5730	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5731	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5732	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5733	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5734	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5735	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5736	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5737	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5738	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5739	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5740	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5741	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5742	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5743	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5744	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5745	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5746	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5747	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5748	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5749	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5750	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5751	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5752	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5753	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5754	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5755	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5756	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5757	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5758	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5759	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5760	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5761	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5762	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5763	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5764	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5765	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5766	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5767	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5768	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5769	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5770	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5771	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5772	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5773	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5774	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5775	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5776	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5777	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5778	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5779	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5780	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5781	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5782	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5783	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5784	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5785	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5786	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5787	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5788	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5789	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5790	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5791	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5792	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5793	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5794	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5795	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5796	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5797	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5798	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5799	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5800	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5801	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5802	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5803	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5804	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5805	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5806	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5807	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5808	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5809	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5810	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5811	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5812	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5813	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5814	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5815	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5816	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5817	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5818	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5819	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5820	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5821	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5822	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5823	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5824	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5825	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5826	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5827	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5828	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5829	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5830	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5831	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5832	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5833	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5834	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5835	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5836	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5837	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5838	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5839	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5840	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5841	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5842	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5843	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5844	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5845	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5846	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5847	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5848	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5849	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5850	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5851	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5852	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5853	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5854	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5855	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5856	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5857	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5858	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5859	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5860	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5861	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5862	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5863	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5864	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5865	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5866	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5867	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5868	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5869	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5870	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5871	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5872	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5873	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5874	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5875	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5876	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5877	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5878	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5879	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5880	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5881	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5882	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5883	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5884	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5885	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5886	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5887	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5888	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5889	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5890	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5891	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5892	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5893	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5894	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5895	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5896	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5897	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5898	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5899	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5900	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5901	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5902	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5903	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5904	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5905	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5906	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5907	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5908	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5909	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5910	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5911	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5912	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5913	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5914	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5915	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5916	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5917	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5918	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5919	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5920	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5921	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5922	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5923	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5924	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5925	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5926	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5927	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5928	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5929	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5930	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5931	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5932	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5933	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5934	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5935	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5936	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5937	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5938	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5939	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5940	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5941	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5942	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5943	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5944	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5945	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5946	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5947	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5948	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5949	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5950	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5951	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5952	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5953	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5954	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5955	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5956	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5957	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5958	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5959	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5960	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5961	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5962	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

5963	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5964	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5965	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5966	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5967	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5968	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5969	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5970	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5971	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5972	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5973	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5974	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5975	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5976	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5977	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5978	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5979	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5980	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5981	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5982	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5983	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5984	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5985	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5986	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5987	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5988	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5989	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5990	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5991	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5992	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5993	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5994	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5995	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5996	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5997	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5998	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5999	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6000	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6001	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6002	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6003	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6004	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6005	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6006	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6007	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6008	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6009	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6010	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6011	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6012	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6013	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6014	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6015	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6016	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6017	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6018	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6023	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6024	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6025	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6026	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6028	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6035	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6042	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6043	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6044	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6045	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6054	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6055	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6057	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6059	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6060	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6061	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6062	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6063	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6064	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6065	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6066	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6067	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6068	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6069	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6070	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6071	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6072	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6073	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6074	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6075	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6076	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6077	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6078	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6079	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6080	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6081	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6082	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6083	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6084	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6085	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6086	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6087	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6088	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6089	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6090	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6091	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6092	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6093	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6094	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6095	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6096	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6097	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6098	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6099	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6100	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6101	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6102	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6103	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6104	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6105	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6106	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6107	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6108	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6109	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6110	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6111	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6112	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6115	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6118	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6119	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6120	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6121	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6124	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6125	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6126	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6127	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6128	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6129	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6130	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6131	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6134	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6135	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6136	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6137	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6138	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6139	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6140	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6141	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6142	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6143	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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6145	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6146	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6147	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6148	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6149	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6150	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6151	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6152	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6153	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6154	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6155	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6156	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6157	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6158	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6159	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6160	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6161	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
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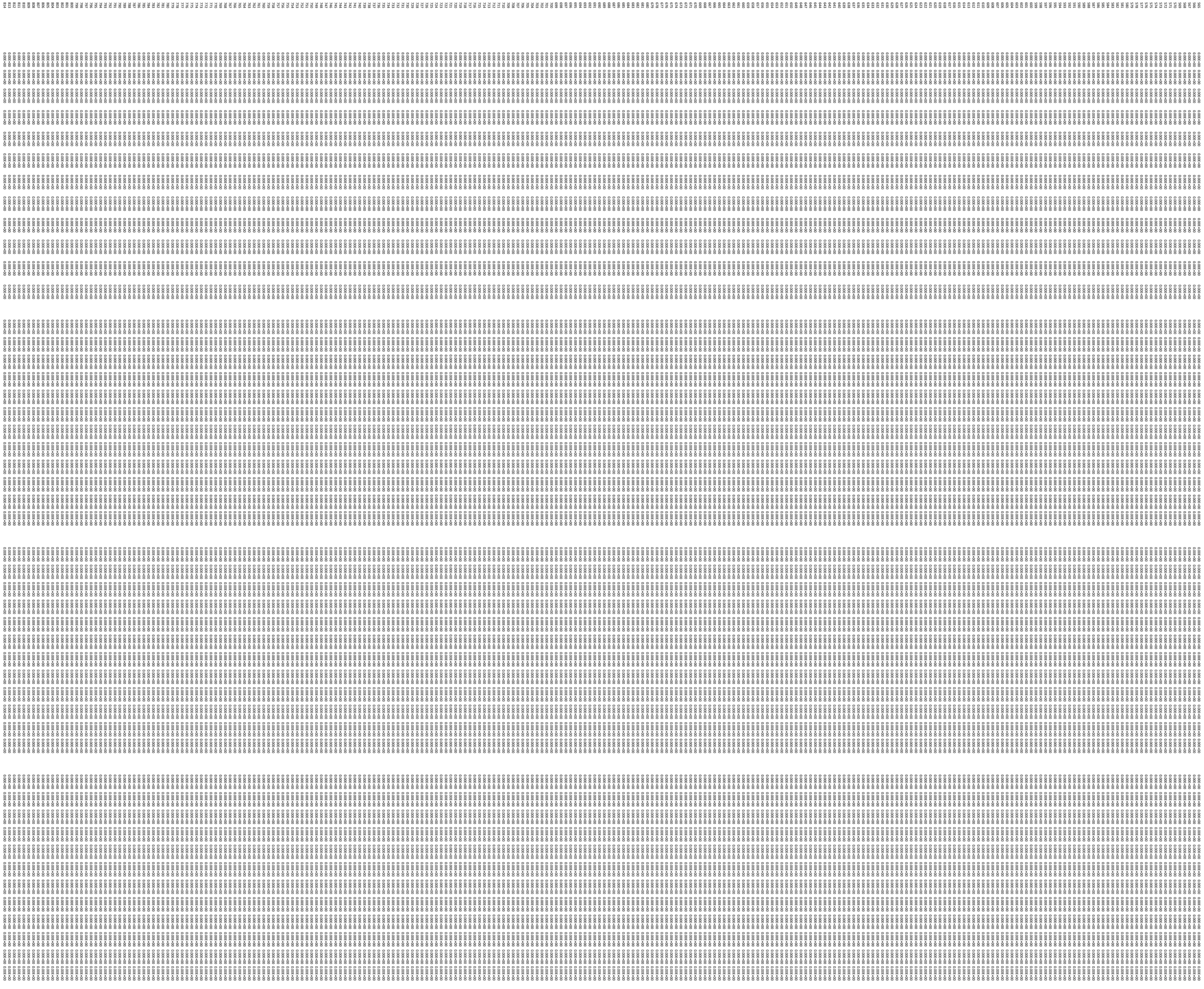
6163	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6164	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6165	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6166	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6167	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6168	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6169	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6170	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6171	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6172	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6173	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6174	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6175	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6176	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6177	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6178	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6179	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6180	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6181	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6182	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6183	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6184	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6185	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6186	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6187	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6188	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6189	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6190	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6191	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6192	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6193	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6194	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6195	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6196	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6197	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6198	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6199	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6200	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6201	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6202	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6203	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6204	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6205	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6206	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6207	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6208	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6209	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6210	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6211	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6212	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6213	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6214	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6215	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6216	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6217	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6218	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6219	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6220	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6221	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6222	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6223	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6224	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6225	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6226	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6227	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6228	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6229	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6230	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6231	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6232	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6233	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6234	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6235	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6236	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6237	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6238	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6239	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6240	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6241	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6242	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6243	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6244	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

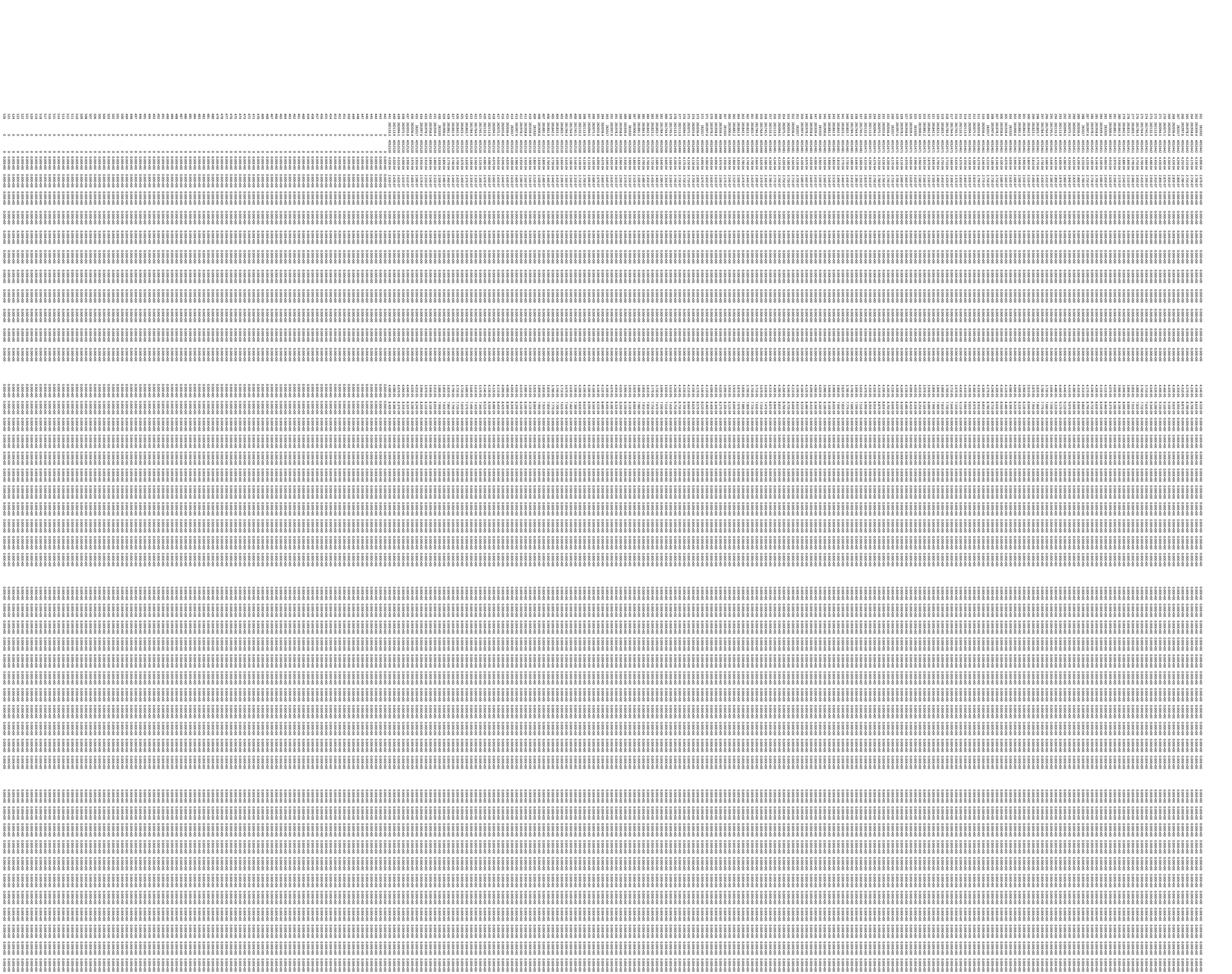
6245	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6246	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6247	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6248	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6249	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6250	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6251	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6252	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6253	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6254	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6255	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6256	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6257	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6258	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6259	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6260	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6261	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6262	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6263	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6264	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6265	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6266	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6267	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6268	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6269	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6270	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6271	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6272	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6273	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6274	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6275	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6276	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6277	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6278	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6279	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6280	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6281	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6282	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6283	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6284	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6285	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6286	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6287	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6288	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6289	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6290	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6291	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

6292	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6293	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6294	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6295	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6296	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6297	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6298	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6299	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6300	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6301	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6302	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6303	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6304	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6305	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6306	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6307	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6308	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	UnMitigated														25	T2																T2L3															T4												
															4.53E-07															4.59E-08														0.00E+00														0.00E+00
													21	282133.31	4052324.36																																														
													Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Total	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Total	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Total	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Total
1	281745.51	4052324.36	3.49E-07	4.99E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.49E-07	3.54E-08	1.59E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.54E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2	28176 4.9	4052324.36	3.54E-07	5.06E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.54E-07	3.59E-08	1.61E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.59E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3	281784.29	4052324.36	3.58E-07	5.12E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.58E-07	3.63E-08	1.64E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.63E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4	281803.68	4052324.36	3.63E-07	5.19E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.63E-07	3.68E-08	1.66E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.68E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5	281823.07	4052324.36	3.68E-07	5.26E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.68E-07	3.73E-08	1.68E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.73E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6	281842.46	4052324.36	3.73E-07	5.33E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.73E-07	3.78E-08	1.70E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.78E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
7	281861.85	4052324.36	3.78E-07	5.40E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.78E-07	3.83E-08	1.72E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.83E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
8	281881.24	4052324.36	3.83E-07	5.47E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.83E-07	3.88E-08	1.75E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.88E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
9	281900.63	4052324.36	3.88E-07	5.55E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.88E-07	3.93E-08	1.77E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.93E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
10	281920.02	4052324.36	3.93E-07	5.62E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.93E-07	3.99E-08	1.79E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.99E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
11	281939.41	4052324.36	3.99E-07	5.70E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.99E-07	4.04E-08	1.82E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.04E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
12	281958.8	4052324.36	4.04E-07	5.78E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.04E-07	4.10E-08	1.84E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.10E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
13	281978.19	4052324.36	4.09E-07	5.85E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.09E-07	4.15E-08	1.87E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.15E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
14	281997.58	4052324.36	4.15E-07	5.93E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.15E-07	4.21E-08	1.89E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.21E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
15	282016.97	4052324.36	4.20E-07	6.01E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.20E-07	4.26E-08	1.92E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.26E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
16	282036.36	4052324.36	4.26E-07	6.09E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.26E-07	4.32E-08	1.94E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.32E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
17	282055.75	4052324.36	4.31E-07	6.17E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.31E-07	4.37E-08	1.97E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.37E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
18	282075.14	4052324.36	4.37E-07	6.24E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.37E-07	4.43E-08	1.99E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.43E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
19	282094.53	4052324.36	4.42E-07	6.32E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.42E-07	4.48E-08	2.02E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.48E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
20	282113.92	4052324.36	4.47E-07	6.40E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.47E-07	4.54E-08	2.04E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.54E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
21	282133.31	4052324.36	4.53E-07	6.47E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.53E-07	4.59E-08	2.06E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.59E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
22	281745.51	4052334.13	3.47E-07	4.96E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.47E-07	3.52E-08	1.58E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.52E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
23	28176 4.9	4052334.13	3.52E-07	5.03E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.52E-07	3.57E-08	1.60E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.57E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
24	281784.29	4052334.13	3.56E-07	5.09E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.56E-07	3.61E-08	1.63E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.61E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
25	281803.68	4052334.13	3.61E-07	5.16E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.61E-07	3.66E-08	1.65E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.66E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
26	281823.07	4052334.13	3.66E-07	5.23E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.66E-07	3.71E-08	1.67E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.71E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
27	281842.46	4052334.13	3.71E-07	5.30E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.71E-07	3.76E-08	1.69E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.76E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
28	281861.85	4052334.13	3.76E-07	5.37E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.76E-07	3.81E-08	1.71E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.81E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
29	281881.24	4052334.13	3.81E-07	5.44E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.81E-07	3.86E-08	1.74E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.86E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30	281900.63	4052334.13	3.86E-07	5.51E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.86E-07	3.91E-08	1.76E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.91E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
31	281920.02	4052334.13	3.91E-07	5.59E-11	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.91E-07	3.96E-08	1.78E-12	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.96E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+



		UnMitigated											T2											T2L3											T4										
		25																																											
		21	282133.31	4052324.36																																									
		5.09E-04	3.32E-07	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5.16E-05	1.06E-08	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11



0-1010-0-1010-0-1010-

| | | |

			21	282133.31	4052324.36	
	Max Yr	**1**	UnMitigated	T2	T2L3	T4
	Row	**32**	2.54E-03	2.58E-04	0.00E+00	0.00E+00
		Col	**3**	**4**	**5**	**6**
		Adjustment	**100%**	**10%**	**0%**	**0%**
			Year 1	Year 1	Year 1	Year 1
1	281745.5	4052324	1.96E-03	1.99E-04	0.00E+00	0.00E+00
2	281764.9	4052324	1.99E-03	2.02E-04	0.00E+00	0.00E+00
3	281784.3	4052324	2.02E-03	2.04E-04	0.00E+00	0.00E+00
4	281803.7	4052324	2.04E-03	2.07E-04	0.00E+00	0.00E+00
5	281823.1	4052324	2.07E-03	2.10E-04	0.00E+00	0.00E+00
6	281842.5	4052324	2.10E-03	2.13E-04	0.00E+00	0.00E+00
7	281861.9	4052324	2.12E-03	2.15E-04	0.00E+00	0.00E+00
8	281881.2	4052324	2.15E-03	2.18E-04	0.00E+00	0.00E+00
9	281900.6	4052324	2.18E-03	2.21E-04	0.00E+00	0.00E+00
10	281920	4052324	2.21E-03	2.24E-04	0.00E+00	0.00E+00
11	281939.4	4052324	2.24E-03	2.27E-04	0.00E+00	0.00E+00
12	281958.8	4052324	2.27E-03	2.30E-04	0.00E+00	0.00E+00
13	281978.2	4052324	2.30E-03	2.33E-04	0.00E+00	0.00E+00
14	281997.6	4052324	2.33E-03	2.37E-04	0.00E+00	0.00E+00
15	282017	4052324	2.36E-03	2.40E-04	0.00E+00	0.00E+00
16	282036.4	4052324	2.39E-03	2.43E-04	0.00E+00	0.00E+00
17	282055.8	4052324	2.43E-03	2.46E-04	0.00E+00	0.00E+00
18	282075.1	4052324	2.46E-03	2.49E-04	0.00E+00	0.00E+00
19	282094.5	4052324	2.49E-03	2.52E-04	0.00E+00	0.00E+00
20	282113.9	4052324	2.52E-03	2.55E-04	0.00E+00	0.00E+00
21	282133.3	4052324	2.54E-03	2.58E-04	0.00E+00	0.00E+00
22	281745.5	4052334	1.95E-03	1.98E-04	0.00E+00	0.00E+00
23	281764.9	4052334	1.98E-03	2.01E-04	0.00E+00	0.00E+00
24	281784.3	4052334	2.00E-03	2.03E-04	0.00E+00	0.00E+00
25	281803.7	4052334	2.03E-03	2.06E-04	0.00E+00	0.00E+00
26	281823.1	4052334	2.06E-03	2.09E-04	0.00E+00	0.00E+00
27	281842.5	4052334	2.08E-03	2.11E-04	0.00E+00	0.00E+00
28	281861.9	4052334	2.11E-03	2.14E-04	0.00E+00	0.00E+00
29	281881.2	4052334	2.14E-03	2.17E-04	0.00E+00	0.00E+00
30	281900.6	4052334	2.17E-03	2.20E-04	0.00E+00	0.00E+00
31	281920	4052334	2.20E-03	2.23E-04	0.00E+00	0.00E+00
32	281939.4	4052334	2.23E-03	2.26E-04	0.00E+00	0.00E+00
33	281958.8	4052334	2.26E-03	2.29E-04	0.00E+00	0.00E+00
34	281978.2	4052334	2.29E-03	2.32E-04	0.00E+00	0.00E+00
35	281997.6	4052334	2.32E-03	2.35E-04	0.00E+00	0.00E+00
36	282017	4052334	2.35E-03	2.38E-04	0.00E+00	0.00E+00
37	282036.4	4052334	2.38E-03	2.41E-04	0.00E+00	0.00E+00
38	282055.8	4052334	2.41E-03	2.44E-04	0.00E+00	0.00E+00
39	282075.1	4052334	2.44E-03	2.47E-04	0.00E+00	0.00E+00
40	282094.5	4052334	2.46E-03	2.50E-04	0.00E+00	0.00E+00

41	282113.9	4052334	2.49E-03	2.53E-04	0.00E+00	0.00E+00
42	282133.3	4052334	2.52E-03	2.56E-04	0.00E+00	0.00E+00
43	281745.5	4052344	1.94E-03	1.97E-04	0.00E+00	0.00E+00
44	281764.9	4052344	1.97E-03	1.99E-04	0.00E+00	0.00E+00
45	281784.3	4052344	1.99E-03	2.02E-04	0.00E+00	0.00E+00
46	281803.7	4052344	2.02E-03	2.05E-04	0.00E+00	0.00E+00
47	281823.1	4052344	2.04E-03	2.07E-04	0.00E+00	0.00E+00
48	281842.5	4052344	2.07E-03	2.10E-04	0.00E+00	0.00E+00
49	281861.9	4052344	2.10E-03	2.13E-04	0.00E+00	0.00E+00
50	281881.2	4052344	2.13E-03	2.16E-04	0.00E+00	0.00E+00
51	281900.6	4052344	2.16E-03	2.19E-04	0.00E+00	0.00E+00
52	281920	4052344	2.18E-03	2.21E-04	0.00E+00	0.00E+00
53	281939.4	4052344	2.21E-03	2.24E-04	0.00E+00	0.00E+00
54	281958.8	4052344	2.24E-03	2.27E-04	0.00E+00	0.00E+00
55	281978.2	4052344	2.27E-03	2.30E-04	0.00E+00	0.00E+00
56	281997.6	4052344	2.30E-03	2.33E-04	0.00E+00	0.00E+00
57	282017	4052344	2.33E-03	2.36E-04	0.00E+00	0.00E+00
58	282036.4	4052344	2.36E-03	2.39E-04	0.00E+00	0.00E+00
59	282055.8	4052344	2.39E-03	2.42E-04	0.00E+00	0.00E+00
60	282075.1	4052344	2.42E-03	2.45E-04	0.00E+00	0.00E+00
61	282094.5	4052344	2.44E-03	2.48E-04	0.00E+00	0.00E+00
62	282113.9	4052344	2.47E-03	2.51E-04	0.00E+00	0.00E+00
63	282133.3	4052344	2.50E-03	2.53E-04	0.00E+00	0.00E+00
64	281745.5	4052354	1.93E-03	1.96E-04	0.00E+00	0.00E+00
65	281764.9	4052354	1.96E-03	1.98E-04	0.00E+00	0.00E+00
66	281784.3	4052354	1.98E-03	2.01E-04	0.00E+00	0.00E+00
67	281803.7	4052354	2.01E-03	2.03E-04	0.00E+00	0.00E+00
68	281823.1	4052354	2.03E-03	2.06E-04	0.00E+00	0.00E+00
69	281842.5	4052354	2.06E-03	2.09E-04	0.00E+00	0.00E+00
70	281861.9	4052354	2.09E-03	2.12E-04	0.00E+00	0.00E+00
71	281881.2	4052354	2.11E-03	2.14E-04	0.00E+00	0.00E+00
72	281900.6	4052354	2.14E-03	2.17E-04	0.00E+00	0.00E+00
73	281920	4052354	2.17E-03	2.20E-04	0.00E+00	0.00E+00
74	281939.4	4052354	2.20E-03	2.23E-04	0.00E+00	0.00E+00
75	281958.8	4052354	2.23E-03	2.26E-04	0.00E+00	0.00E+00
76	281978.2	4052354	2.26E-03	2.29E-04	0.00E+00	0.00E+00
77	281997.6	4052354	2.28E-03	2.32E-04	0.00E+00	0.00E+00
78	282017	4052354	2.31E-03	2.34E-04	0.00E+00	0.00E+00
79	282036.4	4052354	2.34E-03	2.37E-04	0.00E+00	0.00E+00
80	282055.8	4052354	2.37E-03	2.40E-04	0.00E+00	0.00E+00
81	282075.1	4052354	2.40E-03	2.43E-04	0.00E+00	0.00E+00
82	282094.5	4052354	2.42E-03	2.46E-04	0.00E+00	0.00E+00
83	282113.9	4052354	2.45E-03	2.48E-04	0.00E+00	0.00E+00
84	282133.3	4052354	2.47E-03	2.51E-04	0.00E+00	0.00E+00
85	281745.5	4052363	1.92E-03	1.95E-04	0.00E+00	0.00E+00
86	281764.9	4052363	1.94E-03	1.97E-04	0.00E+00	0.00E+00
87	281784.3	4052363	1.97E-03	2.00E-04	0.00E+00	0.00E+00

88	281803.7	4052363	2.00E-03	2.02E-04	0.00E+00	0.00E+00
89	281823.1	4052363	2.02E-03	2.05E-04	0.00E+00	0.00E+00
90	281842.5	4052363	2.05E-03	2.08E-04	0.00E+00	0.00E+00
91	281861.9	4052363	2.07E-03	2.10E-04	0.00E+00	0.00E+00
92	281881.2	4052363	2.10E-03	2.13E-04	0.00E+00	0.00E+00
93	281900.6	4052363	2.13E-03	2.16E-04	0.00E+00	0.00E+00
94	281920	4052363	2.16E-03	2.19E-04	0.00E+00	0.00E+00
95	281939.4	4052363	2.18E-03	2.21E-04	0.00E+00	0.00E+00
96	281958.8	4052363	2.21E-03	2.24E-04	0.00E+00	0.00E+00
97	281978.2	4052363	2.24E-03	2.27E-04	0.00E+00	0.00E+00
98	281997.6	4052363	2.27E-03	2.30E-04	0.00E+00	0.00E+00
99	282017	4052363	2.29E-03	2.33E-04	0.00E+00	0.00E+00
100	282036.4	4052363	2.32E-03	2.35E-04	0.00E+00	0.00E+00
101	282055.8	4052363	2.35E-03	2.38E-04	0.00E+00	0.00E+00
102	282075.1	4052363	2.37E-03	2.41E-04	0.00E+00	0.00E+00
103	282094.5	4052363	2.40E-03	2.43E-04	0.00E+00	0.00E+00
104	282113.9	4052363	2.42E-03	2.46E-04	0.00E+00	0.00E+00
105	282133.3	4052363	2.45E-03	2.48E-04	0.00E+00	0.00E+00
106	281745.5	4052373	1.91E-03	1.94E-04	0.00E+00	0.00E+00
107	281764.9	4052373	1.93E-03	1.96E-04	0.00E+00	0.00E+00
108	281784.3	4052373	1.96E-03	1.99E-04	0.00E+00	0.00E+00
109	281803.7	4052373	1.98E-03	2.01E-04	0.00E+00	0.00E+00
110	281823.1	4052373	2.01E-03	2.04E-04	0.00E+00	0.00E+00
111	281842.5	4052373	2.04E-03	2.06E-04	0.00E+00	0.00E+00
112	281861.9	4052373	2.06E-03	2.09E-04	0.00E+00	0.00E+00
113	281881.2	4052373	2.09E-03	2.12E-04	0.00E+00	0.00E+00
114	281900.6	4052373	2.12E-03	2.15E-04	0.00E+00	0.00E+00
115	281920	4052373	2.14E-03	2.17E-04	0.00E+00	0.00E+00
116	281939.4	4052373	2.17E-03	2.20E-04	0.00E+00	0.00E+00
117	281958.8	4052373	2.20E-03	2.23E-04	0.00E+00	0.00E+00
118	281978.2	4052373	2.22E-03	2.25E-04	0.00E+00	0.00E+00
119	281997.6	4052373	2.25E-03	2.28E-04	0.00E+00	0.00E+00
120	282017	4052373	2.28E-03	2.31E-04	0.00E+00	0.00E+00
121	282036.4	4052373	2.30E-03	2.34E-04	0.00E+00	0.00E+00
122	282055.8	4052373	2.33E-03	2.36E-04	0.00E+00	0.00E+00
123	282075.1	4052373	2.35E-03	2.39E-04	0.00E+00	0.00E+00
124	282094.5	4052373	2.38E-03	2.41E-04	0.00E+00	0.00E+00
125	282113.9	4052373	2.40E-03	2.43E-04	0.00E+00	0.00E+00
126	282133.3	4052373	2.42E-03	2.46E-04	0.00E+00	0.00E+00
127	281745.5	4052383	1.90E-03	1.93E-04	0.00E+00	0.00E+00
128	281764.9	4052383	1.92E-03	1.95E-04	0.00E+00	0.00E+00
129	281784.3	4052383	1.95E-03	1.98E-04	0.00E+00	0.00E+00
130	281803.7	4052383	1.97E-03	2.00E-04	0.00E+00	0.00E+00
131	281823.1	4052383	2.00E-03	2.03E-04	0.00E+00	0.00E+00
132	281842.5	4052383	2.02E-03	2.05E-04	0.00E+00	0.00E+00
133	281861.9	4052383	2.05E-03	2.08E-04	0.00E+00	0.00E+00
134	281881.2	4052383	2.08E-03	2.11E-04	0.00E+00	0.00E+00

135	281900.6	4052383	2.10E-03	2.13E-04	0.00E+00	0.00E+00
136	281920	4052383	2.13E-03	2.16E-04	0.00E+00	0.00E+00
137	281939.4	4052383	2.16E-03	2.19E-04	0.00E+00	0.00E+00
138	281958.8	4052383	2.18E-03	2.21E-04	0.00E+00	0.00E+00
139	281978.2	4052383	2.21E-03	2.24E-04	0.00E+00	0.00E+00
140	281997.6	4052383	2.23E-03	2.26E-04	0.00E+00	0.00E+00
141	282017	4052383	2.26E-03	2.29E-04	0.00E+00	0.00E+00
142	282036.4	4052383	2.28E-03	2.32E-04	0.00E+00	0.00E+00
143	282055.8	4052383	2.31E-03	2.34E-04	0.00E+00	0.00E+00
144	282075.1	4052383	2.33E-03	2.36E-04	0.00E+00	0.00E+00
145	282094.5	4052383	2.36E-03	2.39E-04	0.00E+00	0.00E+00
146	282113.9	4052383	2.38E-03	2.41E-04	0.00E+00	0.00E+00
147	282133.3	4052383	2.40E-03	2.43E-04	0.00E+00	0.00E+00
148	281745.5	4052393	1.89E-03	1.92E-04	0.00E+00	0.00E+00
149	281764.9	4052393	1.91E-03	1.94E-04	0.00E+00	0.00E+00
150	281784.3	4052393	1.94E-03	1.96E-04	0.00E+00	0.00E+00
151	281803.7	4052393	1.96E-03	1.99E-04	0.00E+00	0.00E+00
152	281823.1	4052393	1.99E-03	2.01E-04	0.00E+00	0.00E+00
153	281842.5	4052393	2.01E-03	2.04E-04	0.00E+00	0.00E+00
154	281861.9	4052393	2.04E-03	2.07E-04	0.00E+00	0.00E+00
155	281881.2	4052393	2.06E-03	2.09E-04	0.00E+00	0.00E+00
156	281900.6	4052393	2.09E-03	2.12E-04	0.00E+00	0.00E+00
157	281920	4052393	2.11E-03	2.14E-04	0.00E+00	0.00E+00
158	281939.4	4052393	2.14E-03	2.17E-04	0.00E+00	0.00E+00
159	281958.8	4052393	2.17E-03	2.20E-04	0.00E+00	0.00E+00
160	281978.2	4052393	2.19E-03	2.22E-04	0.00E+00	0.00E+00
161	281997.6	4052393	2.22E-03	2.25E-04	0.00E+00	0.00E+00
162	282017	4052393	2.24E-03	2.27E-04	0.00E+00	0.00E+00
163	282036.4	4052393	2.27E-03	2.30E-04	0.00E+00	0.00E+00
164	282055.8	4052393	2.29E-03	2.32E-04	0.00E+00	0.00E+00
165	282075.1	4052393	2.31E-03	2.34E-04	0.00E+00	0.00E+00
166	282094.5	4052393	2.33E-03	2.36E-04	0.00E+00	0.00E+00
167	282113.9	4052393	2.35E-03	2.39E-04	0.00E+00	0.00E+00
168	282133.3	4052393	2.37E-03	2.41E-04	0.00E+00	0.00E+00
169	281745.5	4052403	1.88E-03	1.91E-04	0.00E+00	0.00E+00
170	281764.9	4052403	1.90E-03	1.93E-04	0.00E+00	0.00E+00
171	281784.3	4052403	1.93E-03	1.95E-04	0.00E+00	0.00E+00
172	281803.7	4052403	1.95E-03	1.98E-04	0.00E+00	0.00E+00
173	281823.1	4052403	1.98E-03	2.00E-04	0.00E+00	0.00E+00
174	281842.5	4052403	2.00E-03	2.03E-04	0.00E+00	0.00E+00
175	281861.9	4052403	2.03E-03	2.05E-04	0.00E+00	0.00E+00
176	281881.2	4052403	2.05E-03	2.08E-04	0.00E+00	0.00E+00
177	281900.6	4052403	2.08E-03	2.10E-04	0.00E+00	0.00E+00
178	281920	4052403	2.10E-03	2.13E-04	0.00E+00	0.00E+00
179	281939.4	4052403	2.13E-03	2.16E-04	0.00E+00	0.00E+00
180	281958.8	4052403	2.15E-03	2.18E-04	0.00E+00	0.00E+00
181	281978.2	4052403	2.18E-03	2.21E-04	0.00E+00	0.00E+00

182	281997.6	4052403	2.20E-03	2.23E-04	0.00E+00	0.00E+00
183	282017	4052403	2.22E-03	2.25E-04	0.00E+00	0.00E+00
184	282036.4	4052403	2.25E-03	2.28E-04	0.00E+00	0.00E+00
185	282055.8	4052403	2.27E-03	2.30E-04	0.00E+00	0.00E+00
186	282075.1	4052403	2.29E-03	2.32E-04	0.00E+00	0.00E+00
187	282094.5	4052403	2.31E-03	2.34E-04	0.00E+00	0.00E+00
188	282113.9	4052403	2.33E-03	2.36E-04	0.00E+00	0.00E+00
189	282133.3	4052403	2.35E-03	2.38E-04	0.00E+00	0.00E+00
190	281745.5	4052412	1.87E-03	1.90E-04	0.00E+00	0.00E+00
191	281764.9	4052412	1.89E-03	1.92E-04	0.00E+00	0.00E+00
192	281784.3	4052412	1.92E-03	1.94E-04	0.00E+00	0.00E+00
193	281803.7	4052412	1.94E-03	1.97E-04	0.00E+00	0.00E+00
194	281823.1	4052412	1.96E-03	1.99E-04	0.00E+00	0.00E+00
195	281842.5	4052412	1.99E-03	2.02E-04	0.00E+00	0.00E+00
196	281861.9	4052412	2.01E-03	2.04E-04	0.00E+00	0.00E+00
197	281881.2	4052412	2.04E-03	2.07E-04	0.00E+00	0.00E+00
198	281900.6	4052412	2.06E-03	2.09E-04	0.00E+00	0.00E+00
199	281920	4052412	2.09E-03	2.12E-04	0.00E+00	0.00E+00
200	281939.4	4052412	2.11E-03	2.14E-04	0.00E+00	0.00E+00
201	281958.8	4052412	2.13E-03	2.16E-04	0.00E+00	0.00E+00
202	281978.2	4052412	2.16E-03	2.19E-04	0.00E+00	0.00E+00
203	281997.6	4052412	2.18E-03	2.21E-04	0.00E+00	0.00E+00
204	282017	4052412	2.20E-03	2.23E-04	0.00E+00	0.00E+00
205	282036.4	4052412	2.23E-03	2.26E-04	0.00E+00	0.00E+00
206	282055.8	4052412	2.25E-03	2.28E-04	0.00E+00	0.00E+00
207	282075.1	4052412	2.27E-03	2.30E-04	0.00E+00	0.00E+00
208	282094.5	4052412	2.29E-03	2.32E-04	0.00E+00	0.00E+00
209	282113.9	4052412	2.30E-03	2.34E-04	0.00E+00	0.00E+00
210	282133.3	4052412	2.32E-03	2.35E-04	0.00E+00	0.00E+00
211	281745.5	4052422	1.86E-03	1.89E-04	0.00E+00	0.00E+00
212	281764.9	4052422	1.88E-03	1.91E-04	0.00E+00	0.00E+00
213	281784.3	4052422	1.91E-03	1.93E-04	0.00E+00	0.00E+00
214	281803.7	4052422	1.93E-03	1.96E-04	0.00E+00	0.00E+00
215	281823.1	4052422	1.95E-03	1.98E-04	0.00E+00	0.00E+00
216	281842.5	4052422	1.98E-03	2.00E-04	0.00E+00	0.00E+00
217	281861.9	4052422	2.00E-03	2.03E-04	0.00E+00	0.00E+00
218	281881.2	4052422	2.02E-03	2.05E-04	0.00E+00	0.00E+00
219	281900.6	4052422	2.05E-03	2.08E-04	0.00E+00	0.00E+00
220	281920	4052422	2.07E-03	2.10E-04	0.00E+00	0.00E+00
221	281939.4	4052422	2.10E-03	2.12E-04	0.00E+00	0.00E+00
222	281958.8	4052422	2.12E-03	2.15E-04	0.00E+00	0.00E+00
223	281978.2	4052422	2.14E-03	2.17E-04	0.00E+00	0.00E+00
224	281997.6	4052422	2.16E-03	2.19E-04	0.00E+00	0.00E+00
225	282017	4052422	2.18E-03	2.22E-04	0.00E+00	0.00E+00
226	282036.4	4052422	2.21E-03	2.24E-04	0.00E+00	0.00E+00
227	282055.8	4052422	2.23E-03	2.26E-04	0.00E+00	0.00E+00
228	282075.1	4052422	2.24E-03	2.28E-04	0.00E+00	0.00E+00

229	282094.5	4052422	2.26E-03	2.29E-04	0.00E+00	0.00E+00
230	282113.9	4052422	2.28E-03	2.31E-04	0.00E+00	0.00E+00
231	282133.3	4052422	2.29E-03	2.33E-04	0.00E+00	0.00E+00
232	281745.5	4052432	1.85E-03	1.88E-04	0.00E+00	0.00E+00
233	281764.9	4052432	1.87E-03	1.90E-04	0.00E+00	0.00E+00
234	281784.3	4052432	1.90E-03	1.92E-04	0.00E+00	0.00E+00
235	281803.7	4052432	1.92E-03	1.95E-04	0.00E+00	0.00E+00
236	281823.1	4052432	1.94E-03	1.97E-04	0.00E+00	0.00E+00
237	281842.5	4052432	1.97E-03	1.99E-04	0.00E+00	0.00E+00
238	281861.9	4052432	1.99E-03	2.02E-04	0.00E+00	0.00E+00
239	281881.2	4052432	2.01E-03	2.04E-04	0.00E+00	0.00E+00
240	281900.6	4052432	2.03E-03	2.06E-04	0.00E+00	0.00E+00
241	281920	4052432	2.06E-03	2.09E-04	0.00E+00	0.00E+00
242	281939.4	4052432	2.08E-03	2.11E-04	0.00E+00	0.00E+00
243	281958.8	4052432	2.10E-03	2.13E-04	0.00E+00	0.00E+00
244	281978.2	4052432	2.12E-03	2.15E-04	0.00E+00	0.00E+00
245	281997.6	4052432	2.15E-03	2.18E-04	0.00E+00	0.00E+00
246	282017	4052432	2.17E-03	2.20E-04	0.00E+00	0.00E+00
247	282036.4	4052432	2.18E-03	2.22E-04	0.00E+00	0.00E+00
248	282055.8	4052432	2.20E-03	2.23E-04	0.00E+00	0.00E+00
249	282075.1	4052432	2.22E-03	2.25E-04	0.00E+00	0.00E+00
250	282094.5	4052432	2.24E-03	2.27E-04	0.00E+00	0.00E+00
251	282113.9	4052432	2.25E-03	2.28E-04	0.00E+00	0.00E+00
252	282133.3	4052432	2.27E-03	2.30E-04	0.00E+00	0.00E+00
253	281745.5	4052442	1.84E-03	1.87E-04	0.00E+00	0.00E+00
254	281764.9	4052442	1.86E-03	1.89E-04	0.00E+00	0.00E+00
255	281784.3	4052442	1.88E-03	1.91E-04	0.00E+00	0.00E+00
256	281803.7	4052442	1.91E-03	1.93E-04	0.00E+00	0.00E+00
257	281823.1	4052442	1.93E-03	1.96E-04	0.00E+00	0.00E+00
258	281842.5	4052442	1.95E-03	1.98E-04	0.00E+00	0.00E+00
259	281861.9	4052442	1.98E-03	2.00E-04	0.00E+00	0.00E+00
260	281881.2	4052442	2.00E-03	2.03E-04	0.00E+00	0.00E+00
261	281900.6	4052442	2.02E-03	2.05E-04	0.00E+00	0.00E+00
262	281920	4052442	2.04E-03	2.07E-04	0.00E+00	0.00E+00
263	281939.4	4052442	2.06E-03	2.09E-04	0.00E+00	0.00E+00
264	281958.8	4052442	2.09E-03	2.12E-04	0.00E+00	0.00E+00
265	281978.2	4052442	2.11E-03	2.14E-04	0.00E+00	0.00E+00
266	281997.6	4052442	2.13E-03	2.16E-04	0.00E+00	0.00E+00
267	282017	4052442	2.15E-03	2.18E-04	0.00E+00	0.00E+00
268	282036.4	4052442	2.16E-03	2.19E-04	0.00E+00	0.00E+00
269	282055.8	4052442	2.18E-03	2.21E-04	0.00E+00	0.00E+00
270	282075.1	4052442	2.20E-03	2.23E-04	0.00E+00	0.00E+00
271	282094.5	4052442	2.21E-03	2.24E-04	0.00E+00	0.00E+00
272	282113.9	4052442	2.23E-03	2.26E-04	0.00E+00	0.00E+00
273	282133.3	4052442	2.24E-03	2.27E-04	0.00E+00	0.00E+00
274	281745.5	4052451	1.83E-03	1.86E-04	0.00E+00	0.00E+00
275	281764.9	4052451	1.85E-03	1.88E-04	0.00E+00	0.00E+00

276	281784.3	4052451	1.87E-03	1.90E-04	0.00E+00	0.00E+00
277	281803.7	4052451	1.90E-03	1.92E-04	0.00E+00	0.00E+00
278	281823.1	4052451	1.92E-03	1.95E-04	0.00E+00	0.00E+00
279	281842.5	4052451	1.94E-03	1.97E-04	0.00E+00	0.00E+00
280	281861.9	4052451	1.96E-03	1.99E-04	0.00E+00	0.00E+00
281	281881.2	4052451	1.99E-03	2.01E-04	0.00E+00	0.00E+00
282	281900.6	4052451	2.01E-03	2.03E-04	0.00E+00	0.00E+00
283	281920	4052451	2.03E-03	2.06E-04	0.00E+00	0.00E+00
284	281939.4	4052451	2.05E-03	2.08E-04	0.00E+00	0.00E+00
285	281958.8	4052451	2.07E-03	2.10E-04	0.00E+00	0.00E+00
286	281978.2	4052451	2.09E-03	2.12E-04	0.00E+00	0.00E+00
287	281997.6	4052451	2.11E-03	2.14E-04	0.00E+00	0.00E+00
288	282017	4052451	2.13E-03	2.16E-04	0.00E+00	0.00E+00
289	282036.4	4052451	2.14E-03	2.17E-04	0.00E+00	0.00E+00
290	282055.8	4052451	2.16E-03	2.19E-04	0.00E+00	0.00E+00
291	282075.1	4052451	2.17E-03	2.20E-04	0.00E+00	0.00E+00
292	282094.5	4052451	2.19E-03	2.22E-04	0.00E+00	0.00E+00
293	282113.9	4052451	2.20E-03	2.23E-04	0.00E+00	0.00E+00
294	282133.3	4052451	2.21E-03	2.24E-04	0.00E+00	0.00E+00
295	281745.5	4052461	1.82E-03	1.85E-04	0.00E+00	0.00E+00
296	281764.9	4052461	1.84E-03	1.87E-04	0.00E+00	0.00E+00
297	281784.3	4052461	1.86E-03	1.89E-04	0.00E+00	0.00E+00
298	281803.7	4052461	1.89E-03	1.91E-04	0.00E+00	0.00E+00
299	281823.1	4052461	1.91E-03	1.93E-04	0.00E+00	0.00E+00
300	281842.5	4052461	1.93E-03	1.96E-04	0.00E+00	0.00E+00
301	281861.9	4052461	1.95E-03	1.98E-04	0.00E+00	0.00E+00
302	281881.2	4052461	1.97E-03	2.00E-04	0.00E+00	0.00E+00
303	281900.6	4052461	1.99E-03	2.02E-04	0.00E+00	0.00E+00
304	281920	4052461	2.01E-03	2.04E-04	0.00E+00	0.00E+00
305	281939.4	4052461	2.03E-03	2.06E-04	0.00E+00	0.00E+00
306	281958.8	4052461	2.05E-03	2.08E-04	0.00E+00	0.00E+00
307	281978.2	4052461	2.07E-03	2.10E-04	0.00E+00	0.00E+00
308	281997.6	4052461	2.09E-03	2.12E-04	0.00E+00	0.00E+00
309	282017	4052461	2.11E-03	2.13E-04	0.00E+00	0.00E+00
310	282036.4	4052461	2.12E-03	2.15E-04	0.00E+00	0.00E+00
311	282055.8	4052461	2.14E-03	2.17E-04	0.00E+00	0.00E+00
312	282075.1	4052461	2.15E-03	2.18E-04	0.00E+00	0.00E+00
313	282094.5	4052461	2.16E-03	2.19E-04	0.00E+00	0.00E+00
314	282113.9	4052461	2.17E-03	2.20E-04	0.00E+00	0.00E+00
315	282133.3	4052461	2.18E-03	2.21E-04	0.00E+00	0.00E+00
316	281745.5	4052471	1.81E-03	1.84E-04	0.00E+00	0.00E+00
317	281764.9	4052471	1.83E-03	1.86E-04	0.00E+00	0.00E+00
318	281784.3	4052471	1.85E-03	1.88E-04	0.00E+00	0.00E+00
319	281803.7	4052471	1.87E-03	1.90E-04	0.00E+00	0.00E+00
320	281823.1	4052471	1.90E-03	1.92E-04	0.00E+00	0.00E+00
321	281842.5	4052471	1.92E-03	1.94E-04	0.00E+00	0.00E+00
322	281861.9	4052471	1.94E-03	1.96E-04	0.00E+00	0.00E+00

323	281881.2	4052471	1.96E-03	1.99E-04	0.00E+00	0.00E+00
324	281900.6	4052471	1.98E-03	2.01E-04	0.00E+00	0.00E+00
325	281920	4052471	2.00E-03	2.03E-04	0.00E+00	0.00E+00
326	281939.4	4052471	2.02E-03	2.04E-04	0.00E+00	0.00E+00
327	281958.8	4052471	2.03E-03	2.06E-04	0.00E+00	0.00E+00
328	281978.2	4052471	2.05E-03	2.08E-04	0.00E+00	0.00E+00
329	281997.6	4052471	2.07E-03	2.10E-04	0.00E+00	0.00E+00
330	282017	4052471	2.09E-03	2.11E-04	0.00E+00	0.00E+00
331	282036.4	4052471	2.10E-03	2.13E-04	0.00E+00	0.00E+00
332	282055.8	4052471	2.11E-03	2.14E-04	0.00E+00	0.00E+00
333	282075.1	4052471	2.13E-03	2.16E-04	0.00E+00	0.00E+00
334	282094.5	4052471	2.14E-03	2.17E-04	0.00E+00	0.00E+00
335	282113.9	4052471	2.15E-03	2.18E-04	0.00E+00	0.00E+00
336	282133.3	4052471	2.16E-03	2.19E-04	0.00E+00	0.00E+00
337	281745.5	4052481	1.80E-03	1.83E-04	0.00E+00	0.00E+00
338	281764.9	4052481	1.82E-03	1.85E-04	0.00E+00	0.00E+00
339	281784.3	4052481	1.84E-03	1.87E-04	0.00E+00	0.00E+00
340	281803.7	4052481	1.86E-03	1.89E-04	0.00E+00	0.00E+00
341	281823.1	4052481	1.88E-03	1.91E-04	0.00E+00	0.00E+00
342	281842.5	4052481	1.90E-03	1.93E-04	0.00E+00	0.00E+00
343	281861.9	4052481	1.92E-03	1.95E-04	0.00E+00	0.00E+00
344	281881.2	4052481	1.94E-03	1.97E-04	0.00E+00	0.00E+00
345	281900.6	4052481	1.96E-03	1.99E-04	0.00E+00	0.00E+00
346	281920	4052481	1.98E-03	2.01E-04	0.00E+00	0.00E+00
347	281939.4	4052481	2.00E-03	2.03E-04	0.00E+00	0.00E+00
348	281958.8	4052481	2.02E-03	2.05E-04	0.00E+00	0.00E+00
349	281978.2	4052481	2.03E-03	2.06E-04	0.00E+00	0.00E+00
350	281997.6	4052481	2.05E-03	2.08E-04	0.00E+00	0.00E+00
351	282017	4052481	2.06E-03	2.09E-04	0.00E+00	0.00E+00
352	282036.4	4052481	2.08E-03	2.11E-04	0.00E+00	0.00E+00
353	282055.8	4052481	2.09E-03	2.12E-04	0.00E+00	0.00E+00
354	282075.1	4052481	2.10E-03	2.13E-04	0.00E+00	0.00E+00
355	282094.5	4052481	2.11E-03	2.14E-04	0.00E+00	0.00E+00
356	282113.9	4052481	2.12E-03	2.15E-04	0.00E+00	0.00E+00
357	282133.3	4052481	2.13E-03	2.16E-04	0.00E+00	0.00E+00
358	281745.5	4052490	1.79E-03	1.82E-04	0.00E+00	0.00E+00
359	281764.9	4052490	1.81E-03	1.84E-04	0.00E+00	0.00E+00
360	281784.3	4052490	1.83E-03	1.86E-04	0.00E+00	0.00E+00
361	281803.7	4052490	1.85E-03	1.88E-04	0.00E+00	0.00E+00
362	281823.1	4052490	1.87E-03	1.90E-04	0.00E+00	0.00E+00
363	281842.5	4052490	1.89E-03	1.92E-04	0.00E+00	0.00E+00
364	281861.9	4052490	1.91E-03	1.94E-04	0.00E+00	0.00E+00
365	281881.2	4052490	1.93E-03	1.96E-04	0.00E+00	0.00E+00
366	281900.6	4052490	1.95E-03	1.97E-04	0.00E+00	0.00E+00
367	281920	4052490	1.97E-03	1.99E-04	0.00E+00	0.00E+00
368	281939.4	4052490	1.98E-03	2.01E-04	0.00E+00	0.00E+00
369	281958.8	4052490	2.00E-03	2.03E-04	0.00E+00	0.00E+00

370	281978.2	4052490	2.01E-03	2.04E-04	0.00E+00	0.00E+00
371	281997.6	4052490	2.03E-03	2.06E-04	0.00E+00	0.00E+00
372	282017	4052490	2.04E-03	2.07E-04	0.00E+00	0.00E+00
373	282036.4	4052490	2.06E-03	2.08E-04	0.00E+00	0.00E+00
374	282055.8	4052490	2.07E-03	2.10E-04	0.00E+00	0.00E+00
375	282075.1	4052490	2.08E-03	2.11E-04	0.00E+00	0.00E+00
376	282094.5	4052490	2.09E-03	2.11E-04	0.00E+00	0.00E+00
377	282113.9	4052490	2.09E-03	2.12E-04	0.00E+00	0.00E+00
378	282133.3	4052490	2.10E-03	2.13E-04	0.00E+00	0.00E+00
379	281745.5	4052500	1.78E-03	1.81E-04	0.00E+00	0.00E+00
380	281764.9	4052500	1.80E-03	1.83E-04	0.00E+00	0.00E+00
381	281784.3	4052500	1.82E-03	1.85E-04	0.00E+00	0.00E+00
382	281803.7	4052500	1.84E-03	1.87E-04	0.00E+00	0.00E+00
383	281823.1	4052500	1.86E-03	1.88E-04	0.00E+00	0.00E+00
384	281842.5	4052500	1.88E-03	1.90E-04	0.00E+00	0.00E+00
385	281861.9	4052500	1.90E-03	1.92E-04	0.00E+00	0.00E+00
386	281881.2	4052500	1.91E-03	1.94E-04	0.00E+00	0.00E+00
387	281900.6	4052500	1.93E-03	1.96E-04	0.00E+00	0.00E+00
388	281920	4052500	1.95E-03	1.98E-04	0.00E+00	0.00E+00
389	281939.4	4052500	1.97E-03	1.99E-04	0.00E+00	0.00E+00
390	281958.8	4052500	1.98E-03	2.01E-04	0.00E+00	0.00E+00
391	281978.2	4052500	2.00E-03	2.02E-04	0.00E+00	0.00E+00
392	281997.6	4052500	2.01E-03	2.04E-04	0.00E+00	0.00E+00
393	282017	4052500	2.02E-03	2.05E-04	0.00E+00	0.00E+00
394	282036.4	4052500	2.03E-03	2.06E-04	0.00E+00	0.00E+00
395	282055.8	4052500	2.04E-03	2.07E-04	0.00E+00	0.00E+00
396	282075.1	4052500	2.05E-03	2.08E-04	0.00E+00	0.00E+00
397	282094.5	4052500	2.06E-03	2.09E-04	0.00E+00	0.00E+00
398	282113.9	4052500	2.07E-03	2.09E-04	0.00E+00	0.00E+00
399	282133.3	4052500	2.07E-03	2.10E-04	0.00E+00	0.00E+00
400	281745.5	4052510	1.77E-03	1.79E-04	0.00E+00	0.00E+00
401	281764.9	4052510	1.79E-03	1.81E-04	0.00E+00	0.00E+00
402	281784.3	4052510	1.81E-03	1.83E-04	0.00E+00	0.00E+00
403	281803.7	4052510	1.83E-03	1.85E-04	0.00E+00	0.00E+00
404	281823.1	4052510	1.85E-03	1.87E-04	0.00E+00	0.00E+00
405	281842.5	4052510	1.86E-03	1.89E-04	0.00E+00	0.00E+00
406	281861.9	4052510	1.88E-03	1.91E-04	0.00E+00	0.00E+00
407	281881.2	4052510	1.90E-03	1.93E-04	0.00E+00	0.00E+00
408	281900.6	4052510	1.92E-03	1.94E-04	0.00E+00	0.00E+00
409	281920	4052510	1.93E-03	1.96E-04	0.00E+00	0.00E+00
410	281939.4	4052510	1.95E-03	1.97E-04	0.00E+00	0.00E+00
411	281958.8	4052510	1.96E-03	1.99E-04	0.00E+00	0.00E+00
412	281978.2	4052510	1.98E-03	2.00E-04	0.00E+00	0.00E+00
413	281997.6	4052510	1.99E-03	2.02E-04	0.00E+00	0.00E+00
414	282017	4052510	2.00E-03	2.03E-04	0.00E+00	0.00E+00
415	282036.4	4052510	2.01E-03	2.04E-04	0.00E+00	0.00E+00
416	282055.8	4052510	2.02E-03	2.05E-04	0.00E+00	0.00E+00

417	282075.1	4052510	2.03E-03	2.06E-04	0.00E+00	0.00E+00
418	282094.5	4052510	2.03E-03	2.06E-04	0.00E+00	0.00E+00
419	282113.9	4052510	2.04E-03	2.07E-04	0.00E+00	0.00E+00
420	282133.3	4052510	2.04E-03	2.07E-04	0.00E+00	0.00E+00
421	281745.5	4052520	1.76E-03	1.78E-04	0.00E+00	0.00E+00
422	281764.9	4052520	1.78E-03	1.80E-04	0.00E+00	0.00E+00
423	281784.3	4052520	1.80E-03	1.82E-04	0.00E+00	0.00E+00
424	281803.7	4052520	1.82E-03	1.84E-04	0.00E+00	0.00E+00
425	281823.1	4052520	1.83E-03	1.86E-04	0.00E+00	0.00E+00
426	281842.5	4052520	1.85E-03	1.88E-04	0.00E+00	0.00E+00
427	281861.9	4052520	1.87E-03	1.89E-04	0.00E+00	0.00E+00
428	281881.2	4052520	1.88E-03	1.91E-04	0.00E+00	0.00E+00
429	281900.6	4052520	1.90E-03	1.93E-04	0.00E+00	0.00E+00
430	281920	4052520	1.92E-03	1.94E-04	0.00E+00	0.00E+00
431	281939.4	4052520	1.93E-03	1.96E-04	0.00E+00	0.00E+00
432	281958.8	4052520	1.94E-03	1.97E-04	0.00E+00	0.00E+00
433	281978.2	4052520	1.96E-03	1.98E-04	0.00E+00	0.00E+00
434	281997.6	4052520	1.97E-03	1.99E-04	0.00E+00	0.00E+00
435	282017	4052520	1.98E-03	2.00E-04	0.00E+00	0.00E+00
436	282036.4	4052520	1.99E-03	2.01E-04	0.00E+00	0.00E+00
437	282055.8	4052520	1.99E-03	2.02E-04	0.00E+00	0.00E+00
438	282075.1	4052520	2.00E-03	2.03E-04	0.00E+00	0.00E+00
439	282094.5	4052520	2.01E-03	2.03E-04	0.00E+00	0.00E+00
440	282113.9	4052520	2.01E-03	2.04E-04	0.00E+00	0.00E+00
441	282133.3	4052520	2.01E-03	2.04E-04	0.00E+00	0.00E+00
442	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
443	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
444	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
445	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
446	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
447	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
448	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
449	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
450	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
451	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
452	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
453	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
454	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
455	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
456	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
457	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
458	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
459	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
460	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
461	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
462	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
463	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

464	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
465	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
466	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
467	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
468	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
469	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
470	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
471	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
472	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
473	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
474	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
475	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
476	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
477	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
478	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
479	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
480	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
481	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
482	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
483	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
484	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
485	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
486	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
487	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
488	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
489	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
490	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
491	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
492	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
493	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
494	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
495	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
496	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
497	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
498	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
499	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
500	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
501	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
502	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
503	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
504	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
505	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
506	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
507	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
508	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
509	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
510	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

511	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
512	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
513	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
514	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
515	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
516	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
517	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
518	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
519	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
520	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
521	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
522	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
523	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
524	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
525	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
526	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
527	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
528	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
529	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
530	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
531	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
532	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
533	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
534	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
535	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
536	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
537	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
538	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
539	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
540	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
541	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
542	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
543	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
544	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
545	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
546	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
547	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
548	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
549	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
550	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
551	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
552	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
553	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
554	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
555	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
556	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00
557	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

558	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	Daily Trips				
	561				
	Passenger Vehicles	2-Axle Trks	3-Axle Trks	4-Axle Trks	Total
Percentage	69.0%	6.8%	5.5%	18.7%	100%
# Daily Vehicles	387.00	38.00	31.00	105.00	561
# Annual Vehicles	141,255	13,870	11,315	38,325	204,765

Truck Travel

Onsite Truck Travel Emissions			
Category	# of Trucks / Yr	% of Total	DPM EF (lb/Mile)
2-Axle Trks	13,870	21.8%	1.17E+01
3-Axle Trks	11,315	17.8%	6.57E-01
4-Axle Trks	38,325	60.3%	9.27E-01
Total	63,510	100%	---

DPM Lbs/ Yr	Onsite_1	Onsite_2	Onsite_3	Onsite_4	Onsite_5	Onsite_6	Total
Distance (m)	261	268.9	352.7	342.9	169.1	168.3	1562.9
%	7.1%	7.3%	9.6%	9.4%	4.6%	4.6%	43%
2-Axle Trks	1.35E-01	1.44E-01	2.47E-01	2.33E-01	5.68E-02	5.62E-02	8.72E-01
3-Axle Trks	7.61E-03	8.07E-03	1.39E-02	1.31E-02	3.19E-03	3.16E-03	4.91E-02
4-Axle Trks	1.07E-02	1.14E-02	1.96E-02	1.85E-02	4.50E-03	4.46E-03	6.92E-02
Total	1.54E-01	1.63E-01	2.80E-01	2.65E-01	6.45E-02	6.38E-02	9.90E-01

Offsite Truck Travel Emissions			
Category	# of Trucks / Yr	% of Total	DPM EF (lb/Mile)
2-Axle Trks	13,870	21.8%	8.40E-01
3-Axle Trks	11,315	17.8%	2.67E-01
4-Axle Trks	38,325	60.3%	2.68E+00
Total	63,510	100%	---

DPM Lbs/ Yr	IN	OUT	Out_N	IN_N	IN_S	OUT_S	Total
Gas Only	N	N	N	N	N	N	
Distance (m)	636.3	674.5	2519.2	2490.4	1873	1850.3	10043.7
%	50%	50%	25%	25%	25%	25%	200%
2-Axle Trks	1.66E-01	1.76E-01	3.29E-01	3.25E-01	2.44E-01	2.42E-01	1.48E+00
3-Axle Trks	5.27E-02	5.59E-02	1.04E-01	1.03E-01	7.76E-02	7.67E-02	4.71E-01
4-Axle Trks	5.30E-01	5.61E-01	1.05E+00	1.04E+00	7.80E-01	7.70E-01	4.73E+00
Total	7.49E-01	7.93E-01	1.48E+00	1.46E+00	1.10E+00	1.09E+00	6.68E+00

Truck Idle

# of Idling Pts	67											
Truck Idling						Idle						Total
Category	# of Trucks / Yr	Idle EF (lbs /Idle-Event)	Time (Hr)	Lbs/ Yr	Lbs / Yr /Unit	67	0	0	0	0	0	67
2-Axle Trks	13,870	6.08E-05	0.25	2.11E-01	3.15E-03	2.11E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.11E-01
3-Axle Trks	11,315	4.61E-05	0.25	1.30E-01	1.95E-03	1.30E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.30E-01
4-Axle Trks	38,325	8.53E-05	0.25	8.17E-01	1.22E-02	8.17E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.17E-01
Total	63,510	--	--	1.16E+00	1.73E-02	1.73E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.16E+00

TRUs

Percent of Trucks	0		# of Units	1	
Onsite TRU Emissions					
Category	Percentage	# of TRUs / Yr	Time (Hr)	*DPM EF (lbs/Event)	Emissions (lb/Yr)
2-Axle Trks	15.5	0	0.50	4.19E-03	0.00
3-Axle Trks	4.9	0			0.00
4-Axle Trks	24.3	0			0.00
Total	45	0	Emission/Unit		0.00

* TRU EF * BHP * Load factor * Time in hours

Vehicle Emissions

Vehicle Travel Percentage / Count			
Category	# of Vehicles / Yr	% LDA	% LDT
Passenger Vehicles	141,255	67%	32.72%
# Vehicles		95,041	46,214

Category	TOG Exhaust EF (lb/Mile)	TOG Runloss EF (lb/Mile)
LDA	2.85E-05	5.12E-04
LDT	6.73E-05	8.81E-04

CARB TOG Speciation Profile Run Exhaust			Lbs/mi/yr	
CAS#	Chemical Name	Fraction	LDA	LDT
75070	Acetaldehyde	2.80E-03	7.59E-03	8.70E-03
107028	Acrolein	1.30E-03	3.52E-03	4.04E-03
71432	Benzene	2.47E-02	6.69E-02	7.68E-02
106990	1,3-Butadiene	5.50E-03	1.49E-02	1.71E-02
100414	Ethylbenzene	1.05E-02	2.85E-02	3.26E-02
50000	Formaldehyde	1.58E-02	4.28E-02	4.91E-02
110543	Hexane	1.60E-02	4.34E-02	4.97E-02
67561	Methanol	1.20E-03	3.25E-03	3.73E-03
78933	Methyl Ethyl Ketone	2.00E-04	5.42E-04	6.22E-04
91203	Naphthalene	5.00E-04	1.36E-03	1.55E-03
115071	Propylene	3.06E-02	8.29E-02	9.51E-02
100425	Styrene	1.20E-03	3.25E-03	3.73E-03
108883	Toluene	5.76E-02	1.56E-01	1.79E-01
1330207	Xylenes	4.80E-02	1.30E-01	1.49E-01
9901	Diesel	1.38E-02	2.89E+00	1.41E+00

CARB TOG Speciation Profile Evaporative Losses			Lbs/mi/yr	
CAS#	Chemical Name	Fraction	LDA	LDT
71432	Benzene	3.600E-03	9.76E-03	1.12E-02
100414	Ethylbenzene	1.180E-03	3.20E-03	3.67E-03
110543	Hexane	1.540E-02	4.17E-02	4.79E-02
108883	Toluene	1.700E-02	4.61E-02	5.28E-02
1330207	Xylenes	5.780E-03	1.57E-02	1.80E-02

Vehicle Emissions Travel Summary

Emissions Summary			Source Col	1		2		3		4		5		6		7		8		9		10		11		12			
			Vehicles	Onsite_1		Onsite_2		Onsite_3		Onsite_4		Onsite_5		Onsite_6		IN		OUT		Out_N		IN_N		IN_S		OUT_S		Total Percentage	Total Distance
			Cars	7%		7%		10%		9%		5%		5%		50%		50%		25%		25%		25%		25%			
				7.13%		7.35%		9.64%		9.37%		4.62%		4.60%		50.00%		50.00%		25.00%		25.00%		25.00%		25.00%		242.72%	11606.6
			Trucks	0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%			
				0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%			
CAS#	Chemical Name	Lbs/mi/Hr	Lbs/mi/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr
75070	Acetaldehyde	5.43E-06	1.63E-02	3.87E-07	1.16E-03	3.99E-07	1.20E-03	5.24E-07	1.57E-03	5.09E-07	1.53E-03	1.16E-08	3.48E-05	1.15E-08	3.45E-05	1.36E-06	4.07E-03	1.36E-06	4.07E-03	3.39E-07	1.02E-03	3.39E-07	1.02E-03	3.39E-07	1.02E-03	3.39E-07	1.02E-03	5.92E-06	1.77E-02
107028	Acrolein	2.52E-06	7.56E-03	1.80E-07	5.40E-04	1.85E-07	5.56E-04	2.43E-07	7.29E-04	2.36E-07	7.09E-04	5.39E-09	1.62E-05	5.34E-09	1.60E-05	6.30E-07	1.89E-03	6.30E-07	1.89E-03	1.58E-07	4.73E-04	1.58E-07	4.73E-04	1.58E-07	4.73E-04	1.58E-07	4.73E-04	2.75E-06	8.24E-03
71432	Benzene	5.49E-05	1.65E-01	3.92E-06	1.17E-02	4.03E-06	1.21E-02	5.29E-06	1.59E-02	5.14E-06	1.54E-02	1.17E-07	3.52E-04	1.16E-07	3.48E-04	1.37E-05	4.12E-02	1.37E-05	4.12E-02	3.43E-06	1.03E-02	3.43E-06	1.03E-02	3.43E-06	1.03E-02	3.43E-06	1.03E-02	5.98E-05	1.79E-01
106990	1,3-Butadiene	1.07E-05	3.20E-02	7.61E-07	2.28E-03	7.84E-07	2.35E-03	1.03E-06	3.09E-03	1.00E-06	3.00E-03	2.28E-08	6.84E-05	2.26E-08	6.77E-05	2.67E-06	8.00E-03	2.67E-06	8.00E-03	6.67E-07	2.00E-03	6.67E-07	2.00E-03	6.67E-07	2.00E-03	6.67E-07	2.00E-03	1.16E-05	3.49E-02
100414	Ethylbenzene	2.27E-05	6.80E-02	1.62E-06	4.85E-03	1.66E-06	4.99E-03	2.18E-06	6.55E-03	2.12E-06	6.37E-03	4.84E-08	1.45E-04	4.79E-08	1.44E-04	5.66E-06	1.70E-02	5.66E-06	1.70E-02	1.42E-06	4.25E-03	1.42E-06	4.25E-03	1.42E-06	4.25E-03	1.42E-06	4.25E-03	2.47E-05	7.40E-02
50000	Formaldehyde	3.06E-05	9.19E-02	2.19E-06	6.56E-03	2.25E-06	6.76E-03	2.95E-06	8.86E-03	2.87E-06	8.62E-03	6.55E-08	1.96E-04	6.48E-08	1.95E-04	7.66E-06	2.30E-02	7.66E-06	2.30E-02	1.92E-06	5.75E-03	1.92E-06	5.75E-03	1.92E-06	5.75E-03	1.92E-06	5.75E-03	3.34E-05	1.00E-01
110543	Hexane	6.09E-05	1.83E-01	4.34E-06	1.30E-02	4.48E-06	1.34E-02	5.87E-06	1.76E-02	5.71E-06	1.71E-02	1.30E-07	3.90E-04	1.29E-07	3.87E-04	1.52E-05	4.57E-02	1.52E-05	4.57E-02	3.81E-06	1.14E-02	3.81E-06	1.14E-02	3.81E-06	1.14E-02	3.81E-06	1.14E-02	6.63E-05	1.99E-01
67561	Methanol	2.33E-06	6.98E-03	1.66E-07	4.98E-04	1.71E-07	5.13E-04	2.24E-07	6.73E-04	2.18E-07	6.54E-04	4.97E-09	1.49E-05	4.92E-09	1.48E-05	5.82E-07	1.75E-03	5.82E-07	1.75E-03	1.45E-07	4.36E-04	1.45E-07	4.36E-04	1.45E-07	4.36E-04	1.45E-07	4.36E-04	2.54E-06	7.61E-03
78933	Methyl Ethyl Ketone	3.88E-07	1.16E-03	2.77E-08	8.30E-05	2.85E-08	8.55E-05	3.74E-08	1.12E-04	3.64E-08	1.09E-04	8.29E-10	2.49E-06	8.21E-10	2.46E-06	9.70E-08	2.91E-04	9.70E-08	2.91E-04	2.42E-08	7.27E-05	2.42E-08	7.27E-05	2.42E-08	7.27E-05	2.42E-08	7.27E-05	4.23E-07	1.27E-03
91203	Naphthalene	9.70E-07	2.91E-03	6.92E-08	2.08E-04	7.13E-08	2.14E-04	9.35E-08	2.80E-04	9.09E-08	2.73E-04	2.07E-09	6.21E-06	2.05E-09	6.16E-06	2.42E-07	7.27E-04	2.42E-07	7.27E-04	6.06E-08	1.82E-04	6.06E-08	1.82E-04	6.06E-08	1.82E-04	6.06E-08	1.82E-04	1.06E-06	3.17E-03
115071	Propylene	5.93E-05	1.78E-01	4.23E-06	1.27E-02	4.36E-06	1.31E-02	5.72E-06	1.72E-02	5.56E-06	1.67E-02	1.27E-07	3.80E-04	1.26E-07	3.77E-04	1.48E-05	4.45E-02	1.48E-05	4.45E-02	3.71E-06	1.11E-02	3.71E-06	1.11E-02	3.71E-06	1.11E-02	3.71E-06	1.11E-02	6.46E-05	1.94E-01
100425	Styrene	2.33E-06	6.98E-03	1.66E-07	4.98E-04	1.71E-07	5.13E-04	2.24E-07	6.73E-04	2.18E-07	6.54E-04	4.97E-09	1.49E-05	4.92E-09	1.48E-05	5.82E-07	1.75E-03	5.82E-07	1.75E-03	1.45E-07	4.36E-04	1.45E-07	4.36E-04	1.45E-07	4.36E-04	1.45E-07	4.36E-04	2.54E-06	7.61E-03
108883	Toluene	1.45E-04	4.34E-01	1.03E-05	3.10E-02	1.06E-05	3.19E-02	1.39E-05	4.18E-02	1.36E-05	4.07E-02	3.09E-07	9.27E-04	3.06E-07	9.19E-04	3.62E-05	1.09E-01	3.62E-05	1.09E-01	9.04E-06	2.71E-02	9.04E-06	2.71E-02	9.04E-06	2.71E-02	9.04E-06	2.71E-02	1.58E-04	4.73E-01
1330207	Xylenes	1.04E-04	3.13E-01	7.44E-06	2.23E-02	7.67E-06	2.30E-02	1.01E-05	3.02E-02	9.78E-06	2.93E-02	2.23E-07	6.68E-04	2.21E-07	6.62E-04	2.61E-05	7.82E-02	2.61E-05	7.82E-02	6.52E-06	1.96E-02	6.52E-06	1.96E-02	6.52E-06	1.96E-02	6.52E-06	1.96E-02	1.14E-04	3.41E-01
9901	Diesel	1.43E-03	4.30E+00	1.02E-04	4.60E-01	1.05E-04	4.79E-01	1.38E-04	6.95E-01	1.26E-05	3.03E-01	3.06E-06	7.36E-02	3.03E-06	7.29E-02	3.58E-04	1.82E+00	3.58E-04	1.87E+00	8.95E-05	1.75E+00	8.95E-05	1.73E+00	8.95E-05	1.37E+00	8.95E-05	1.36E+00	1.44E-03	1.20E+01

	Model Source	Source Col	Dat Col		Col	Row	CAS#	Chemical Name	Pol Count	Source Count
1	Onsite_1	1	8	1	8	98	75070	Acetaldehyde	15	19
2	Onsite_2	2	10	2	10	99	107028	Acrolein		
3	Onsite_3	3	12	3	12	100	71432	Benzene		
4	Onsite_4	4	14	4	14	101	106990	1-3,Butadiene		
5	Onsite_5	5	16	5	16	102	100414	Ethylbenzene		
6	Onsite_6	6	18	6	18	103	50000	Formaldehyde		
7	IN	7	20	7	20	104	110543	Hexane		
8	OUT	8	22	8	22	105	67561	Methanol		
9	Out_N	9	24	9	24	106	78933	Methyl Ethyl Ketone		
10	IN_N	10	26	10	26	107	91203	Naphthalene		
11	IN_S	11	28	11	28	108	115071	Propylene		
12	OUT_S	12	30	12	30	109	100425	Styrene		
13	Idle	Idle1	8		8	110	108883	Toluene		
14	0	Idle1	9		8	111	1330207	Xylenes		
15	0	Idle1	10		8	112	9901	Diesel		
16	0	Idle1	11		8					
17	0	Idle1	12		8	37		Idle		
18	0	Idle1	13		7	47		TRU		
19	TRU	TRU	7							
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1	8	98	1	1	Onsite_1	0	0	75070	Acetaldehyde	1	1.16E-03	3.87E-07	1
1	8	99	1	2	Onsite_1	0	0	107028	Acrolein	1	5.40E-04	1.80E-07	1
1	8	100	1	3	Onsite_1	0	0	71432	Benzene	1	1.17E-02	3.92E-06	1
1	8	101	1	4	Onsite_1	0	0	106990	1-3,Butadiene	1	2.28E-03	7.61E-07	1
1	8	102	1	5	Onsite_1	0	0	100414	Ethylbenzene	1	4.85E-03	1.62E-06	1
1	8	103	1	6	Onsite_1	0	0	50000	Formaldehyde	1	6.56E-03	2.19E-06	1
1	8	104	1	7	Onsite_1	0	0	110543	Hexane	1	1.30E-02	4.34E-06	1
1	8	105	1	8	Onsite_1	0	0	67561	Methanol	1	4.98E-04	1.66E-07	1
1	8	106	1	9	Onsite_1	0	0	78933	Methyl Ethyl Ketone	1	8.30E-05	2.77E-08	1
1	8	107	1	10	Onsite_1	0	0	91203	Naphthalene	1	2.08E-04	6.92E-08	1
1	8	108	1	11	Onsite_1	0	0	115071	Propylene	1	1.27E-02	4.23E-06	1
1	8	109	1	12	Onsite_1	0	0	100425	Styrene	1	4.98E-04	1.66E-07	1
1	8	110	1	13	Onsite_1	0	0	108883	Toluene	1	3.10E-02	1.03E-05	1
1	8	111	1	14	Onsite_1	0	0	1330207	Xylenes	1	2.23E-02	7.44E-06	1
1	8	112	1	15	Onsite_1	0	0	9901	Diesel	1	4.60E-01	1.02E-04	1
2	10	98	2	1	Onsite_2	0	0	75070	Acetaldehyde	1	1.20E-03	3.99E-07	1
2	10	99	2	2	Onsite_2	0	0	107028	Acrolein	1	5.56E-04	1.85E-07	1
2	10	100	2	3	Onsite_2	0	0	71432	Benzene	1	1.21E-02	4.03E-06	1
2	10	101	2	4	Onsite_2	0	0	106990	1-3,Butadiene	1	2.35E-03	7.84E-07	1
2	10	102	2	5	Onsite_2	0	0	100414	Ethylbenzene	1	4.99E-03	1.66E-06	1
2	10	103	2	6	Onsite_2	0	0	50000	Formaldehyde	1	6.76E-03	2.25E-06	1
2	10	104	2	7	Onsite_2	0	0	110543	Hexane	1	1.34E-02	4.48E-06	1
2	10	105	2	8	Onsite_2	0	0	67561	Methanol	1	5.13E-04	1.71E-07	1
2	10	106	2	9	Onsite_2	0	0	78933	Methyl Ethyl Ketone	1	8.55E-05	2.85E-08	1
2	10	107	2	10	Onsite_2	0	0	91203	Naphthalene	1	2.14E-04	7.13E-08	1
2	10	108	2	11	Onsite_2	0	0	115071	Propylene	1	1.31E-02	4.36E-06	1
2	10	109	2	12	Onsite_2	0	0	100425	Styrene	1	5.13E-04	1.71E-07	1
2	10	110	2	13	Onsite_2	0	0	108883	Toluene	1	3.19E-02	1.06E-05	1
2	10	111	2	14	Onsite_2	0	0	1330207	Xylenes	1	2.30E-02	7.67E-06	1
2	10	112	2	15	Onsite_2	0	0	9901	Diesel	1	4.79E-01	1.05E-04	1
3	12	98	3	1	Onsite_3	0	0	75070	Acetaldehyde	1	1.57E-03	5.24E-07	1
3	12	99	3	2	Onsite_3	0	0	107028	Acrolein	1	7.29E-04	2.43E-07	1
3	12	100	3	3	Onsite_3	0	0	71432	Benzene	1	1.59E-02	5.29E-06	1
3	12	101	3	4	Onsite_3	0	0	106990	1-3,Butadiene	1	3.09E-03	1.03E-06	1
3	12	102	3	5	Onsite_3	0	0	100414	Ethylbenzene	1	6.55E-03	2.18E-06	1
3	12	103	3	6	Onsite_3	0	0	50000	Formaldehyde	1	8.86E-03	2.95E-06	1
3	12	104	3	7	Onsite_3	0	0	110543	Hexane	1	1.76E-02	5.87E-06	1
3	12	105	3	8	Onsite_3	0	0	67561	Methanol	1	6.73E-04	2.24E-07	1
3	12	106	3	9	Onsite_3	0	0	78933	Methyl Ethyl Ketone	1	1.12E-04	3.74E-08	1
3	12	107	3	10	Onsite_3	0	0	91203	Naphthalene	1	2.80E-04	9.35E-08	1
3	12	108	3	11	Onsite_3	0	0	115071	Propylene	1	1.72E-02	5.72E-06	1
3	12	109	3	12	Onsite_3	0	0	100425	Styrene	1	6.73E-04	2.24E-07	1
3	12	110	3	13	Onsite_3	0	0	108883	Toluene	1	4.18E-02	1.39E-05	1
3	12	111	3	14	Onsite_3	0	0	1330207	Xylenes	1	3.02E-02	1.01E-05	1
3	12	112	3	15	Onsite_3	0	0	9901	Diesel	1	6.95E-01	1.38E-04	1
4	14	98	4	1	Onsite_4	0	0	75070	Acetaldehyde	1	1.53E-03	5.09E-07	1
4	14	99	4	2	Onsite_4	0	0	107028	Acrolein	1	7.09E-04	2.36E-07	1
4	14	100	4	3	Onsite_4	0	0	71432	Benzene	1	1.54E-02	5.14E-06	1
4	14	101	4	4	Onsite_4	0	0	106990	1-3,Butadiene	1	3.00E-03	1.00E-06	1
4	14	102	4	5	Onsite_4	0	0	100414	Ethylbenzene	1	6.37E-03	2.12E-06	1
4	14	103	4	6	Onsite_4	0	0	50000	Formaldehyde	1	8.62E-03	2.87E-06	1
4	14	104	4	7	Onsite_4	0	0	110543	Hexane	1	1.71E-02	5.71E-06	1
4	14	105	4	8	Onsite_4	0	0	67561	Methanol	1	6.54E-04	2.18E-07	1
4	14	106	4	9	Onsite_4	0	0	78933	Methyl Ethyl Ketone	1	1.09E-04	3.64E-08	1
4	14	107	4	10	Onsite_4	0	0	91203	Naphthalene	1	2.73E-04	9.09E-08	1
4	14	108	4	11	Onsite_4	0	0	115071	Propylene	1	1.67E-02	5.56E-06	1
4	14	109	4	12	Onsite_4	0	0	100425	Styrene	1	6.54E-04	2.18E-07	1
4	14	110	4	13	Onsite_4	0	0	108883	Toluene	1	4.07E-02	1.36E-05	1
4	14	111	4	14	Onsite_4	0	0	1330207	Xylenes	1	2.93E-02	9.78E-06	1
4	14	112	4	15	Onsite_4	0	0	9901	Diesel	1	3.03E-01	1.26E-05	1
5	16	98	5	1	Onsite_5	0	0	75070	Acetaldehyde	1	3.48E-05	1.16E-08	1
5	16	99	5	2	Onsite_5	0	0	107028	Acrolein	1	1.62E-05	5.39E-09	1
5	16	100	5	3	Onsite_5	0	0	71432	Benzene	1	3.52E-04	1.17E-07	1
5	16	101	5	4	Onsite_5	0	0	106990	1-3,Butadiene	1	6.84E-05	2.28E-08	1
5	16	102	5	5	Onsite_5	0	0	100414	Ethylbenzene	1	1.45E-04	4.84E-08	1
5	16	103	5	6	Onsite_5	0	0	50000	Formaldehyde	1	1.96E-04	6.55E-08	1
5	16	104	5	7	Onsite_5	0	0	110543	Hexane	1	3.90E-04	1.30E-07	1
5	16	105	5	8	Onsite_5	0	0	67561	Methanol	1	1.49E-05	4.97E-09	1
5	16	106	5	9	Onsite_5	0	0	78933	Methyl Ethyl Ketone	1	2.49E-06	8.29E-10	1
5	16	107	5	10	Onsite_5	0	0	91203	Naphthalene	1	6.21E-06	2.07E-09	1
5	16	108	5	11	Onsite_5	0	0	115071	Propylene	1	3.80E-04	1.27E-07	1
5	16	109	5	12	Onsite_5	0	0	100425	Styrene	1	1.49E-05	4.97E-09	1
5	16	110	5	13	Onsite_5	0	0	108883	Toluene	1	9.27E-04	3.09E-07	1
5	16	111	5	14	Onsite_5	0	0	1330207	Xylenes	1	6.68E-04	2.23E-07	1
5	16	112	5	15	Onsite_5	0	0	9901	Diesel	1	7.36E-02	3.06E-06	1
6	18	98	6	1	Onsite_6	0	0	75070	Acetaldehyde	1	3.45E-05	1.15E-08	1
6	18	99	6	2	Onsite_6	0	0	107028	Acrolein	1	1.60E-05	5.34E-09	1
6	18	100	6	3	Onsite_6	0	0	71432	Benzene	1	3.48E-04	1.16E-07	1
6	18	101	6	4	Onsite_6	0	0	106990	1-3,Butadiene	1	6.77E-05	2.26E-08	1
6	18	102	6	5	Onsite_6	0	0	100414	Ethylbenzene	1	1.44E-04	4.79E-08	1
6	18	103	6	6	Onsite_6	0	0	50000	Formaldehyde	1	1.95E-04	6.48E-08	1
6	18	104	6	7	Onsite_6	0	0	110543	Hexane	1	3.87E-04	1.29E-07	1
6	18	105	6	8	Onsite_6	0	0	67561	Methanol	1	1.48E-05	4.92E-09	1
6	18	106	6	9	Onsite_6	0	0	78933	Methyl Ethyl Ketone	1	2.46E-06	8.21E-10	1
6	18	107	6	10	Onsite_6	0	0	91203	Naphthalene	1	6.16E-06	2.05E-09	1
6	18	108	6	11	Onsite_6	0	0	115071	Propylene	1	3.77E-04	1.26E-07	1
6	18	109	6	12	Onsite_6	0	0	100425	Styrene	1	1.48E-05	4.92E-09	1
6	18	110	6	13	Onsite_6	0	0	108883	Toluene	1	9.19E-04	3.06E-07	1
6	18	111	6	14	Onsite_6	0	0	1330207	Xylenes	1	6.62E-04	2.21E-07	1
6	18	112	6	15	Onsite_6	0	0	9901	Diesel	1	7.29E-02	3.03E-06	1
7	20	98	7	1	IN	0	0	75070	Acetaldehyde	1	4.07E-03	1.36E-06	1
7	20	99	7	2	IN	0	0	107028	Acrolein	1	1.89E-03	6.30E-07	1
7	20	100	7	3	IN	0	0	71432	Benzene	1	4.12E-02	1.37E-05	1
7	20	101	7	4	IN	0	0	106990	1-3,Butadiene	1	8.00E-03	2.67E-06	1
7	20	102	7	5	IN	0	0	100414	Ethylbenzene	1	1.70E-02	5.66E-06	1
7	20	103	7	6	IN	0	0	50000	Formaldehyde	1	2.30E-02	7.66E-06	1
7	20	104	7	7	IN	0	0	110543	Hexane	1	4.57E-02	1.52E-05	1
7	20	105	7	8	IN	0	0	67561	Methanol	1	1.75E-03	5.82E-07	1
7	20	106	7	9	IN	0	0	78933	Methyl Ethyl Ketone	1	2.91E-04	9.70E-08	1
7	20	107	7	10	IN	0	0	91203	Naphthalene	1	7.27E-04	2.42E-07	1
7	20	108	7	11	IN	0	0	115071	Propylene	1	4.45E-02	1.48E-05	1
7	20	109	7	12	IN	0	0	100425	Styrene	1	1.75E-03	5.82E-07	1
7	20	110	7	13	IN	0	0	108883	Toluene	1	1.09E-01	3.62E-05	1
7	20	111	7	14	IN	0	0	1330207	Xylenes	1	7.82E-02	2.61E-05	1
7	20	112	7	15	IN	0	0	9901	Diesel	1	1.82E+00	3.58E-04	1
8	22	98	8	1	OUT	0	0	75070	Acetaldehyde	1	4.07E-03	1.36E-06	1
8	22	99	8	2	OUT	0	0	107028	Acrolein	1	1.89E-03	6.30E-07	1
8	22	100	8	3	OUT	0	0	71432	Benzene	1	4.12E-02	1.37E-05	1
8	22	101	8	4	OUT	0	0	106990	1-3,Butadiene	1	8.00E-03	2.67E-06	1
8	22	102	8	5	OUT	0	0	100414	Ethylbenzene	1	1.70E-02	5.66E-06	1
8	22	103	8	6	OUT	0	0	50000	Formaldehyde	1	2.30E-02	7.66E-06	1
8	22	104	8	7	OUT	0	0	110543	Hexane	1	4.57E-02	1.52E-05	1
8	22	105	8	8	OUT	0	0	67561	Methanol	1	1.75E-03	5.82E-07	1
8	22	106	8	9	OUT	0	0	78933	Methyl Ethyl Ketone	1	2.91E-04	9.70E-08	1
8	22	107	8	10	OUT	0	0	91203	Naphthalene	1	7.27E-04	2.42E-07	1
8	22	108	8	11	OUT	0	0	115071	Propylene	1	4.45E-02	1.48E-05	1
8	22	109	8	12	OUT	0	0	100425	Styrene	1	1.75E-03	5.82E-07	1
8	22	110	8	13	OUT	0	0	108883	Toluene	1	1.09E-01	3.62E-05	1
8	22	111	8	14	OUT	0	0	1330207	Xylenes	1	7.82E-02	2.61E-05	1
8	22	112	8	15	OUT	0	0	9901	Diesel	1	1.87E+00	3.58E-04	1
9	24	98	9	1	Out_N	0	0	75070	Acetaldehyde	1	1.02E-03	3.39E-07	1
9	24	99	9	2	Out_N	0	0	107028	Acrolein	1	4.73E-04	1.58E-07	1
9	24	100	9	3	Out_N	0	0	71432	Benzene	1	1.03E-02	3.43E-06	1
9	24	101	9	4	Out_N	0	0	106990	1-3,Butadiene	1	2.00E-03	6.67E-07	1
9	24	102	9	5	Out_N	0	0	100414	Ethylbenzene	1	4.25E-03	1.42E-06	1
9	24	103	9	6	Out_N	0	0	50000	Formaldehyde	1	5.75E-03	1.92E-06	1
9	24	104	9	7	Out_N	0	0	110543	Hexane	1	1.14E-02	3.81E-06	1
9	24	105	9	8	Out_N	0	0	67561	Methanol	1	4.36E-04	1.45E-07	1
9	24	106	9	9	Out_N	0	0	78933	Methyl Ethyl Ketone	1	7.27E-05	2.42E-08	1
9	24	107	9	10	Out_N	0	0	91203	Naphthalene	1	1.82E-04	6.06E-08	1
9	24	108	9	11	Out_N	0	0	115071	Propylene	1	1.11E-02	3.71E-06	1
9	24	109	9	12	Out_N	0	0	100425	Styrene	1	4.36E-04	1.45E-07	1
9	24	110	9	13	Out_N	0	0	108883	Toluene	1	2.71E-02	9.04E-06	1
9	24	111	9	14	Out_N	0	0	1330207	Xylenes	1	1.96E-02	6.52E-06	1
9	24	112	9	15	Out_N	0	0	9901	Diesel	1	1.75E+00	8.95E-05	1
10	26	98	10	1	IN_N	0	0	75070	Acetaldehyde	1	1.02E-03	3.39E-07	1
10	26	99	10	2	IN_N	0	0	107028	Acrolein	1	4.73E-04	1.58E-07	1
10	26	100	10	3	IN_N	0	0	71432	Benzene	1	1.03E-02	3.43E-06	1
10	26	101	10	4	IN_N	0	0	106990	1-3,Butadiene	1	2.00E-03	6.67E-07	1
10	26	102	10	5	IN_N	0	0	100414	Ethylbenzene	1	4.25E-03	1.42E-06	1
10	26	103	10	6	IN_N	0	0	50000	Formaldehyde	1	5.75E-03	1.92E-06	1
10	26	104	10	7	IN_N	0	0	110543	Hexane	1	1.14E-02	3.81E-06	1
10	26	105	10	8	IN_N	0	0	67561	Methanol	1	4.36E-04	1.45E-07	1
10	26	106	10	9	IN_N	0	0	78933	Methyl Ethyl Ketone	1	7.27E-05	2.42E-08	1
10	26	107	10	10	IN_N	0	0	91203	Naphthalene	1	1.82E-04	6.06E-08	1
10	26	108	10	11	IN_N	0	0	115071	Propylene	1	1.11E-02	3.71E-06	1

10	26	109	10	12	IN_N	0	0	100425	Styrene	1	4.36E-04	1.45E-07	1
10	26	110	10	13	IN_N	0	0	108883	Toluene	1	2.71E-02	9.04E-06	1
10	26	111	10	14	IN_N	0	0	1330207	Xylenes	1	1.96E-02	6.52E-06	1
10	26	112	10	15	IN_N	0	0	9901	Diesel	1	1.73E+00	8.95E-05	1
11	28	98	11	1	IN_S	0	0	75070	Acetaldehyde	1	1.02E-03	3.39E-07	1
11	28	99	11	2	IN_S	0	0	107028	Acrolein	1	4.73E-04	1.58E-07	1
11	28	100	11	3	IN_S	0	0	71432	Benzene	1	1.03E-02	3.43E-06	1
11	28	101	11	4	IN_S	0	0	106990	1-3,Butadiene	1	2.00E-03	6.67E-07	1
11	28	102	11	5	IN_S	0	0	100414	Ethylbenzene	1	4.25E-03	1.42E-06	1
11	28	103	11	6	IN_S	0	0	50000	Formaldehyde	1	5.75E-03	1.92E-06	1
11	28	104	11	7	IN_S	0	0	110543	Hexane	1	1.14E-02	3.81E-06	1
11	28	105	11	8	IN_S	0	0	67561	Methanol	1	4.36E-04	1.45E-07	1
11	28	106	11	9	IN_S	0	0	78933	Methyl Ethyl Ketone	1	7.27E-05	2.42E-08	1
11	28	107	11	10	IN_S	0	0	91203	Naphthalene	1	1.82E-04	6.06E-08	1
11	28	108	11	11	IN_S	0	0	115071	Propylene	1	1.11E-02	3.71E-06	1
11	28	109	11	12	IN_S	0	0	100425	Styrene	1	4.36E-04	1.45E-07	1
11	28	110	11	13	IN_S	0	0	108883	Toluene	1	2.71E-02	9.04E-06	1
11	28	111	11	14	IN_S	0	0	1330207	Xylenes	1	1.96E-02	6.52E-06	1
11	28	112	11	15	IN_S	0	0	9901	Diesel	1	1.37E+00	8.95E-05	1
12	30	98	12	1	OUT_S	0	0	75070	Acetaldehyde	1	1.02E-03	3.39E-07	1
12	30	99	12	2	OUT_S	0	0	107028	Acrolein	1	4.73E-04	1.58E-07	1
12	30	100	12	3	OUT_S	0	0	71432	Benzene	1	1.03E-02	3.43E-06	1
12	30	101	12	4	OUT_S	0	0	106990	1-3,Butadiene	1	2.00E-03	6.67E-07	1
12	30	102	12	5	OUT_S	0	0	100414	Ethylbenzene	1	4.25E-03	1.42E-06	1
12	30	103	12	6	OUT_S	0	0	50000	Formaldehyde	1	5.75E-03	1.92E-06	1
12	30	104	12	7	OUT_S	0	0	110543	Hexane	1	1.14E-02	3.81E-06	1
12	30	105	12	8	OUT_S	0	0	67561	Methanol	1	4.36E-04	1.45E-07	1
12	30	106	12	9	OUT_S	0	0	78933	Methyl Ethyl Ketone	1	7.27E-05	2.42E-08	1
12	30	107	12	10	OUT_S	0	0	91203	Naphthalene	1	1.82E-04	6.06E-08	1
12	30	108	12	11	OUT_S	0	0	115071	Propylene	1	1.11E-02	3.71E-06	1
12	30	109	12	12	OUT_S	0	0	100425	Styrene	1	4.36E-04	1.45E-07	1
12	30	110	12	13	OUT_S	0	0	108883	Toluene	1	2.71E-02	9.04E-06	1
12	30	111	12	14	OUT_S	0	0	1330207	Xylenes	1	1.96E-02	6.52E-06	1
12	30	112	12	15	OUT_S	0	0	9901	Diesel	1	1.36E+00	8.95E-05	1
Idle	8	98	13	1	Idle	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	8	99	13	2	Idle	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	8	100	13	3	Idle	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	8	101	13	4	Idle	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	8	102	13	5	Idle	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	8	103	13	6	Idle	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	8	104	13	7	Idle	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	8	105	13	8	Idle	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	8	106	13	9	Idle	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	8	107	13	10	Idle	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	8	108	13	11	Idle	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	8	109	13	12	Idle	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	8	110	13	13	Idle	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	8	111	13	14	Idle	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	8	37	13	15	Idle	0	0	9901	Diesel	1	1.73E-02	1.73E-02	1
Idle	9	98	14	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	9	99	14	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	9	100	14	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	9	101	14	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	9	102	14	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	9	103	14	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	9	104	14	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	9	105	14	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	9	106	14	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	9	107	14	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	9	108	14	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	9	109	14	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	9	110	14	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	9	111	14	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	9	37	14	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	10	98	15	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	10	99	15	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	10	100	15	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	10	101	15	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	10	102	15	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	10	103	15	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	10	104	15	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	10	105	15	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	10	106	15	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	10	107	15	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	10	108	15	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	10	109	15	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	10	110	15	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	10	111	15	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	10	37	15	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	11	98	16	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	11	99	16	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	11	100	16	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	11	101	16	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	11	102	16	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	11	103	16	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	11	104	16	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	11	105	16	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	11	106	16	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	11	107	16	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	11	108	16	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	11	109	16	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	11	110	16	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	11	111	16	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	11	37	16	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	12	98	17	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	12	99	17	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	12	100	17	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	12	101	17	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	12	102	17	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	12	103	17	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	12	104	17	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	12	105	17	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	12	106	17	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	12	107	17	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	12	108	17	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	12	109	17	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	12	110	17	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	12	111	17	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	12	37	17	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	13	98	18	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	13	99	18	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	13	100	18	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	13	101	18	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	13	102	18	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	13	103	18	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	13	104	18	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	13	105	18	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	13	106	18	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	13	107	18	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	13	108	18	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	13	109	18	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	13	110	18	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	13	111	18	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	13	37	18	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
TRU	7	98	19	1	TRU	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
TRU	7	99	19	2	TRU	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
TRU	7	100	19	3	TRU	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
TRU	7	101	19	4	TRU	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
TRU	7	102	19	5	TRU	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
TRU	7	103	19	6	TRU	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
TRU	7	104	19	7	TRU	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
TRU	7	105	19	8	TRU	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
TRU	7	106	19	9	TRU	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
TRU	7	107	19	10	TRU	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
TRU	7	108	19	11	TRU	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
TRU	7	109	19	12	TRU	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
TRU	7	110	19	13	TRU	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
TRU	7	111	19	14	TRU	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
TRU	7	47	19	15	TRU	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1

	Daily Trips				
	561				
	Passenger Vehicles	2-Axle Trks	3-Axle Trks	4-Axle Trks	Total
Percentage	69.0%	6.8%	5.5%	18.7%	100%
# Daily Vehicles	387.00	38.00	31.00	105.00	561
# Annual Vehicles	141,255	13,870	11,315	38,325	204,765

Truck Travel

Onsite Truck Travel Emissions			
Category	# of Trucks / Yr	% of Total	DPM EF (lb/Mile)
2-Axle Trks	13,870	21.8%	3.36E-01
3-Axle Trks	11,315	17.8%	9.53E+00
4-Axle Trks	38,325	60.3%	2.23E+00
Total	63,510	100%	---

DPM Lbs/ Yr	IN_S2	OUT_S2	IN_S1	OUT_N2	IN_N2	OUT_N1	Total
Distance (m)	220.1	221.9	245.8	196	215.7	374.7	1474.2
	6.0%	6.1%	6.7%	5.4%	5.9%	10.2%	40%
2-Axle Trks	2.76E-03	2.81E-03	3.44E-03	2.19E-03	2.65E-03	8.00E-03	5.57E-03
3-Axle Trks	7.84E-02	7.97E-02	9.78E-02	6.22E-02	7.53E-02	2.27E-01	1.58E-01
4-Axle Trks	1.83E-02	1.86E-02	2.29E-02	1.45E-02	1.76E-02	5.31E-02	3.69E-02
Total	9.95E-02	1.01E-01	1.24E-01	7.89E-02	9.56E-02	2.88E-01	2.01E-01

Offsite Truck Travel Emissions			
Category	# of Trucks / Yr	% of Total	DPM EF (lb/Mile)
2-Axle Trks	13,870	21.8%	8.40E-01
3-Axle Trks	11,315	17.8%	2.67E-01
4-Axle Trks	38,325	60.3%	2.68E+00
Total	63,510	100%	---

DPM Lbs/ Yr							Total
Gas Only	N	N	N	N	N	N	
Distance (m)	1	0	0	0	0	0	1
%	0%	0%	0%	0%	0%	0%	0%
2-Axle Trks	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3-Axle Trks	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4-Axle Trks	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Truck Idle

# of Idling Pts	1											
Truck Idling						Idle						Total
Category	# of Trucks / Yr	Idle EF (lbs / Event)	Time (Hr)	Lbs/ Yr	Lbs / Yr /Unit	0	0	0	0	0	0	0
2-Axle Trks	13,870	6.08E-05	0.25	2.11E-01	2.11E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3-Axle Trks	11,315	4.61E-05	0.25	1.30E-01	1.30E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4-Axle Trks	38,325	8.53E-05	0.25	8.17E-01	8.17E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Total	63,510	--	--	1.16E+00	1.16E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

TRUs

Percent of Trucks	0		# of Units	1	
Onsite TRU Emissions					
Category	Percentage	# of TRUs / Yr	Time (Hr)	*DPM EF (lbs/Event)	Emissions (lb/Yr)
2-Axle Trks	15.5	0	0.25	2.09E-03	0.00
3-Axle Trks	4.9	0			0.00
4-Axle Trks	24.3	0			0.00
Total	45	0	Emission/Unit		0.00

* TRU EF * BHP * Load factor * Time in hours

Vehicle Emissions

Vehicle Travel Percentage / Count			
Category	# of Vehicles / Yr	% LDA	% LDT
Passenger Vehicles	141,255	67%	32.72%
# Vehicles		95,041	46,214

Category	TOG Exhaust EF (lb/Mile)	TOG Runloss EF (lb/Mile)
LDA	2.85E-05	5.12E-04
LDT	6.73E-05	8.81E-04

CARB TOG Speciation Profile Run Exhaust			Lbs/mi/yr	
CAS#	Chemical Name	Fraction	LDA	LDT
75070	Acetaldehyde	2.80E-03	7.59E-03	8.70E-03
107028	Acrolein	1.30E-03	3.52E-03	4.04E-03
71432	Benzene	2.47E-02	6.69E-02	7.68E-02
106990	1,3-Butadiene	5.50E-03	1.49E-02	1.71E-02
100414	Ethylbenzene	1.05E-02	2.85E-02	3.26E-02
50000	Formaldehyde	1.58E-02	4.28E-02	4.91E-02
110543	Hexane	1.60E-02	4.34E-02	4.97E-02
67561	Methanol	1.20E-03	3.25E-03	3.73E-03
78933	Methyl Ethyl Ketone	2.00E-04	5.42E-04	6.22E-04
91203	Naphthalene	5.00E-04	1.36E-03	1.55E-03
115071	Propylene	3.06E-02	8.29E-02	9.51E-02
100425	Styrene	1.20E-03	3.25E-03	3.73E-03
108883	Toluene	5.76E-02	1.56E-01	1.79E-01
1330207	Xylenes	4.80E-02	1.30E-01	1.49E-01
9901	Diesel	1.38E-02	2.89E+00	1.41E+00

CARB TOG Speciation Profile Evaporative Losses			Lbs/mi/yr	
CAS#	Chemical Name	Fraction	LDA	LDT
71432	Benzene	3.600E-03	9.76E-03	1.12E-02
100414	Ethylbenzene	1.180E-03	3.20E-03	3.67E-03
110543	Hexane	1.540E-02	4.17E-02	4.79E-02
108883	Toluene	1.700E-02	4.61E-02	5.28E-02
1330207	Xylenes	5.780E-03	1.57E-02	1.80E-02

Vehicle Emissions Travel Summary

Emissions Summary				Source Col	1		2		3		4		5		6		7		8		9		10		11		12			
				Vehicles	IN_S2		OUT_S2		IN_S1		OUT_N2		IN_N2		OUT_N1		0		0		0		0		0		0		Total Percentage	Total Distance
				Cars	6%		6%		7%		5%		6%		10%		0%		0%		0%		0%		0%		0%			
					6.02%		6.07%		6.72%		5.36%		5.90%		10.24%		0.07%		0.00%		0.00%		0.00%		0.00%		0.00%		40.36%	1475.2
				Trucks	0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%			
					0.01%		0.01%		0.01%		0.01%		0.01%		0.02%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%			
CAS#	Chemical Name	Lbs/mi/Hr	Lbs/mi/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr
75070	Acetaldehyde	5.43E-06	1.63E-02	1.97E-08	5.90E-05	2.00E-08	5.99E-05	2.45E-08	7.35E-05	1.56E-08	4.68E-05	1.89E-08	5.66E-05	5.70E-08	1.71E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.56E-07	4.67E-04
107028	Acrolein	2.52E-06	7.56E-03	9.13E-09	2.74E-05	9.27E-09	2.78E-05	1.14E-08	3.41E-05	7.24E-09	2.17E-05	8.76E-09	2.63E-05	2.64E-08	7.93E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.22E-08	2.17E-04
71432	Benzene	5.49E-05	1.65E-01	1.99E-07	5.96E-04	2.02E-07	6.06E-04	2.48E-07	7.43E-04	1.58E-07	4.73E-04	1.91E-07	5.72E-04	5.76E-07	1.73E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.57E-06	4.72E-03
106990	1,3-Butadiene	1.07E-05	3.20E-02	3.86E-08	1.16E-04	3.92E-08	1.18E-04	4.81E-08	1.44E-04	3.06E-08	9.18E-05	3.71E-08	1.11E-04	1.12E-07	3.36E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.06E-07	9.17E-04
100414	Ethylbenzene	2.27E-05	6.80E-02	8.20E-08	2.46E-04	8.33E-08	2.50E-04	1.02E-07	3.07E-04	6.50E-08	1.95E-04	7.87E-08	2.36E-04	2.38E-07	7.13E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.49E-07	1.95E-03
50000	Formaldehyde	3.06E-05	9.19E-02	1.11E-07	3.33E-04	1.13E-07	3.38E-04	1.38E-07	4.15E-04	8.79E-08	2.64E-04	1.07E-07	3.20E-04	3.21E-07	9.64E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.78E-07	2.63E-03
110543	Hexane	6.09E-05	1.83E-01	2.20E-07	6.61E-04	2.24E-07	6.72E-04	2.75E-07	8.25E-04	1.75E-07	5.24E-04	2.12E-07	6.35E-04	6.39E-07	1.92E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.74E-06	5.23E-03
67561	Methanol	2.33E-06	6.98E-03	8.42E-09	2.53E-05	8.56E-09	2.57E-05	1.05E-08	3.15E-05	6.68E-09	2.00E-05	8.09E-09	2.43E-05	2.44E-08	7.32E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.67E-08	2.00E-04
78933	Methyl Ethyl Ketone	3.88E-07	1.16E-03	1.40E-09	4.21E-06	1.43E-09	4.28E-06	1.75E-09	5.25E-06	1.11E-09	3.34E-06	1.35E-09	4.04E-06	4.07E-09	1.22E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.11E-08	3.33E-05
91203	Naphthalene	9.70E-07	2.91E-03	3.51E-09	1.05E-05	3.57E-09	1.07E-05	4.38E-09	1.31E-05	2.78E-09	8.35E-06	3.37E-09	1.01E-05	1.02E-08	3.05E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.78E-08	8.33E-05
115071	Propylene	5.93E-05	1.78E-01	2.15E-07	6.44E-04	2.18E-07	6.55E-04	2.68E-07	8.04E-04	1.70E-07	5.11E-04	2.06E-07	6.19E-04	6.23E-07	1.87E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.70E-06	5.10E-03
100425	Styrene	2.33E-06	6.98E-03	8.42E-09	2.53E-05	8.56E-09	2.57E-05	1.05E-08	3.15E-05	6.68E-09	2.00E-05	8.09E-09	2.43E-05	2.44E-08	7.32E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.67E-08	2.00E-04
108883	Toluene	1.45E-04	4.34E-01	5.24E-07	1.57E-03	5.32E-07	1.60E-03	6.53E-07	1.96E-03	4.15E-07	1.25E-03	5.03E-07	1.51E-03	1.52E-06	4.55E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.14E-06	1.24E-02
1330207	Xylenes	1.04E-04	3.13E-01	3.77E-07	1.13E-03	3.84E-07	1.15E-03	4.71E-07	1.41E-03	2.99E-07	8.98E-04	3.63E-07	1.09E-03	1.09E-06	3.28E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.99E-06	8.96E-03
9901	Diesel	1.43E-03	4.30E+00	5.18E-06	1.15E-01	5.27E-06	1.17E-01	6.46E-06	1.44E-01	4.11E-06	9.13E-02	4.98E-06	1.11E-01	1.50E-05	3.34E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.10E-05	9.11E-01

	Model Source	Source Col	Dat Col		Col	Row	CAS#	Chemical Name	Pol Count	Source Count
1	IN_S2	1	8	1	8	98	75070	Acetaldehyde	15	19
2	OUT_S2	2	10	2	10	99	107028	Acrolein		
3	IN_S1	3	12	3	12	100	71432	Benzene		
4	OUT_N2	4	14	4	14	101	106990	1-3,Butadiene		
5	IN_N2	5	16	5	16	102	100414	Ethylbenzene		
6	OUT_N1	6	18	6	18	103	50000	Formaldehyde		
7	0	7	20	7	20	104	110543	Hexane		
8	0	8	22	8	22	105	67561	Methanol		
9	0	9	24	9	24	106	78933	Methyl Ethyl Ketone		
10	0	10	26	10	26	107	91203	Naphthalene		
11	0	11	28	11	28	108	115071	Propylene		
12	0	12	30	12	30	109	100425	Styrene		
13	Idle	Idle1	8	13	8	110	108883	Toluene		
14	0	Idle1	9	14	8	111	1330207	Xylenes		
15	0	Idle1	10	15	8	112	9901	Diesel		
16	0	Idle1	11	16	8					
17	0	Idle1	12	17	8	37		Idle		
18	0	Idle1	13	18	7	47		TRU		
19	TRU	TRU	7	19						
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1	8	98	1	1	IN_S2	0	0	75070	Acetaldehyde	1	5.90E-05	1.97E-08	1
1	8	99	1	2	IN_S2	0	0	107028	Acrolein	1	2.74E-05	9.13E-09	1
1	8	100	1	3	IN_S2	0	0	71432	Benzene	1	5.96E-04	1.99E-07	1
1	8	101	1	4	IN_S2	0	0	106990	1-3,Butadiene	1	1.16E-04	3.86E-08	1
1	8	102	1	5	IN_S2	0	0	100414	Ethylbenzene	1	2.46E-04	8.20E-08	1
1	8	103	1	6	IN_S2	0	0	50000	Formaldehyde	1	3.33E-04	1.11E-07	1
1	8	104	1	7	IN_S2	0	0	110543	Hexane	1	6.61E-04	2.20E-07	1
1	8	105	1	8	IN_S2	0	0	67561	Methanol	1	2.53E-05	8.42E-09	1
1	8	106	1	9	IN_S2	0	0	78933	Methyl Ethyl Ketone	1	4.21E-06	1.40E-09	1
1	8	107	1	10	IN_S2	0	0	91203	Naphthalene	1	1.05E-05	3.51E-09	1
1	8	108	1	11	IN_S2	0	0	115071	Propylene	1	6.44E-04	2.15E-07	1
1	8	109	1	12	IN_S2	0	0	100425	Styrene	1	2.53E-05	8.42E-09	1
1	8	110	1	13	IN_S2	0	0	108883	Toluene	1	1.57E-03	5.24E-07	1
1	8	111	1	14	IN_S2	0	0	1330207	Xylenes	1	1.13E-03	3.77E-07	1
1	8	112	1	15	IN_S2	0	0	9901	Diesel	1	1.15E-01	5.18E-06	1
2	10	98	2	1	OUT_S2	0	0	75070	Acetaldehyde	1	5.99E-05	2.00E-08	1
2	10	99	2	2	OUT_S2	0	0	107028	Acrolein	1	2.78E-05	9.27E-09	1
2	10	100	2	3	OUT_S2	0	0	71432	Benzene	1	6.06E-04	2.02E-07	1
2	10	101	2	4	OUT_S2	0	0	106990	1-3,Butadiene	1	1.18E-04	3.92E-08	1
2	10	102	2	5	OUT_S2	0	0	100414	Ethylbenzene	1	2.50E-04	8.33E-08	1
2	10	103	2	6	OUT_S2	0	0	50000	Formaldehyde	1	3.38E-04	1.13E-07	1
2	10	104	2	7	OUT_S2	0	0	110543	Hexane	1	6.72E-04	2.24E-07	1
2	10	105	2	8	OUT_S2	0	0	67561	Methanol	1	2.57E-05	8.56E-09	1
2	10	106	2	9	OUT_S2	0	0	78933	Methyl Ethyl Ketone	1	4.28E-06	1.43E-09	1
2	10	107	2	10	OUT_S2	0	0	91203	Naphthalene	1	1.07E-05	3.57E-09	1
2	10	108	2	11	OUT_S2	0	0	115071	Propylene	1	6.55E-04	2.18E-07	1
2	10	109	2	12	OUT_S2	0	0	100425	Styrene	1	2.57E-05	8.56E-09	1
2	10	110	2	13	OUT_S2	0	0	108883	Toluene	1	1.60E-03	5.32E-07	1
2	10	111	2	14	OUT_S2	0	0	1330207	Xylenes	1	1.15E-03	3.84E-07	1
2	10	112	2	15	OUT_S2	0	0	9901	Diesel	1	1.17E-01	5.27E-06	1
3	12	98	3	1	IN_S1	0	0	75070	Acetaldehyde	1	7.35E-05	2.45E-08	1
3	12	99	3	2	IN_S1	0	0	107028	Acrolein	1	3.41E-05	1.14E-08	1
3	12	100	3	3	IN_S1	0	0	71432	Benzene	1	7.43E-04	2.48E-07	1
3	12	101	3	4	IN_S1	0	0	106990	1-3,Butadiene	1	1.44E-04	4.81E-08	1
3	12	102	3	5	IN_S1	0	0	100414	Ethylbenzene	1	3.07E-04	1.02E-07	1
3	12	103	3	6	IN_S1	0	0	50000	Formaldehyde	1	4.15E-04	1.38E-07	1
3	12	104	3	7	IN_S1	0	0	110543	Hexane	1	8.25E-04	2.75E-07	1
3	12	105	3	8	IN_S1	0	0	67561	Methanol	1	3.15E-05	1.05E-08	1
3	12	106	3	9	IN_S1	0	0	78933	Methyl Ethyl Ketone	1	5.25E-06	1.75E-09	1
3	12	107	3	10	IN_S1	0	0	91203	Naphthalene	1	1.31E-05	4.38E-09	1
3	12	108	3	11	IN_S1	0	0	115071	Propylene	1	8.04E-04	2.68E-07	1
3	12	109	3	12	IN_S1	0	0	100425	Styrene	1	3.15E-05	1.05E-08	1
3	12	110	3	13	IN_S1	0	0	108883	Toluene	1	1.96E-03	6.53E-07	1
3	12	111	3	14	IN_S1	0	0	1330207	Xylenes	1	1.41E-03	4.71E-07	1
3	12	112	3	15	IN_S1	0	0	9901	Diesel	1	1.44E-01	6.46E-06	1
4	14	98	4	1	OUT_N2	0	0	75070	Acetaldehyde	1	4.68E-05	1.56E-08	1
4	14	99	4	2	OUT_N2	0	0	107028	Acrolein	1	2.17E-05	7.24E-09	1
4	14	100	4	3	OUT_N2	0	0	71432	Benzene	1	4.73E-04	1.58E-07	1
4	14	101	4	4	OUT_N2	0	0	106990	1-3,Butadiene	1	9.18E-05	3.06E-08	1
4	14	102	4	5	OUT_N2	0	0	100414	Ethylbenzene	1	1.95E-04	6.50E-08	1
4	14	103	4	6	OUT_N2	0	0	50000	Formaldehyde	1	2.64E-04	8.79E-08	1
4	14	104	4	7	OUT_N2	0	0	110543	Hexane	1	5.24E-04	1.75E-07	1
4	14	105	4	8	OUT_N2	0	0	67561	Methanol	1	2.00E-05	6.68E-09	1
4	14	106	4	9	OUT_N2	0	0	78933	Methyl Ethyl Ketone	1	3.34E-06	1.11E-09	1
4	14	107	4	10	OUT_N2	0	0	91203	Naphthalene	1	8.35E-06	2.78E-09	1
4	14	108	4	11	OUT_N2	0	0	115071	Propylene	1	5.11E-04	1.70E-07	1
4	14	109	4	12	OUT_N2	0	0	100425	Styrene	1	2.00E-05	6.68E-09	1
4	14	110	4	13	OUT_N2	0	0	108883	Toluene	1	1.25E-03	4.15E-07	1
4	14	111	4	14	OUT_N2	0	0	1330207	Xylenes	1	8.98E-04	2.99E-07	1
4	14	112	4	15	OUT_N2	0	0	9901	Diesel	1	9.13E-02	4.11E-06	1
5	16	98	5	1	IN_N2	0	0	75070	Acetaldehyde	1	5.66E-05	1.89E-08	1
5	16	99	5	2	IN_N2	0	0	107028	Acrolein	1	2.63E-05	8.76E-09	1
5	16	100	5	3	IN_N2	0	0	71432	Benzene	1	5.72E-04	1.91E-07	1
5	16	101	5	4	IN_N2	0	0	106990	1-3,Butadiene	1	1.11E-04	3.71E-08	1
5	16	102	5	5	IN_N2	0	0	100414	Ethylbenzene	1	2.36E-04	7.87E-08	1
5	16	103	5	6	IN_N2	0	0	50000	Formaldehyde	1	3.20E-04	1.07E-07	1
5	16	104	5	7	IN_N2	0	0	110543	Hexane	1	6.35E-04	2.12E-07	1
5	16	105	5	8	IN_N2	0	0	67561	Methanol	1	2.43E-05	8.09E-09	1
5	16	106	5	9	IN_N2	0	0	78933	Methyl Ethyl Ketone	1	4.04E-06	1.35E-09	1
5	16	107	5	10	IN_N2	0	0	91203	Naphthalene	1	1.01E-05	3.37E-09	1
5	16	108	5	11	IN_N2	0	0	115071	Propylene	1	6.19E-04	2.06E-07	1
5	16	109	5	12	IN_N2	0	0	100425	Styrene	1	2.43E-05	8.09E-09	1
5	16	110	5	13	IN_N2	0	0	108883	Toluene	1	1.51E-03	5.03E-07	1
5	16	111	5	14	IN_N2	0	0	1330207	Xylenes	1	1.09E-03	3.63E-07	1
5	16	112	5	15	IN_N2	0	0	9901	Diesel	1	1.11E-01	4.98E-06	1
6	18	98	6	1	OUT_N1	0	0	75070	Acetaldehyde	1	1.71E-04	5.70E-08	1
6	18	99	6	2	OUT_N1	0	0	107028	Acrolein	1	7.93E-05	2.64E-08	1
6	18	100	6	3	OUT_N1	0	0	71432	Benzene	1	1.73E-03	5.76E-07	1
6	18	101	6	4	OUT_N1	0	0	106990	1-3,Butadiene	1	3.36E-04	1.12E-07	1
6	18	102	6	5	OUT_N1	0	0	100414	Ethylbenzene	1	7.13E-04	2.38E-07	1
6	18	103	6	6	OUT_N1	0	0	50000	Formaldehyde	1	9.64E-04	3.21E-07	1
6	18	104	6	7	OUT_N1	0	0	110543	Hexane	1	1.92E-03	6.39E-07	1
6	18	105	6	8	OUT_N1	0	0	67561	Methanol	1	7.32E-05	2.44E-08	1
6	18	106	6	9	OUT_N1	0	0	78933	Methyl Ethyl Ketone	1	1.22E-05	4.07E-09	1
6	18	107	6	10	OUT_N1	0	0	91203	Naphthalene	1	3.05E-05	1.02E-08	1
6	18	108	6	11	OUT_N1	0	0	115071	Propylene	1	1.87E-03	6.23E-07	1
6	18	109	6	12	OUT_N1	0	0	100425	Styrene	1	7.32E-05	2.44E-08	1
6	18	110	6	13	OUT_N1	0	0	108883	Toluene	1	4.55E-03	1.52E-06	1
6	18	111	6	14	OUT_N1	0	0	1330207	Xylenes	1	3.28E-03	1.09E-06	1
6	18	112	6	15	OUT_N1	0	0	9901	Diesel	1	3.34E-01	1.50E-05	1
7	20	98	7	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
7	20	99	7	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
7	20	100	7	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
7	20	101	7	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
7	20	102	7	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
7	20	103	7	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
7	20	104	7	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
7	20	105	7	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
7	20	106	7	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
7	20	107	7	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
7	20	108	7	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
7	20	109	7	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
7	20	110	7	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
7	20	111	7	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
7	20	112	7	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
8	22	98	8	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
8	22	99	8	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
8	22	100	8	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
8	22	101	8	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
8	22	102	8	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
8	22	103	8	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
8	22	104	8	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
8	22	105	8	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
8	22	106	8	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
8	22	107	8	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
8	22	108	8	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
8	22	109	8	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
8	22	110	8	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
8	22	111	8	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
8	22	112	8	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
9	24	98	9	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
9	24	99	9	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
9	24	100	9	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
9	24	101	9	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
9	24	102	9	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
9	24	103	9	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
9	24	104	9	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
9	24	105	9	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
9	24	106	9	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
9	24	107	9	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
9	24	108	9	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
9	24	109	9	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
9	24	110	9	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
9	24	111	9	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
9	24	112	9	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
10	26	98	10	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
10	26	99	10	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
10	26	100	10	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
10	26	101	10	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
10	26	102	10	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
10	26	103	10	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
10	26	104	10	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
10	26	105	10	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
10	26	106	10	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
10	26	107	10	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
10	26	108	10	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1

10	26	109	10	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
10	26	110	10	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
10	26	111	10	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
10	26	112	10	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
11	28	98	11	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
11	28	99	11	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
11	28	100	11	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
11	28	101	11	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
11	28	102	11	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
11	28	103	11	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
11	28	104	11	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
11	28	105	11	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
11	28	106	11	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
11	28	107	11	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
11	28	108	11	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
11	28	109	11	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
11	28	110	11	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
11	28	111	11	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
11	28	112	11	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
12	30	98	12	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
12	30	99	12	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
12	30	100	12	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
12	30	101	12	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
12	30	102	12	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
12	30	103	12	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
12	30	104	12	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
12	30	105	12	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
12	30	106	12	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
12	30	107	12	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
12	30	108	12	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
12	30	109	12	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
12	30	110	12	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
12	30	111	12	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
12	30	112	12	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	8	98	13	1	Idle	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	8	99	13	2	Idle	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	8	100	13	3	Idle	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	8	101	13	4	Idle	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	8	102	13	5	Idle	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	8	103	13	6	Idle	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	8	104	13	7	Idle	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	8	105	13	8	Idle	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	8	106	13	9	Idle	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	8	107	13	10	Idle	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	8	108	13	11	Idle	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	8	109	13	12	Idle	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	8	110	13	13	Idle	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	8	111	13	14	Idle	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	8	37	13	15	Idle	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	9	98	14	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	9	99	14	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	9	100	14	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	9	101	14	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	9	102	14	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	9	103	14	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	9	104	14	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	9	105	14	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	9	106	14	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	9	107	14	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	9	108	14	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	9	109	14	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	9	110	14	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	9	111	14	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	9	37	14	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	10	98	15	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	10	99	15	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	10	100	15	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	10	101	15	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	10	102	15	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	10	103	15	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	10	104	15	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	10	105	15	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	10	106	15	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	10	107	15	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	10	108	15	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	10	109	15	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	10	110	15	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	10	111	15	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	10	37	15	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	11	98	16	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	11	99	16	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	11	100	16	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	11	101	16	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	11	102	16	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	11	103	16	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	11	104	16	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	11	105	16	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	11	106	16	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	11	107	16	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	11	108	16	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	11	109	16	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	11	110	16	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	11	111	16	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	11	37	16	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	12	98	17	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	12	99	17	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	12	100	17	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	12	101	17	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	12	102	17	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	12	103	17	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	12	104	17	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	12	105	17	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	12	106	17	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	12	107	17	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	12	108	17	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	12	109	17	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	12	110	17	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	12	111	17	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	12	37	17	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	13	98	18	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	13	99	18	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	13	100	18	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	13	101	18	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	13	102	18	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	13	103	18	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	13	104	18	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	13	105	18	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	13	106	18	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	13	107	18	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	13	108	18	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	13	109	18	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	13	110	18	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	13	111	18	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	13	37	18	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
TRU	7	98	19	1	TRU	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
TRU	7	99	19	2	TRU	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
TRU	7	100	19	3	TRU	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
TRU	7	101	19	4	TRU	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
TRU	7	102	19	5	TRU	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
TRU	7	103	19	6	TRU	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
TRU	7	104	19	7	TRU	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
TRU	7	105	19	8	TRU	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
TRU	7	106	19	9	TRU	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
TRU	7	107	19	10	TRU	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
TRU	7	108	19	11	TRU	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
TRU	7	109	19	12	TRU	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
TRU	7	110	19	13	TRU	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
TRU	7	111	19	14	TRU	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
TRU	7	47	19	15	TRU	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1

	Daily Trips				
	561				
	Passenger Vehicles	2-Axle Trks	3-Axle Trks	4-Axle Trks	Total
Percentage	69.0%	6.8%	5.5%	18.7%	100%
# Daily Vehicles	387.00	38.00	31.00	105.00	561
# Annual Vehicles	141,255	13,870	11,315	38,325	204,765

Truck Travel

Onsite Truck Travel Emissions			
Category	# of Trucks / Yr	% of Total	DPM EF (lb/Mile)
2-Axle Trks	13,870	21.8%	3.36E-01
3-Axle Trks	11,315	17.8%	9.53E+00
4-Axle Trks	38,325	60.3%	2.23E+00
Total	63,510	100%	---

DPM Lbs/ Yr	OUT_S1	IN_N1					Total
Distance (m)	245.6	375.9	0	0	0	0	621.5
5	6.7%	10.3%	0%	0%	0%	0%	17%
2-Axle Trks	3.44E-03	8.06E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.15E-02
3-Axle Trks	9.77E-02	2.29E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.26E-01
4-Axle Trks	2.28E-02	5.34E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.63E-02
Total	1.24E-01	2.90E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.14E-01

Offsite Truck Travel Emissions			
Category	# of Trucks / Yr	% of Total	DPM EF (lb/Mile)
2-Axle Trks	13,870	21.8%	8.40E-01
3-Axle Trks	11,315	17.8%	2.67E-01
4-Axle Trks	38,325	60.3%	2.68E+00
Total	63,510	100%	---

DPM Lbs/ Yr							Total
Gas Only	N	N	N	N	N	N	
Distance (m)	1	0	0	0	0	0	1
%	0%	0%	0%	0%	0%	0%	0%
2-Axle Trks	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3-Axle Trks	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4-Axle Trks	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Total	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Truck Idle

# of Idling Pts	1											
Truck Idling						Idle						Total
Category	# of Trucks / Yr	Idle EF (lbs / Event)	Time (Hr)	Lbs/ Yr	Lbs / Yr /Unit	0	0	0	0	0	0	0
2-Axle Trks	13,870	6.08E-05	0.25	2.11E-01	2.11E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3-Axle Trks	11,315	4.61E-05	0.25	1.30E-01	1.30E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
4-Axle Trks	38,325	8.53E-05	0.25	8.17E-01	8.17E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Total	63,510	--	--	1.16E+00	1.16E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

TRUs

Percent of Trucks	0		# of Units	1	
Onsite TRU Emissions					
Category	Percentage	# of TRUs / Yr	Time (Hr)	*DPM EF (lbs/Event)	Emissions (lb/Yr)
2-Axle Trks	15.5	0	0.25	2.09E-03	0.00
3-Axle Trks	4.9	0			0.00
4-Axle Trks	24.3	0			0.00
Total	45	0	Emission/Unit		0.00

* TRU EF * BHP * Load factor * Time in hours

Vehicle Emissions

Vehicle Travel Percentage / Count			
Category	# of Vehicles / Yr	% LDA	% LDT
Passenger Vehicles	141,255	67%	32.72%
# Vehicles		95,041	46,214

Category	TOG Exhaust EF (lb/Mile)	TOG Runloss EF (lb/Mile)
LDA	2.85E-05	5.12E-04
LDT	6.73E-05	8.81E-04

CARB TOG Speciation Profile Run Exhaust			Lbs/mi/yr	
CAS#	Chemical Name	Fraction	LDA	LDT
75070	Acetaldehyde	2.80E-03	7.59E-03	8.70E-03
107028	Acrolein	1.30E-03	3.52E-03	4.04E-03
71432	Benzene	2.47E-02	6.69E-02	7.68E-02
106990	1,3-Butadiene	5.50E-03	1.49E-02	1.71E-02
100414	Ethylbenzene	1.05E-02	2.85E-02	3.26E-02
50000	Formaldehyde	1.58E-02	4.28E-02	4.91E-02
110543	Hexane	1.60E-02	4.34E-02	4.97E-02
67561	Methanol	1.20E-03	3.25E-03	3.73E-03
78933	Methyl Ethyl Ketone	2.00E-04	5.42E-04	6.22E-04
91203	Naphthalene	5.00E-04	1.36E-03	1.55E-03
115071	Propylene	3.06E-02	8.29E-02	9.51E-02
100425	Styrene	1.20E-03	3.25E-03	3.73E-03
108883	Toluene	5.76E-02	1.56E-01	1.79E-01
1330207	Xylenes	4.80E-02	1.30E-01	1.49E-01
9901	Diesel	1.38E-02	2.89E+00	1.41E+00

CARB TOG Speciation Profile Evaporative Losses			Lbs/mi/yr	
CAS#	Chemical Name	Fraction	LDA	LDT
71432	Benzene	3.600E-03	9.76E-03	1.12E-02
100414	Ethylbenzene	1.180E-03	3.20E-03	3.67E-03
110543	Hexane	1.540E-02	4.17E-02	4.79E-02
108883	Toluene	1.700E-02	4.61E-02	5.28E-02
1330207	Xylenes	5.780E-03	1.57E-02	1.80E-02

Vehicle Emissions Travel Summary

Emissions Summary				Source Col	1		2		3		4		5		6		7		8		9		10		11		12			
				Vehicles	OUT_S1		IN_N1		0		0		0		0		0		0		0		0		0		0		Total Percentage	Total Distance
				Cars	7%		10%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%			
					6.71%		10.27%		0.00%		0.00%		0.00%		0.00%		0.16%		0.00%		0.00%		0.00%		0.00%		0.00%		17.15%	622.5
				Trucks	0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%			
					0.02%		0.04%		0.04%		0.04%		0.04%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%		0.00%			
CAS#	Chemical Name	Lbs/mi/Hr	Lbs/mi/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr	Lbs/ Hr	Lbs/ Yr
75070	Acetaldehyde	5.43E-06	1.63E-02	2.45E-08	7.34E-05	5.73E-08	1.72E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.18E-08	2.45E-04
107028	Acrolein	2.52E-06	7.56E-03	1.14E-08	3.41E-05	2.66E-08	7.98E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.80E-08	1.14E-04
71432	Benzene	5.49E-05	1.65E-01	2.47E-07	7.42E-04	5.79E-07	1.74E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.27E-07	2.48E-03
106990	1,3-Butadiene	1.07E-05	3.20E-02	4.81E-08	1.44E-04	1.13E-07	3.38E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.61E-07	4.82E-04
100414	Ethylbenzene	2.27E-05	6.80E-02	1.02E-07	3.06E-04	2.39E-07	7.17E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.41E-07	1.02E-03
50000	Formaldehyde	3.06E-05	9.19E-02	1.38E-07	4.14E-04	3.23E-07	9.70E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4.62E-07	1.38E-03
110543	Hexane	6.09E-05	1.83E-01	2.74E-07	8.23E-04	6.43E-07	1.93E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	9.17E-07	2.75E-03
67561	Methanol	2.33E-06	6.98E-03	1.05E-08	3.15E-05	2.46E-08	7.37E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.51E-08	1.05E-04
78933	Methyl Ethyl Ketone	3.88E-07	1.16E-03	1.75E-09	5.24E-06	4.09E-09	1.23E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5.84E-09	1.75E-05
91203	Naphthalene	9.70E-07	2.91E-03	4.37E-09	1.31E-05	1.02E-08	3.07E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.46E-08	4.38E-05
115071	Propylene	5.93E-05	1.78E-01	2.67E-07	8.02E-04	6.26E-07	1.88E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.94E-07	2.68E-03
100425	Styrene	2.33E-06	6.98E-03	1.05E-08	3.15E-05	2.46E-08	7.37E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.51E-08	1.05E-04
108883	Toluene	1.45E-04	4.34E-01	6.52E-07	1.96E-03	1.53E-06	4.58E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.18E-06	6.54E-03
1330207	Xylenes	1.04E-04	3.13E-01	4.70E-07	1.41E-03	1.10E-06	3.30E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.57E-06	4.71E-03
9901	Diesel	1.43E-03	4.30E+00	6.45E-06	1.43E-01	1.51E-05	3.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.16E-05	4.79E-01

	Model Source		Source Col	Dat Col		Col	Row	CAS#	Chemical Name	Pol Count	Source Count
1	OUT_S1		1	8	1	8	98	75070	Acetaldehyde	15	19
2	IN_N1		2	10	2	10	99	107028	Acrolein		
3		0	3	12	3	12	100	71432	Benzene		
4		0	4	14	4	14	101	106990	1-3,Butadiene		
5		0	5	16	5	16	102	100414	Ethylbenzene		
6		0	6	18	6	18	103	50000	Formaldehyde		
7		0	7	20	7	20	104	110543	Hexane		
8		0	8	22	8	22	105	67561	Methanol		
9		0	9	24	9	24	106	78933	Methyl Ethyl Ketone		
10		0	10	26	10	26	107	91203	Naphthalene		
11		0	11	28	11	28	108	115071	Propylene		
12		0	12	30	12	30	109	100425	Styrene		
13	Idle		Idle1	8	13	8	110	108883	Toluene		
14		0	Idle1	9	14	8	111	1330207	Xylenes		
15		0	Idle1	10	15	8	112	9901	Diesel		
16		0	Idle1	11	16	8					
17		0	Idle1	12	17	8	37		Idle		
18		0	Idle1	13	18	7	47		TRU		
19	TRU		TRU	7	19						
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1	8	98	1	1	OUT_S1	0	0	75070	Acetaldehyde	1	7.34E-05	2.45E-08	1
1	8	99	1	2	OUT_S1	0	0	107028	Acrolein	1	3.41E-05	1.14E-08	1
1	8	100	1	3	OUT_S1	0	0	71432	Benzene	1	7.42E-04	2.47E-07	1
1	8	101	1	4	OUT_S1	0	0	106990	1-3,Butadiene	1	1.44E-04	4.81E-08	1
1	8	102	1	5	OUT_S1	0	0	100414	Ethylbenzene	1	3.06E-04	1.02E-07	1
1	8	103	1	6	OUT_S1	0	0	50000	Formaldehyde	1	4.14E-04	1.38E-07	1
1	8	104	1	7	OUT_S1	0	0	110543	Hexane	1	8.23E-04	2.74E-07	1
1	8	105	1	8	OUT_S1	0	0	67561	Methanol	1	3.15E-05	1.05E-08	1
1	8	106	1	9	OUT_S1	0	0	78933	Methyl Ethyl Ketone	1	5.24E-06	1.75E-09	1
1	8	107	1	10	OUT_S1	0	0	91203	Naphthalene	1	1.31E-05	4.37E-09	1
1	8	108	1	11	OUT_S1	0	0	115071	Propylene	1	8.02E-04	2.67E-07	1
1	8	109	1	12	OUT_S1	0	0	100425	Styrene	1	3.15E-05	1.05E-08	1
1	8	110	1	13	OUT_S1	0	0	108883	Toluene	1	1.96E-03	6.52E-07	1
1	8	111	1	14	OUT_S1	0	0	1330207	Xylenes	1	1.41E-03	4.70E-07	1
1	8	112	1	15	OUT_S1	0	0	9901	Diesel	1	1.43E-01	6.45E-06	1
2	10	98	2	1	IN_N1	0	0	75070	Acetaldehyde	1	1.72E-04	5.73E-08	1
2	10	99	2	2	IN_N1	0	0	107028	Acrolein	1	7.98E-05	2.66E-08	1
2	10	100	2	3	IN_N1	0	0	71432	Benzene	1	1.74E-03	5.79E-07	1
2	10	101	2	4	IN_N1	0	0	106990	1-3,Butadiene	1	3.38E-04	1.13E-07	1
2	10	102	2	5	IN_N1	0	0	100414	Ethylbenzene	1	7.17E-04	2.39E-07	1
2	10	103	2	6	IN_N1	0	0	50000	Formaldehyde	1	9.70E-04	3.23E-07	1
2	10	104	2	7	IN_N1	0	0	110543	Hexane	1	1.93E-03	6.43E-07	1
2	10	105	2	8	IN_N1	0	0	67561	Methanol	1	7.37E-05	2.46E-08	1
2	10	106	2	9	IN_N1	0	0	78933	Methyl Ethyl Ketone	1	1.23E-05	4.09E-09	1
2	10	107	2	10	IN_N1	0	0	91203	Naphthalene	1	3.07E-05	1.02E-08	1
2	10	108	2	11	IN_N1	0	0	115071	Propylene	1	1.88E-03	6.26E-07	1
2	10	109	2	12	IN_N1	0	0	100425	Styrene	1	7.37E-05	2.46E-08	1
2	10	110	2	13	IN_N1	0	0	108883	Toluene	1	4.58E-03	1.53E-06	1
2	10	111	2	14	IN_N1	0	0	1330207	Xylenes	1	3.30E-03	1.10E-06	1
2	10	112	2	15	IN_N1	0	0	9901	Diesel	1	3.36E-01	1.51E-05	1
3	12	98	3	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
3	12	99	3	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
3	12	100	3	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
3	12	101	3	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
3	12	102	3	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
3	12	103	3	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
3	12	104	3	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
3	12	105	3	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
3	12	106	3	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
3	12	107	3	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
3	12	108	3	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
3	12	109	3	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
3	12	110	3	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
3	12	111	3	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
3	12	112	3	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
4	14	98	4	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
4	14	99	4	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
4	14	100	4	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
4	14	101	4	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
4	14	102	4	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
4	14	103	4	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
4	14	104	4	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
4	14	105	4	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
4	14	106	4	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
4	14	107	4	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
4	14	108	4	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
4	14	109	4	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
4	14	110	4	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
4	14	111	4	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
4	14	112	4	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
5	16	98	5	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
5	16	99	5	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
5	16	100	5	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
5	16	101	5	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
5	16	102	5	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
5	16	103	5	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
5	16	104	5	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
5	16	105	5	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
5	16	106	5	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
5	16	107	5	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
5	16	108	5	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
5	16	109	5	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
5	16	110	5	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
5	16	111	5	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
5	16	112	5	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
6	18	98	6	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
6	18	99	6	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
6	18	100	6	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
6	18	101	6	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
6	18	102	6	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
6	18	103	6	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
6	18	104	6	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
6	18	105	6	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
6	18	106	6	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
6	18	107	6	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
6	18	108	6	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
6	18	109	6	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
6	18	110	6	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
6	18	111	6	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
6	18	112	6	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
7	20	98	7	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
7	20	99	7	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
7	20	100	7	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
7	20	101	7	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
7	20	102	7	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
7	20	103	7	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
7	20	104	7	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
7	20	105	7	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
7	20	106	7	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
7	20	107	7	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
7	20	108	7	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
7	20	109	7	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
7	20	110	7	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
7	20	111	7	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
7	20	112	7	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
8	22	98	8	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
8	22	99	8	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
8	22	100	8	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
8	22	101	8	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
8	22	102	8	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
8	22	103	8	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
8	22	104	8	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
8	22	105	8	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
8	22	106	8	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
8	22	107	8	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
8	22	108	8	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
8	22	109	8	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
8	22	110	8	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
8	22	111	8	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
8	22	112	8	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
9	24	98	9	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
9	24	99	9	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
9	24	100	9	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
9	24	101	9	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
9	24	102	9	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
9	24	103	9	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
9	24	104	9	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
9	24	105	9	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
9	24	106	9	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
9	24	107	9	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
9	24	108	9	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
9	24	109	9	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
9	24	110	9	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
9	24	111	9	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
9	24	112	9	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
10	26	98	10	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
10	26	99	10	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
10	26	100	10	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
10	26	101	10	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
10	26	102	10	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
10	26	103	10	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
10	26	104	10	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
10	26	105	10	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
10	26	106	10	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
10	26	107	10	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
10	26	108	10	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1

10	26	109	10	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
10	26	110	10	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
10	26	111	10	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
10	26	112	10	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
11	28	98	11	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
11	28	99	11	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
11	28	100	11	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
11	28	101	11	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
11	28	102	11	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
11	28	103	11	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
11	28	104	11	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
11	28	105	11	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
11	28	106	11	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
11	28	107	11	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
11	28	108	11	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
11	28	109	11	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
11	28	110	11	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
11	28	111	11	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
11	28	112	11	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
12	30	98	12	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
12	30	99	12	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
12	30	100	12	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
12	30	101	12	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
12	30	102	12	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
12	30	103	12	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
12	30	104	12	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
12	30	105	12	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
12	30	106	12	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
12	30	107	12	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
12	30	108	12	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
12	30	109	12	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
12	30	110	12	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
12	30	111	12	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
12	30	112	12	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	8	98	13	1	Idle	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	8	99	13	2	Idle	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	8	100	13	3	Idle	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	8	101	13	4	Idle	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	8	102	13	5	Idle	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	8	103	13	6	Idle	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	8	104	13	7	Idle	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	8	105	13	8	Idle	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	8	106	13	9	Idle	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	8	107	13	10	Idle	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	8	108	13	11	Idle	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	8	109	13	12	Idle	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	8	110	13	13	Idle	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	8	111	13	14	Idle	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	8	37	13	15	Idle	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	9	98	14	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	9	99	14	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	9	100	14	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	9	101	14	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	9	102	14	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	9	103	14	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	9	104	14	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	9	105	14	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	9	106	14	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	9	107	14	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	9	108	14	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	9	109	14	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	9	110	14	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	9	111	14	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	9	37	14	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	10	98	15	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	10	99	15	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	10	100	15	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	10	101	15	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	10	102	15	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	10	103	15	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	10	104	15	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	10	105	15	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	10	106	15	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	10	107	15	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	10	108	15	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	10	109	15	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	10	110	15	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	10	111	15	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	10	37	15	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	11	98	16	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	11	99	16	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	11	100	16	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	11	101	16	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	11	102	16	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	11	103	16	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	11	104	16	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	11	105	16	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	11	106	16	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	11	107	16	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	11	108	16	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	11	109	16	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	11	110	16	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	11	111	16	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	11	37	16	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	12	98	17	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	12	99	17	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	12	100	17	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	12	101	17	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	12	102	17	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	12	103	17	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	12	104	17	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	12	105	17	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	12	106	17	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	12	107	17	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	12	108	17	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	12	109	17	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	12	110	17	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	12	111	17	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	12	37	17	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
Idle	13	98	18	1	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	13	99	18	2	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	13	100	18	3	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	13	101	18	4	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	13	102	18	5	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	13	103	18	6	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	13	104	18	7	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
Idle	13	105	18	8	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	13	106	18	9	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	13	107	18	10	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	13	108	18	11	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	13	109	18	12	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	13	110	18	13	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	13	111	18	14	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	13	37	18	15	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
TRU	7	98	19	1	TRU	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
TRU	7	99	19	2	TRU	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
TRU	7	100	19	3	TRU	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
TRU	7	101	19	4	TRU	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
TRU	7	102	19	5	TRU	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
TRU	7	103	19	6	TRU	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
TRU	7	104	19	7	TRU	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
TRU	7	105	19	8	TRU	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
TRU	7	106	19	9	TRU	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
TRU	7	107	19	10	TRU	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
TRU	7	108	19	11	TRU	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
TRU	7	109	19	12	TRU	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
TRU	7	110	19	13	TRU	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
TRU	7	111	19	14	TRU	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
TRU	7	47	19	15	TRU	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1

Onsite_1	0	0	75070	Acetaldehyde	1	1.22E-03	4.07E-07	1
Onsite_1	0	0	107028	Acrolein	1	5.67E-04	1.89E-07	1
Onsite_1	0	0	71432	Benzene	1	1.23E-02	4.11E-06	1
Onsite_1	0	0	106990	1-3,Butadiene	1	2.40E-03	8.00E-07	1
Onsite_1	0	0	100414	Ethylbenzene	1	5.09E-03	1.70E-06	1
Onsite_1	0	0	50000	Formaldehyde	1	6.89E-03	2.30E-06	1
Onsite_1	0	0	110543	Hexane	1	1.37E-02	4.56E-06	1
Onsite_1	0	0	67561	Methanol	1	5.23E-04	1.74E-07	1
Onsite_1	0	0	78933	Methyl Ethyl Ketone	1	8.72E-05	2.91E-08	1
Onsite_1	0	0	91203	Naphthalene	1	2.18E-04	7.27E-08	1
Onsite_1	0	0	115071	Propylene	1	1.33E-02	4.45E-06	1
Onsite_1	0	0	100425	Styrene	1	5.23E-04	1.74E-07	1
Onsite_1	0	0	108883	Toluene	1	3.25E-02	1.08E-05	1
Onsite_1	0	0	1330207	Xylenes	1	2.35E-02	7.82E-06	1
Onsite_1	0	0	9901	Diesel	1	5.75E-01	1.07E-04	1
Onsite_2	0	0	75070	Acetaldehyde	1	1.26E-03	4.19E-07	1
Onsite_2	0	0	107028	Acrolein	1	5.84E-04	1.95E-07	1
Onsite_2	0	0	71432	Benzene	1	1.27E-02	4.24E-06	1
Onsite_2	0	0	106990	1-3,Butadiene	1	2.47E-03	8.23E-07	1
Onsite_2	0	0	100414	Ethylbenzene	1	5.24E-03	1.75E-06	1
Onsite_2	0	0	50000	Formaldehyde	1	7.09E-03	2.36E-06	1
Onsite_2	0	0	110543	Hexane	1	1.41E-02	4.70E-06	1
Onsite_2	0	0	67561	Methanol	1	5.39E-04	1.80E-07	1
Onsite_2	0	0	78933	Methyl Ethyl Ketone	1	8.98E-05	2.99E-08	1
Onsite_2	0	0	91203	Naphthalene	1	2.25E-04	7.48E-08	1
Onsite_2	0	0	115071	Propylene	1	1.37E-02	4.58E-06	1
Onsite_2	0	0	100425	Styrene	1	5.39E-04	1.80E-07	1
Onsite_2	0	0	108883	Toluene	1	3.35E-02	1.12E-05	1
Onsite_2	0	0	1330207	Xylenes	1	2.41E-02	8.05E-06	1
Onsite_2	0	0	9901	Diesel	1	5.96E-01	1.11E-04	1
Onsite_3	0	0	75070	Acetaldehyde	1	1.64E-03	5.48E-07	1
Onsite_3	0	0	107028	Acrolein	1	7.63E-04	2.54E-07	1
Onsite_3	0	0	71432	Benzene	1	1.66E-02	5.54E-06	1
Onsite_3	0	0	106990	1-3,Butadiene	1	3.23E-03	1.08E-06	1
Onsite_3	0	0	100414	Ethylbenzene	1	6.86E-03	2.29E-06	1
Onsite_3	0	0	50000	Formaldehyde	1	9.28E-03	3.09E-06	1
Onsite_3	0	0	110543	Hexane	1	1.84E-02	6.15E-06	1
Onsite_3	0	0	67561	Methanol	1	7.05E-04	2.35E-07	1
Onsite_3	0	0	78933	Methyl Ethyl Ketone	1	1.17E-04	3.91E-08	1
Onsite_3	0	0	91203	Naphthalene	1	2.94E-04	9.79E-08	1
Onsite_3	0	0	115071	Propylene	1	1.80E-02	5.99E-06	1
Onsite_3	0	0	100425	Styrene	1	7.05E-04	2.35E-07	1
Onsite_3	0	0	108883	Toluene	1	4.38E-02	1.46E-05	1
Onsite_3	0	0	1330207	Xylenes	1	3.16E-02	1.05E-05	1
Onsite_3	0	0	9901	Diesel	1	8.38E-01	1.45E-04	1
Onsite_4	0	0	75070	Acetaldehyde	1	1.57E-03	5.25E-07	1

Onsite_4	0	0	107028	Acrolein	1	7.31E-04	2.44E-07	1
Onsite_4	0	0	71432	Benzene	1	1.59E-02	5.30E-06	1
Onsite_4	0	0	106990	1-3,Butadiene	1	3.09E-03	1.03E-06	1
Onsite_4	0	0	100414	Ethylbenzene	1	6.56E-03	2.19E-06	1
Onsite_4	0	0	50000	Formaldehyde	1	8.88E-03	2.96E-06	1
Onsite_4	0	0	110543	Hexane	1	1.76E-02	5.88E-06	1
Onsite_4	0	0	67561	Methanol	1	6.74E-04	2.25E-07	1
Onsite_4	0	0	78933	Methyl Ethyl Ketone	1	1.12E-04	3.75E-08	1
Onsite_4	0	0	91203	Naphthalene	1	2.81E-04	9.37E-08	1
Onsite_4	0	0	115071	Propylene	1	1.72E-02	5.73E-06	1
Onsite_4	0	0	100425	Styrene	1	6.74E-04	2.25E-07	1
Onsite_4	0	0	108883	Toluene	1	4.19E-02	1.40E-05	1
Onsite_4	0	0	1330207	Xylenes	1	3.02E-02	1.01E-05	1
Onsite_4	0	0	9901	Diesel	1	3.94E-01	1.67E-05	1
Onsite_5	0	0	75070	Acetaldehyde	1	9.14E-05	3.05E-08	1
Onsite_5	0	0	107028	Acrolein	1	4.25E-05	1.42E-08	1
Onsite_5	0	0	71432	Benzene	1	9.24E-04	3.08E-07	1
Onsite_5	0	0	106990	1-3,Butadiene	1	1.80E-04	5.99E-08	1
Onsite_5	0	0	100414	Ethylbenzene	1	3.81E-04	1.27E-07	1
Onsite_5	0	0	50000	Formaldehyde	1	5.16E-04	1.72E-07	1
Onsite_5	0	0	110543	Hexane	1	1.03E-03	3.42E-07	1
Onsite_5	0	0	67561	Methanol	1	3.92E-05	1.31E-08	1
Onsite_5	0	0	78933	Methyl Ethyl Ketone	1	6.53E-06	2.18E-09	1
Onsite_5	0	0	91203	Naphthalene	1	1.63E-05	5.44E-09	1
Onsite_5	0	0	115071	Propylene	1	9.99E-04	3.33E-07	1
Onsite_5	0	0	100425	Styrene	1	3.92E-05	1.31E-08	1
Onsite_5	0	0	108883	Toluene	1	2.44E-03	8.12E-07	1
Onsite_5	0	0	1330207	Xylenes	1	1.76E-03	5.85E-07	1
Onsite_5	0	0	9901	Diesel	1	1.84E-01	8.04E-06	1
Onsite_6	0	0	75070	Acetaldehyde	1	2.05E-04	6.85E-08	1
Onsite_6	0	0	107028	Acrolein	1	9.53E-05	3.18E-08	1
Onsite_6	0	0	71432	Benzene	1	2.08E-03	6.92E-07	1
Onsite_6	0	0	106990	1-3,Butadiene	1	4.03E-04	1.34E-07	1
Onsite_6	0	0	100414	Ethylbenzene	1	8.57E-04	2.86E-07	1
Onsite_6	0	0	50000	Formaldehyde	1	1.16E-03	3.86E-07	1
Onsite_6	0	0	110543	Hexane	1	2.30E-03	7.68E-07	1
Onsite_6	0	0	67561	Methanol	1	8.80E-05	2.93E-08	1
Onsite_6	0	0	78933	Methyl Ethyl Ketone	1	1.47E-05	4.89E-09	1
Onsite_6	0	0	91203	Naphthalene	1	3.67E-05	1.22E-08	1
Onsite_6	0	0	115071	Propylene	1	2.24E-03	7.48E-07	1
Onsite_6	0	0	100425	Styrene	1	8.80E-05	2.93E-08	1
Onsite_6	0	0	108883	Toluene	1	5.47E-03	1.82E-06	1
Onsite_6	0	0	1330207	Xylenes	1	3.94E-03	1.31E-06	1
Onsite_6	0	0	9901	Diesel	1	4.06E-01	1.81E-05	1
IN	0	0	75070	Acetaldehyde	1	4.07E-03	1.36E-06	1
IN	0	0	107028	Acrolein	1	1.89E-03	6.30E-07	1
IN	0	0	71432	Benzene	1	4.12E-02	1.37E-05	1

IN	0	0	106990	1-3,Butadiene	1	8.00E-03	2.67E-06	1
IN	0	0	100414	Ethylbenzene	1	1.70E-02	5.66E-06	1
IN	0	0	50000	Formaldehyde	1	2.30E-02	7.66E-06	1
IN	0	0	110543	Hexane	1	4.57E-02	1.52E-05	1
IN	0	0	67561	Methanol	1	1.75E-03	5.82E-07	1
IN	0	0	78933	Methyl Ethyl Ketone	1	2.91E-04	9.70E-08	1
IN	0	0	91203	Naphthalene	1	7.27E-04	2.42E-07	1
IN	0	0	115071	Propylene	1	4.45E-02	1.48E-05	1
IN	0	0	100425	Styrene	1	1.75E-03	5.82E-07	1
IN	0	0	108883	Toluene	1	1.09E-01	3.62E-05	1
IN	0	0	1330207	Xylenes	1	7.82E-02	2.61E-05	1
IN	0	0	9901	Diesel	1	1.82E+00	3.58E-04	1
OUT	0	0	75070	Acetaldehyde	1	4.07E-03	1.36E-06	1
OUT	0	0	107028	Acrolein	1	1.89E-03	6.30E-07	1
OUT	0	0	71432	Benzene	1	4.12E-02	1.37E-05	1
OUT	0	0	106990	1-3,Butadiene	1	8.00E-03	2.67E-06	1
OUT	0	0	100414	Ethylbenzene	1	1.70E-02	5.66E-06	1
OUT	0	0	50000	Formaldehyde	1	2.30E-02	7.66E-06	1
OUT	0	0	110543	Hexane	1	4.57E-02	1.52E-05	1
OUT	0	0	67561	Methanol	1	1.75E-03	5.82E-07	1
OUT	0	0	78933	Methyl Ethyl Ketone	1	2.91E-04	9.70E-08	1
OUT	0	0	91203	Naphthalene	1	7.27E-04	2.42E-07	1
OUT	0	0	115071	Propylene	1	4.45E-02	1.48E-05	1
OUT	0	0	100425	Styrene	1	1.75E-03	5.82E-07	1
OUT	0	0	108883	Toluene	1	1.09E-01	3.62E-05	1
OUT	0	0	1330207	Xylenes	1	7.82E-02	2.61E-05	1
OUT	0	0	9901	Diesel	1	1.87E+00	3.58E-04	1
Out_N	0	0	75070	Acetaldehyde	1	1.02E-03	3.39E-07	1
Out_N	0	0	107028	Acrolein	1	4.73E-04	1.58E-07	1
Out_N	0	0	71432	Benzene	1	1.03E-02	3.43E-06	1
Out_N	0	0	106990	1-3,Butadiene	1	2.00E-03	6.67E-07	1
Out_N	0	0	100414	Ethylbenzene	1	4.25E-03	1.42E-06	1
Out_N	0	0	50000	Formaldehyde	1	5.75E-03	1.92E-06	1
Out_N	0	0	110543	Hexane	1	1.14E-02	3.81E-06	1
Out_N	0	0	67561	Methanol	1	4.36E-04	1.45E-07	1
Out_N	0	0	78933	Methyl Ethyl Ketone	1	7.27E-05	2.42E-08	1
Out_N	0	0	91203	Naphthalene	1	1.82E-04	6.06E-08	1
Out_N	0	0	115071	Propylene	1	1.11E-02	3.71E-06	1
Out_N	0	0	100425	Styrene	1	4.36E-04	1.45E-07	1
Out_N	0	0	108883	Toluene	1	2.71E-02	9.04E-06	1
Out_N	0	0	1330207	Xylenes	1	1.96E-02	6.52E-06	1
Out_N	0	0	9901	Diesel	1	1.75E+00	8.95E-05	1
IN_N	0	0	75070	Acetaldehyde	1	1.02E-03	3.39E-07	1
IN_N	0	0	107028	Acrolein	1	4.73E-04	1.58E-07	1
IN_N	0	0	71432	Benzene	1	1.03E-02	3.43E-06	1
IN_N	0	0	106990	1-3,Butadiene	1	2.00E-03	6.67E-07	1
IN_N	0	0	100414	Ethylbenzene	1	4.25E-03	1.42E-06	1

IN_N	0	0	50000	Formaldehyde	1	5.75E-03	1.92E-06	1
IN_N	0	0	110543	Hexane	1	1.14E-02	3.81E-06	1
IN_N	0	0	67561	Methanol	1	4.36E-04	1.45E-07	1
IN_N	0	0	78933	Methyl Ethyl Ketone	1	7.27E-05	2.42E-08	1
IN_N	0	0	91203	Naphthalene	1	1.82E-04	6.06E-08	1
IN_N	0	0	115071	Propylene	1	1.11E-02	3.71E-06	1
IN_N	0	0	100425	Styrene	1	4.36E-04	1.45E-07	1
IN_N	0	0	108883	Toluene	1	2.71E-02	9.04E-06	1
IN_N	0	0	1330207	Xylenes	1	1.96E-02	6.52E-06	1
IN_N	0	0	9901	Diesel	1	1.73E+00	8.95E-05	1
IN_S	0	0	75070	Acetaldehyde	1	1.02E-03	3.39E-07	1
IN_S	0	0	107028	Acrolein	1	4.73E-04	1.58E-07	1
IN_S	0	0	71432	Benzene	1	1.03E-02	3.43E-06	1
IN_S	0	0	106990	1-3,Butadiene	1	2.00E-03	6.67E-07	1
IN_S	0	0	100414	Ethylbenzene	1	4.25E-03	1.42E-06	1
IN_S	0	0	50000	Formaldehyde	1	5.75E-03	1.92E-06	1
IN_S	0	0	110543	Hexane	1	1.14E-02	3.81E-06	1
IN_S	0	0	67561	Methanol	1	4.36E-04	1.45E-07	1
IN_S	0	0	78933	Methyl Ethyl Ketone	1	7.27E-05	2.42E-08	1
IN_S	0	0	91203	Naphthalene	1	1.82E-04	6.06E-08	1
IN_S	0	0	115071	Propylene	1	1.11E-02	3.71E-06	1
IN_S	0	0	100425	Styrene	1	4.36E-04	1.45E-07	1
IN_S	0	0	108883	Toluene	1	2.71E-02	9.04E-06	1
IN_S	0	0	1330207	Xylenes	1	1.96E-02	6.52E-06	1
IN_S	0	0	9901	Diesel	1	1.37E+00	8.95E-05	1
OUT_S	0	0	75070	Acetaldehyde	1	1.02E-03	3.39E-07	1
OUT_S	0	0	107028	Acrolein	1	4.73E-04	1.58E-07	1
OUT_S	0	0	71432	Benzene	1	1.03E-02	3.43E-06	1
OUT_S	0	0	106990	1-3,Butadiene	1	2.00E-03	6.67E-07	1
OUT_S	0	0	100414	Ethylbenzene	1	4.25E-03	1.42E-06	1
OUT_S	0	0	50000	Formaldehyde	1	5.75E-03	1.92E-06	1
OUT_S	0	0	110543	Hexane	1	1.14E-02	3.81E-06	1
OUT_S	0	0	67561	Methanol	1	4.36E-04	1.45E-07	1
OUT_S	0	0	78933	Methyl Ethyl Ketone	1	7.27E-05	2.42E-08	1
OUT_S	0	0	91203	Naphthalene	1	1.82E-04	6.06E-08	1
OUT_S	0	0	115071	Propylene	1	1.11E-02	3.71E-06	1
OUT_S	0	0	100425	Styrene	1	4.36E-04	1.45E-07	1
OUT_S	0	0	108883	Toluene	1	2.71E-02	9.04E-06	1
OUT_S	0	0	1330207	Xylenes	1	1.96E-02	6.52E-06	1
OUT_S	0	0	9901	Diesel	1	1.36E+00	8.95E-05	1
Idle	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
Idle	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
Idle	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
Idle	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
Idle	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
Idle	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
Idle	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1

Idle	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
Idle	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
Idle	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
Idle	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
Idle	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
Idle	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
Idle	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
Idle	0	0	9901	Diesel	1	1.73E-02	1.73E-02	1
0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1

	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
	0	0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
	0	0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
	0	0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
	0	0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
	0	0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
	0	0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
	0	0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
	0	0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
	0	0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
	0	0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
	0	0	0	115071	Propylene	1	0.00E+00	0.00E+00	1
	0	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
	0	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
	0	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
	0	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1
TRU		0	0	75070	Acetaldehyde	1	0.00E+00	0.00E+00	1
TRU		0	0	107028	Acrolein	1	0.00E+00	0.00E+00	1
TRU		0	0	71432	Benzene	1	0.00E+00	0.00E+00	1
TRU		0	0	106990	1-3,Butadiene	1	0.00E+00	0.00E+00	1
TRU		0	0	100414	Ethylbenzene	1	0.00E+00	0.00E+00	1
TRU		0	0	50000	Formaldehyde	1	0.00E+00	0.00E+00	1
TRU		0	0	110543	Hexane	1	0.00E+00	0.00E+00	1
TRU		0	0	67561	Methanol	1	0.00E+00	0.00E+00	1
TRU		0	0	78933	Methyl Ethyl Ketone	1	0.00E+00	0.00E+00	1
TRU		0	0	91203	Naphthalene	1	0.00E+00	0.00E+00	1
TRU		0	0	115071	Propylene	1	0.00E+00	0.00E+00	1

TRU	0	0	100425	Styrene	1	0.00E+00	0.00E+00	1
TRU	0	0	108883	Toluene	1	0.00E+00	0.00E+00	1
TRU	0	0	1330207	Xylenes	1	0.00E+00	0.00E+00	1
TRU	0	0	9901	Diesel	1	0.00E+00	0.00E+00	1

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	PM2.5_RUNEX	PM10_RUNEX
San Bernardino	2024	HHDT	Aggregate	5	Diesel	0.011565138	0.012088062
San Bernardino	2024	HHDT	Aggregate	10	Diesel	0.011194969	0.011701156
San Bernardino	2024	HHDT	Aggregate	15	Diesel	0.008744462	0.009139848
					Average	0.010501523	0.010976355
San Bernardino	2024	LDT1	Aggregate	5	Diesel	0.989240237	1.033969291
San Bernardino	2024	LDT1	Aggregate	10	Diesel	0.675824786	0.706382583
San Bernardino	2024	LDT1	Aggregate	15	Diesel	0.490762276	0.512952368
San Bernardino	2024	LDT2	Aggregate	5	Diesel	0.015536399	0.016238886
San Bernardino	2024	LDT2	Aggregate	10	Diesel	0.012223083	0.012775757
San Bernardino	2024	LDT2	Aggregate	15	Diesel	0.009945228	0.010394907
					Average	0.365588668	0.382118965
San Bernardino	2024	MHDT	Aggregate	5	Diesel	0.032569873	0.034042538
San Bernardino	2024	MHDT	Aggregate	10	Diesel	0.025986547	0.027161544
San Bernardino	2024	MHDT	Aggregate	15	Diesel	0.017076185	0.017848294
					Average	0.025210868	0.026350792

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: County
Region: San Bernardino
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, g/mile for RUNEX, PMBW and PMTW, mph for Speed, kWh/mile for Energy Consumption, gallon/mile for Fuel Consumption. PHEV calculated based on total VMT.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Total VM	CVMT	EVMT	NOx_RUNEX	PM2.5_RUNEX	PM10_RUNEX	CO2_RUNEX	CH4_RUNEX	N2O_RUNEX	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	SOx_RUNEX	NH3_RUNE	PM10_PME	PM2.5_PM	Fuel Consu	Energy Consumption
San Bernardino	2024	HHDT	Aggregate	5	Diesel	20.55	20.55337004	0	11.05847562	0.011565138	0.012088062	3076.293505	0.005742093	0.484671294	0.123625687	0.140738435	1.147396314	0.02913066	0.218767	0.137524	0.048133	0.30292	0
San Bernardino	2024	HHDT	Aggregate	10	Diesel	360.2	360.1635112	0	8.245010184	0.011194969	0.011701156	2794.59562	0.003493283	0.440289678	0.075209415	0.085620194	0.711183774	0.026463149	0.213824	0.139282	0.048749	0.275181	0
San Bernardino	2024	HHDT	Aggregate	15	Diesel	863.8	863.7631768	0	5.417974186	0.008744462	0.009139848	2299.269783	0.001771539	0.362250891	0.038140743	0.043420332	0.396857535	0.02177271	0.214131	0.137357	0.048075	0.226407	0
San Bernardino	2024	LDA	Aggregate	5	Diesel	10.18	10.18274501	0	0.281177537	0.071772124	0.075017341	603.6639859	0.013432514	0.095107507	0.289194128	0.329228288	4.429922519	0.005720023	0.0031	0.00607	0.002124	0.059442	0
San Bernardino	2024	LDA	Aggregate	10	Diesel	64.82	64.81666426	0	0.239662077	0.045008287	0.047043362	498.4077074	0.009469453	0.078524337	0.203871755	0.232094439	3.288613674	0.004722666	0.0031	0.007494	0.002623	0.049078	0
San Bernardino	2024	LDA	Aggregate	15	Diesel	161.5	161.4918013	0	0.205951314	0.033221303	0.034723423	409.4362629	0.005178581	0.06450685	0.111491808	0.126926011	1.679982599	0.003879617	0.0031	0.008918	0.003121	0.040317	0
San Bernardino	2024	LDT1	Aggregate	5	Diesel	0.062	0.062329908	0	1.115068791	0.989240237	1.033969291	1051.78052	0.058465553	0.165708449	1.258728936	1.432979208	4.802901937	0.009966155	0.0031	0.009743	0.00341	0.103568	0
San Bernardino	2024	LDT1	Aggregate	10	Diesel	0.328	0.328280501	0	1.141392714	0.675824786	0.706382583	879.6055595	0.040387184	0.138582214	0.869512301	0.989881946	3.483026698	0.00833471	0.0031	0.012105	0.004237	0.086614	0
San Bernardino	2024	LDT1	Aggregate	15	Diesel	0.795	0.794755093	0	1.193096606	0.490762276	0.512952368	728.533143	0.029338109	0.114780693	0.631632204	0.719071271	2.606164351	0.006903222	0.0031	0.014489	0.005071	0.071738	0
San Bernardino	2024	LDT2	Aggregate	5	Diesel	5.781	5.780713311	0	0.168209395	0.015536399	0.016238886	770.2674895	0.012322761	0.121355957	0.26530179	0.30202845	2.533365142	0.007298676	0.0031	0.008004	0.002802	0.075847	0
San Bernardino	2024	LDT2	Aggregate	10	Diesel	38.59	38.59126133	0	0.141334908	0.012223083	0.012775757	643.086339	0.009131991	0.101318515	0.196606385	0.223823298	1.854533263	0.00609357	0.0031	0.009895	0.003463	0.063324	0
San Bernardino	2024	LDT2	Aggregate	15	Diesel	96.76	96.75797075	0	0.101404044	0.009945228	0.010394907	532.6593477	0.004526247	0.083920697	0.097447423	0.110937413	0.912236324	0.005047218	0.0031	0.011837	0.004143	0.05245	0
San Bernardino	2024	LHDT1	Aggregate	5	Diesel	10.05	10.05351686	0	2.625959943	0.107062208	0.111903086	1194.05254	0.022626272	0.188123464	0.487130315	0.554565477	1.565507956	0.011314255	0.154235	0.078	0.0273	0.117577	0
San Bernardino	2024	LHDT1	Aggregate	10	Diesel	151	151.0037901	0	2.241636981	0.080686677	0.08433497	1030.253306	0.017153198	0.162316828	0.36929826	0.420421516	1.14848051	0.009762174	0.160593	0.078	0.0273	0.101448	0
San Bernardino	2024	LHDT1	Aggregate	15	Diesel	406	406.0320882	0	2.039613111	0.06497044	0.067908115	865.1351526	0.013951334	0.136302396	0.300364002	0.341944447	0.902026452	0.008197595	0.16226	0.078	0.0273	0.085189	0
San Bernardino	2024	LHDT2	Aggregate	5	Diesel	4.403	4.403355673	0	2.294819552	0.091933802	0.096090641	1420.074275	0.019224368	0.22373328	0.41388933	0.471185485	1.313481136	0.013455925	0.169846	0.091	0.03185	0.139833	0
San Bernardino	2024	LHDT2	Aggregate	10	Diesel	65.24	65.23609461	0	1.965001653	0.072717207	0.076005157	1231.727147	0.015411398	0.194059114	0.331798321	0.37773033	1.010467066	0.011671241	0.173215	0.091	0.03185	0.121287	0
San Bernardino	2024	LHDT2	Aggregate	15	Diesel	174.8	174.7762188	0	1.757012842	0.059710324	0.062410159	1049.6505	0.01286676	0.165372864	0.277013777	0.315361768	0.807727483	0.009945972	0.174114	0.091	0.03185	0.103358	0
San Bernardino	2024	MHDT	Aggregate	5	Diesel	63.72	63.7196644	0	3.289700857	0.032569873	0.034042538	2410.410956	0.008336883	0.379761228	0.179490809	0.204336623	0.470832404	0.02282515	0.215256	0.061496	0.021524	0.237351	0
San Bernardino	2024	MHDT	Aggregate	10	Diesel	2294	2293.79086	0	2.483978743	0.025986547	0.027161544	1997.307216	0.005547204	0.314676565	0.119429783	0.135961717	0.327631472	0.018913305	0.215426	0.061496	0.021524	0.196673	0
San Bernardino	2024	MHDT	Aggregate	15	Diesel	2014	2014.337503	0	1.740762394	0.017076185	0.017848294	1570.574498	0.002806433	0.247444652	0.060421742	0.068785554	0.206938365	0.014872401	0.215072	0.061496	0.021524	0.154653	0

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	Diesel %	Trips	PM2.5_RUNEX	PM10_RUNEX	TOG_RUNEX	TOG_RUNLOSS
San Bernardino	2024	LDA	Aggregate	Aggregate	Gasoline	768865.9289	33024787.61	33024787.61	0%	3568324.635	0.001173493	0.00127628	0.012934215	0.232343076
San Bernardino	2024	LDA	Aggregate	Aggregate	Diesel	2082.571633	71739.62549	71739.62549	63%	8899.208594	0.016882337	0.017645682	0.030910941	0
							33096527.24	67.3%						
San Bernardino	2024	LDT1	Aggregate	Aggregate	Gasoline	71959.12939	2460565.057	2460565.057	0%	309662.07	0.002064499	0.00224527	0.060674402	0.721597526
San Bernardino	2024	LDT1	Aggregate	Aggregate	Diesel	26.71801826	374.0512762	374.0512762	0.3%	76.14596219	0.239547171	0.250378431	0.348963609	0
San Bernardino	2024	LDT2	Aggregate	Aggregate	Gasoline	330380.251	13590073.66	13590073.66	0%	1543019.585	0.001197678	0.001302579	0.017919217	0.244850621
San Bernardino	2024	LDT2	Aggregate	Aggregate	Diesel	956.1891951	42432.4165	42432.4165	37%	4611.071679	0.004976206	0.005201208	0.013976167	0
							16093445.18	32.7%	114546			Gasoline Avg EF	0.030509278	0.399597074
								Diesel Wt EF	0.013795746					

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	Trips	PM2.5_RUNEX	PM2.5_IDLEX	PM10_RUNEX	PM10_IDLEX
San Bernardino	2024	HHDT	Aggregate	Aggregate	Diesel	27173.91352	4430763.767	4430763.767	485811.7149	0.030334013	0.037015464	0.031705582	0.038689139
San Bernardino	2024	MHDT	Aggregate	Aggregate	Diesel	17660.92816	809994.4973	809994.4973	219343.2888	0.01022919	0.020016746	0.010691708	0.020921814
San Bernardino	2024	LHDT1	Aggregate	Aggregate	Diesel	22449.99827	845078.5311	845078.5311	282392.7362	0.027876037	0.026461321	0.029136468	0.027657785
San Bernardino	2024	LHDT2	Aggregate	Aggregate	Diesel	9557.327727	367558.7935	367558.7935	120219.1597	0.024696826	0.026315952	0.025813507	0.027505843
									Average	0.026286432	0.026388637	0.027474987	0.027581814

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: County
Region: San Bernardino
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN. PHEV caloulated based on total VMT.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	NOx_RUNEX	NOx_IDLEX	NOx_STREX	PM2.5_RUNEX	PM2.5_IDLEX	PM2.5_STREX	PM2.5_PMTW	PM2.5_PMBW	PM10_RUNEX	PM10_IDLEX	PM10_STREX	PM10_PMTW	PM10_PMBW	CO2_RUNEX	CO2_IDLEX	CO2_STREX	CH4_RUNEX	CH4_IDLEX	CH4_STREX	N2O_RUNEX	N2O_IDLEX	N2O_STREX	ROG_RUNEX	ROG_IDLEX	ROG_STREX	ROG_HOTSOAK	ROG_RUNLOSS	ROG_DIURN	TOG_RUNEX	TOG_IDLEX	TOG_STREX	TOG_HOTSOAK	TOG_RUNLOSS	TOG_DIURN	NH3_RUNEX	CO_RUNEX	CO_IDLEX	CO_STREX	SOx_RUNEX	SOx_IDLEX	SOx_STREX
San Bernardino	2024	HHDT	Aggregate	Aggregate	Gasoline	8.239703	379.7766	379.7766	0	164.86	10.62124716	0	0.961654193	0.093738896	0	0.002086697	0.005000001	0.030450475	0.00406639	0	0.002269474	0.020000006	0.087001356	2262.980946	0	52.95423724	0.337131119	0	8.327676-05	0.264997739	0	0.020812892	2.1567968	0	0.00042982	0.142965404	1.271505521	11.5240469	3.147192828	0	0.000470599	0.142965404	1.271509521	11.5240469	0.040247169	118.6559106	0	2.915895277	0.023371871	0	0.000523507
San Bernardino	2024	HHDT	Aggregate	Aggregate	Diesel	27173.91	4430764	4430764	0	485811.7	1.622973911	88.85366946	2.599613102	0.030334013	0.037051464	0	0.008904659	0.025391437	0.031705582	0.038689139	0	0.035618634	0.072346962	1558.041412	17260.03585	0	0.000598708	0.345528309	0	0.245470059	2.719327677	0	0.012890024	7.439129732	0	0	0	0	0.014674311	8.468882924	0	0	0	0	0.217832249	0.0521316	109.1591664	0	0.01475372	0.163442218	0
San Bernardino	2024	LDA	Aggregate	Aggregate	Gasoline	768865.9	33024788	33024788	0	3568325	0.04117725	0	0.248421871	0.001173493	0	0.001931958	0.002000001	0.002325126	0.00127628	0	0.002102118	0.008000002	0.006643216	283.7502931	0	69.83949618	0.002375646	0	0.069927997	0.004690407	0	0.033133961	0.008863922	0	0.311563987	0.091620237	0.232343076	1.590241709	0.239457626	0	0.341123349	0.091620237	0.232343076	1.590241709	0.034567926	0.754066577	0	3.047958052	0.002805161	0	0.000690435
San Bernardino	2024	LDA	Aggregate	Aggregate	Diesel	2082.572	71739.63	71739.63	0	8899.209	0.21638028	0	0	0.016882337	0	0	0.002000001	0.002307152	0.017645682	0	0	0.008000002	0.006591863	240.9616696	0	0	0.001261166	0	0	0.037963613	0	0	0.027152171	0	0	0	0	0	0.030910941	0	0	0	0	0	0	0.0031	0.329960913	0	0.001283235	0	0	0
San Bernardino	2024	LDT1	Aggregate	Aggregate	Gasoline	71959.13	2460565	2460565	0	309662.1	0.194733506	0	0.483699488	0.002064499	0	0.003329495	0.002000001	0.00278649	0.00245527	0	0.003620997	0.008000002	0.00279614	341.9089803	0	91.02050975	0.009238928	0	0.133045835	0.013236728	0	0.043205355	0.041586497	0	0.71146614	0.240433423	0.721597526	4.270636525	0.638555578	1.982779928	0	6.77248854	0.003380118	0	0.00089983
San Bernardino	2024	LDT1	Aggregate	Aggregate	Diesel	26.71802	374.0513	374.0513	0	76.14596	1.668277368	0	0	0.239547171	0	0	0.002000001	0.003025087	0.250378431	0	0	0.008000002	0.008643106	426.6034305	0	0	0.014337716	0	0	0.067321544	0	0	0.306529634	0	0	0	0	0	0.348962609	0	0	0	0	0	0	0.0031	1.976282139	0	0.004042284	0	0	0
San Bernardino	2024	LDT2	Aggregate	Aggregate	Gasoline	330380.3	13590074	13590074	0	1543020	0.075731589	0	0.341335311	0.001197678	0	0.001946684	0.002000001	0.002654089	0.001302579	0	0.002117185	0.008000002	0.007583132	347.9635195	0	87.32334094	0.00312493	0	0.083501415	0.006354071	0	0.03763271	0.012280753	0	0.385674257	0.088834782	0.244850621	1.663403888	0.037919217	0	0.422264668	0.088834782	0.244850621	1.663403888	0.037919217	0	0	3.646232047	0.003439974	0	0.00086328
San Bernardino	2024	LDT2	Aggregate	Aggregate	Diesel	956.1892	42432.42	42432.42	0	4611.072	0.055812604	0	0	0.004976206	0	0	0.002000001	0.002558996	0.005201208	0	0	0.008000002	0.007314117	311.192302	0	0	0.000570228	0	0	0.049028474	0	0	0.012276665	0	0	0	0	0	0.013976167	0	0	0	0	0	0	0.0031	0.116105784	0	0	0.002948705	0	0
San Bernardino	2024	LHDT1	Aggregate	Aggregate	Gasoline	30244.62	1118103	1118103	0	45059.7	0.206819585	0.037271569	0.648302078	0.001173786	0	0.000356069	0.002000001	0.027300008	0.0017766	0	0.000387257	0.008000002	0.078000022	630.838266	120.0983533	25.63008318	0.006429878	0.116421283	0.035030335	0.01141867	0.002998225	0.051094974	0.032260271	0.426172763	0.173000976	0.055801002	0.316852855	3.580168595	0.044862	1.313972347	0.037261688	0.006236479	0.001187294	0.000253379
San Bernardino	2024	LHDT1	Aggregate	Aggregate	Diesel	22450	845078.5	845078.5	0	282392.7	2.032479164	0.124988483	0	0.027876037	0.026461323	0	0.003000001	0.027300008	0.029136468	0.027657785	0	0.012000003	0.078000022	492.0941273	134.1311993	0	0.005205531	0.005098128	0	0.07752963	0.021133425	0	0.11107202	0.109759705	0	0	0	0	0.127586543	0.124954127	0	0	0	0	0.157486125	0.388742312	0.909745076	0	0.004662842	0.001270961	0
San Bernardino	2024	LHDT2	Aggregate	Aggregate	Gasoline	4610.823	165460.9	165460.9	0	68694.39	0.165591994	0.037305173	0.657472905	0.000969834	0	0.000248738	0.002000001	0.031850009	0.001056783	0	0.000270525	0.008000002	0.009100026	708.5513053	139.1452945	25.56301664	0.003599753	0.117731192	0.03390627	0.010263471	0.003000151	0.055248672	0.016579406	0.427776091	0.164858192	0.048106503	0.259826345	1.093862284	0.044977641	0.854382028	3.763254476	2.934723364	0.007004751	0.001375593	0.000252716
San Bernardino	2024	LHDT2	Aggregate	Aggregate	Diesel	9557.328	367558.8	367558.8	0	120219.2	1.496031547	2.072484038	0	0.024696826	0.026315952	0	0.003000001	0.031850009	0.025813507	0.027505843	0	0.012000003	0.091000026	589.0746722	214.1172799	0	0.004435535	0.005098128	0	0.092808955	0.033734265	0	0.095494453	0.109759705	0	0	0	0	0.108714086	0.124954127	0	0	0	0	0.171554482	0.388819179	0.909745076	0	0.005581782	0.00202887	0
San Bernardino	2024	MHDT	Aggregate	Aggregate	Gasoline	2359.268	142286.4	142286.4	0	47204.24	0.432579006	0.089192741	0.431869599	0.000904711	0	0.000481419	0.002000001	0.014754156	0.000983955	0	0.000523987	0.012000003	0.042154739	1638.586521	542.5283984	46.05139983	0.011139324	0.263617533	0.047763848	0.021996314	0.007617108	0.033601481	0.053864948	1.001827579	0.255784474	0.053805421	0.28593583	3.29476365	0.044974885	1.342243818	14.34679563	5.442807793	0.016139096	0.005363446	0.000455265
San Bernardino	2024	MHDT	Aggregate	Aggregate	Diesel	17660.93	809994.5	809994.5	0	219343.3	0.793489724	11.97664319	1.621157441	0.01022919	0.020016746	0	0.003000001	0.01482978	0.010691708	0.020921814	0	0.012000003	0.042370801	1083.730517	2163.544894	0	0.000667015	0.010136351	0	0.170742184	0.340867379	0	0.014360645	0.218232858	0	0	0	0	0.016348501	0.248441497	0	0	0	0	0.214242186	0.0606163	7.312794985	0	0.01026228	0.020487476	0

APPENDIX C

NOISE AND VIBRATION IMPACT ANALYSIS

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NOISE AND VIBRATION IMPACT ANALYSIS

EAST HUNTSMAN AVENUE INDUSTRIAL PARK PROJECT

REEDLEY, CALIFORNIA

LSA

January 2024

NOISE AND VIBRATION IMPACT ANALYSIS

EAST HUNTSMAN AVENUE INDUSTRIAL PARK PROJECT

REEDLEY, CALIFORNIA

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January 2024

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LIST OF ABBREVIATIONS AND ACRONYMS

ADT	average daily trips
CEQA	California Environmental Quality Act
City	City of Reedley
CNEL	Community Noise Equivalent Level
dB	decibel
dBA	A-weighted decibel(s)
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
ft	foot/feet
FTA	Federal Transit Administration
FTA Manual	FTA *Transit Noise and Vibration Impact Assessment Manual*
in/sec	inch/inches per second
L_{dn}	day-night average noise level
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous sound level
mi	mile/miles
Noise Element	City of Reedley General Plan 2030 Noise Element
PPV	peak particle velocity
project	East Huntsman Avenue Industrial Park Project
RMS	root-mean-square
STC	Sound Transmission Class
VdB	vibration velocity decibels

INTRODUCTION

This noise and vibration impact analysis has been prepared to evaluate the potential noise and vibration impacts and reduction measures associated with the proposed Huntsman Avenue Industrial Park Project (project) in Reedley, California. This report is intended to satisfy the City of Reedley's (City) requirement for a project-specific noise impact analysis by examining the impacts of the project site and evaluating noise reduction measures that the project may require.

PROJECT LOCATION AND DESCRIPTION

The 42-acre project site is located at 20349 East Huntsman Avenue in the City of Reedley's Sphere of Influence (SOI), as shown in Figure 1-1. The project site is currently used for growing agricultural crops and contains agricultural support buildings and one single-family residence. The project site is surrounded by agricultural uses and Reedley Sports Park to the north, agricultural uses to the south, rural residential and agricultural uses to the east, and light industrial uses to the west. Traver Channel, an Alta Irrigation District (AID) channel, bounds the project site to the west and north. East Huntsman Avenue bounds the project site to the south. See Figure 1, Project Location, and Figure 2, Site Plan, below.

The proposed project would divide the 42-acre project site into 26 lots, which would be developed with light industrial uses. The lots would include office, warehouse, retail uses, and truck maintenance building. Future tenants have not been identified. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.

Additionally, the proposed project would retain two existing structures and one dwelling unit within an approximately 0.93-acre outlot (i.e., Outlot A) located on the southeast corner of the project site; and would retain the adjacent Traver Channel within an approximately 2.14-acre outlot (i.e., Outlot B). The proposed project would retain the 25-foot-wide easements that exist along both sides of the channel. Existing fencing along the project site's northern, southern, and eastern boundary would be removed.

The proposed project would include solar fixtures and would comply with the latest California Green Building Standards Code (CALGreen) building measures and Title 24 standards.

Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026. The proposed project would not require any soil import/export. Additionally, Tier 3 equipment would be utilized during project construction.

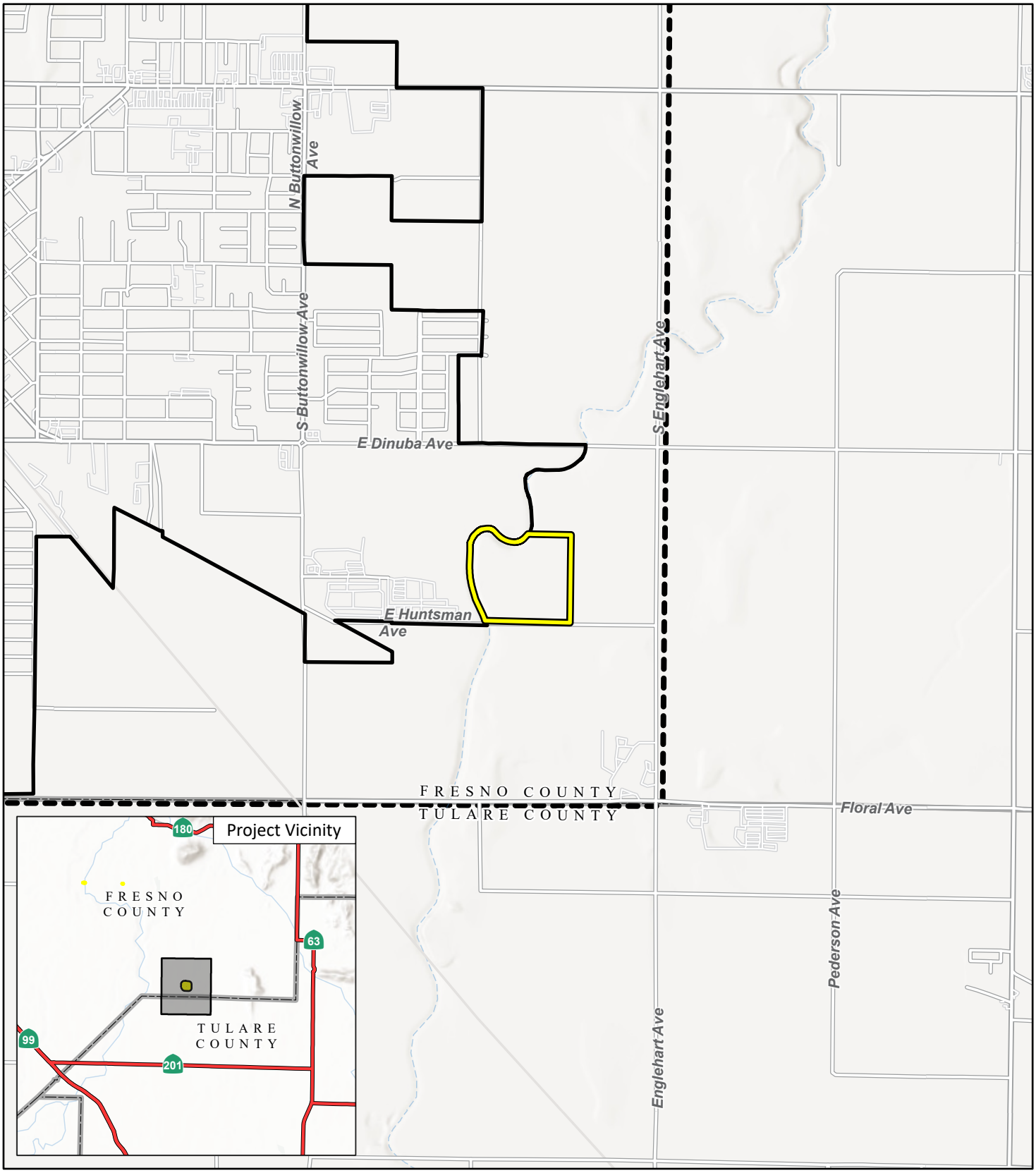
EXISTING LAND USES IN THE PROJECT AREA

The project site is surrounded primarily by residential and agricultural uses. The areas adjacent to the project site include the following uses:

- **North:** Existing agricultural uses and Reedley Sports Park;
- **East:** Existing rural residential and agricultural uses;
- **South:** Existing agricultural uses; and

- **West:** Existing light industrial uses to the west.

The closest sensitive receptors to the project site include rural residential dwelling to the east within Outlot A and residential dwelling located approximately 20 feet away from the project site boundary.



LSA

Project Location

Reedley City Limits

Reedley Sphere of Influence

FIGURE 1

N

0 1000 2000
FEET

SOURCE: Esri Topographic (2023)

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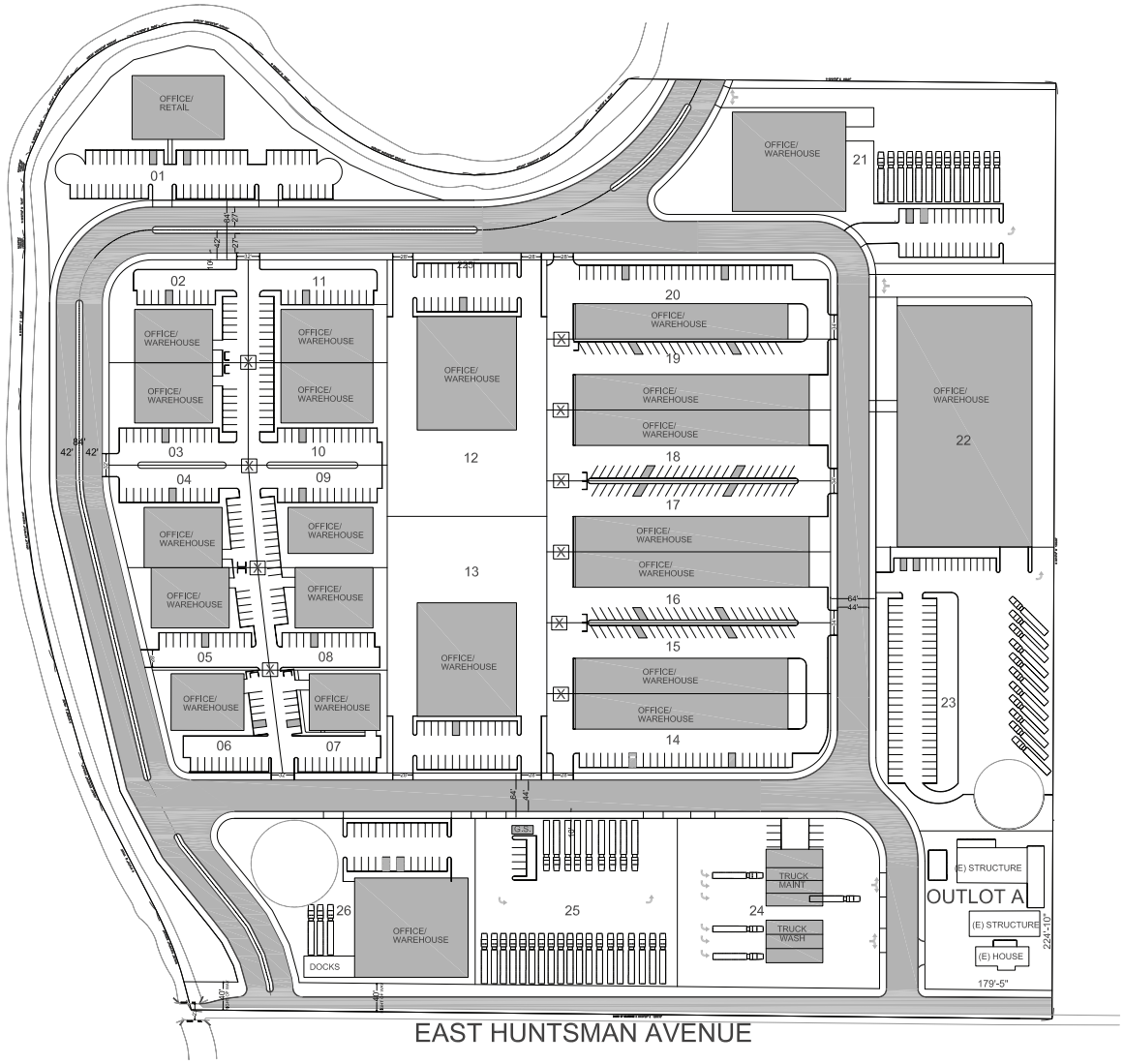
East Huntsman Avenue Industrial Park Project

Regional and Local Context



LEGEND

EP	EDGE OF PAVEMENT
P	PAVEMENT ELEVATION
EG	EXISTING GRADE
	TOP OF DITCH
	BUILDING OVERHANG

LOT NUMBER PER THE MAP OF PRODUCERS COLONY, FILED IN BOOK 2 OF RECORD OF SURVEYS, AT PAGE 39, FRESNO COUNTY RECORDS

LSA

FIGURE 2

N

NOT TO SCALE

East Huntsman Avenue Industrial Park Project

Site Plan

SOURCE: Rockspire, Inc., 12/2022

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NOISE AND VIBRATION FUNDAMENTALS

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a sound wave, which results in the tone's range from high to low. Loudness is the strength of a sound, and it describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity is the average rate of sound energy transmitted through a unit area perpendicular to the direction in which the sound waves are traveling. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

MEASUREMENT OF SOUND

Sound intensity is measured with the A-weighted decibel (dBA) scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound, similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike the linear scale (e.g., inches or pounds), are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 dB is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 0 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the sound's loudness. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound levels dissipate exponentially with distance from their noise sources. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dB for each doubling of distance in a hard site environment. Line-source sound levels decrease 4.5 dB for each doubling of distance in a relatively flat environment with absorptive vegetation.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels. CNEL is the time-weighted average noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during relaxation hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses the L_{dn} noise scale for long-term traffic noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts, which are increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to sound levels higher than 85 dBA. Exposure to high sound levels affects the entire system, with prolonged sound exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of sound exposure above 90 dBA would result in permanent cell damage. When the sound level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of sound is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by a feeling of pain in the ear (i.e., the threshold of pain). A sound level of 160–165 dBA will result in dizziness or a

loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed areas.

Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of sound measurement that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., the number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period, respectively.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time. Usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.

Sources: (1) Technical Noise Supplement (Caltrans 2013); (2) Transit Noise and Vibration Impact Assessment Manual (FTA 2018).
Caltrans = California Department of Transportation
FTA = Federal Transit Administration

Table B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near Freeway Auto Traffic	70	Moderately Loud	Reference level
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing
—	0	Very Faint	—

Source: Compiled by LSA (2023).

FUNDAMENTALS OF VIBRATION

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may not be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items sitting on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile-driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet (ft) from the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 ft . When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne

vibration from street traffic will not exceed the impact criteria; however, construction of the project could result in ground-borne vibration that may be perceptible and annoying.

Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path will usually be greater than ground-borne noise.

Ground-borne vibration has the potential to disturb people and damage buildings. Although it is very rare for train-induced ground-borne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile-driving to cause vibration of sufficient amplitudes to damage nearby buildings. Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The RMS is best for characterizing human response to building vibration, and PPV is used to characterize the potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

where "L_v" is the vibration velocity in decibels (VdB), "V" is the RMS velocity amplitude, and "V_{ref}" is the reference velocity amplitude, or 1×10^{-6} inches/second (in/sec) used in the United States.

REGULATORY SETTING

APPLICABLE NOISE STANDARDS

The applicable noise standards governing the project site include the criteria in the California Code of Regulations and the Noise Element of the City's General Plan 2030 (Noise Element).

State of California Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen Code) contains mandatory measures for nonresidential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when nonresidential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, or other noise source. If the development falls within an airport or freeway 65 dBA CNEL noise contour, buildings shall be construction to provide an interior noise level environment attributable to exterior sources that does not exceed an hourly equivalent level of 50 dBA L_{eq} in occupied areas during any hour of operation.

City of Reedley

Noise Element of the General Plan 2030

The Noise Element provides the City's goals and policies related to noise, including the land use compatibility guidelines for community exterior noise environments. The City has identified the following goals and policies in the Noise Element:

Goals.

NE 6.1A – To protect the citizens of the City from potential harmful effect due to exposure to excessive noise.

NE 6.1B – To preserve the tranquility of residential and other noise sensitive areas by preventing noise-producing uses from encroaching upon existing and planned noise sensitive uses.

NE 6.1C – To develop a policy framework necessary to achieve and maintain a healthful noise environment.

Policies.

NE 6.1.2: In order to maintain an acceptable noise environment, the following maximum acceptable noise levels should be established for various land use designations (see Tables C and D).

NE 6.1.3: Areas subject to a DNL greater than 60 dBA are identified as noise impact zones. As part of the special permit process the proposed development project will be required to have an acoustical

analysis prepared by a license engineer. The report should also include practical and reasonable mitigation measures.

NE 6.1.4: Within noise impact zones, the City will evaluate the noise impact on development proposals. Mitigating measures, including but not limited to the following, may be required:

(a) Setbacks, berms, and barriers.

(b) Acoustical design of structures.

(c) Location of structures.

NE 6.1.5: Design of all proposed development should incorporate features necessary to minimize adverse noise impacts, while also minimizing effects on surrounding lands uses.

Table C: Allowable City-Wide Noise Exposure – Transportation

Location of Measurement	Allowable Transportation Source Noise Exposure	
	Noise Sensitive Land Uses	New Transportation Noise Sources
Indoor	45 dBA L_{dn}	45 dBA L_{dn}
Outdoor	60 dBA L_{dn}	60 dBA L_{dn}

Source: City of Reedley (2014).
Notes:
1. This table is applicable to noise sources created by either new development and/or new transportation projects.
2. Based on an evaluation of the existing condition and proposed project, the Community Development Director may allow exterior exposure up to 65 dB L_{dn} where practical application of construction practices has been used to mitigate exterior noise exposure.
dBA = A-weighted decibels
L_{dn} = day-night average noise level

Table D: Allowable Noise Exposure – Stationary Sources

	Allowable Stationary Source Noise Exposure	
	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq}, dBA	55	50
Maximum Level, dBA	70	65

Source: City of Reedley (2014).
Notes:
1. As determined within outdoor activity areas of existing or planned noise-sensitive uses, if outdoor activity area locations are unknown, the allowable noise exposure shall be determined at the property line of the noise sensitive use.
2. Based on an evaluation of the existing condition and proposed project, the Community Development Director may allow exterior exposure up to 65 dB L_{dn} where practical application of construction practices has been used to mitigate exterior noise exposure.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

General Plan EIR

Construction Noise Standards. The City has set restrictions to control noise impacts associated with the construction of the proposed project. According to the City's General Plan Environmental Impact Report (EIR), construction activity is limited to the acceptable daily construction hours of 7:00 a.m. to 5:00 p.m.

Federal Transit Administration

Although the City does not have daytime construction noise level limits for activities that occur within the specified hours to determine potential California Environmental Quality Act (CEQA) noise impacts, construction noise was assessed using criteria from the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) (FTA Manual). Table E shows the Federal Transit Administration's (FTA) Detailed Assessment Construction Noise Criteria based on the composite noise levels per construction phase.

Table E: Detailed Assessment Daytime Construction Noise Criteria

Land Use	Daytime 8-hour L_{eq} (dBA)
Residential	80
Commercial	85
Industrial	90

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

APPLICABLE VIBRATION STANDARDS

Federal Transit Administration

Vibration standards included in the FTA Manual are used in this analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table F provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

Table G lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual. FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster) and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

Table F: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Max L_v (VdB)[1]	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity.

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] As measured in 1/3-octave bands of frequency over a frequency range of 8 to 80 Hertz.
FTA = Federal Transit Administration
Max = maximum
L_V = velocity in decibels
VdB = vibration velocity decibels

Table G: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
FTA = Federal Transit Administration
PPV = peak particle velocity
in/sec = inch/inches per second

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

The primary existing noise sources in the project area are transportation facilities. Local traffic on Huntsman Avenue is a steady source of ambient noise.

AMBIENT NOISE MEASUREMENTS

Noise Measurements

Two long-term (24-hour) noise level measurements were conducted on July 26 and 27, 2023, using two Larson Davis Spark 706RC Dosimeter. Table H provides a summary of the measured hourly noise levels from the noise level measurements. Hourly noise levels at surrounding sensitive uses are as low as 44.7 dBA L_{eq} during nighttime hours and 37.4 dBA L_{eq} during daytime hours. Long-term noise monitoring data results are provided in Appendix A. Figure 3 shows the monitoring locations.

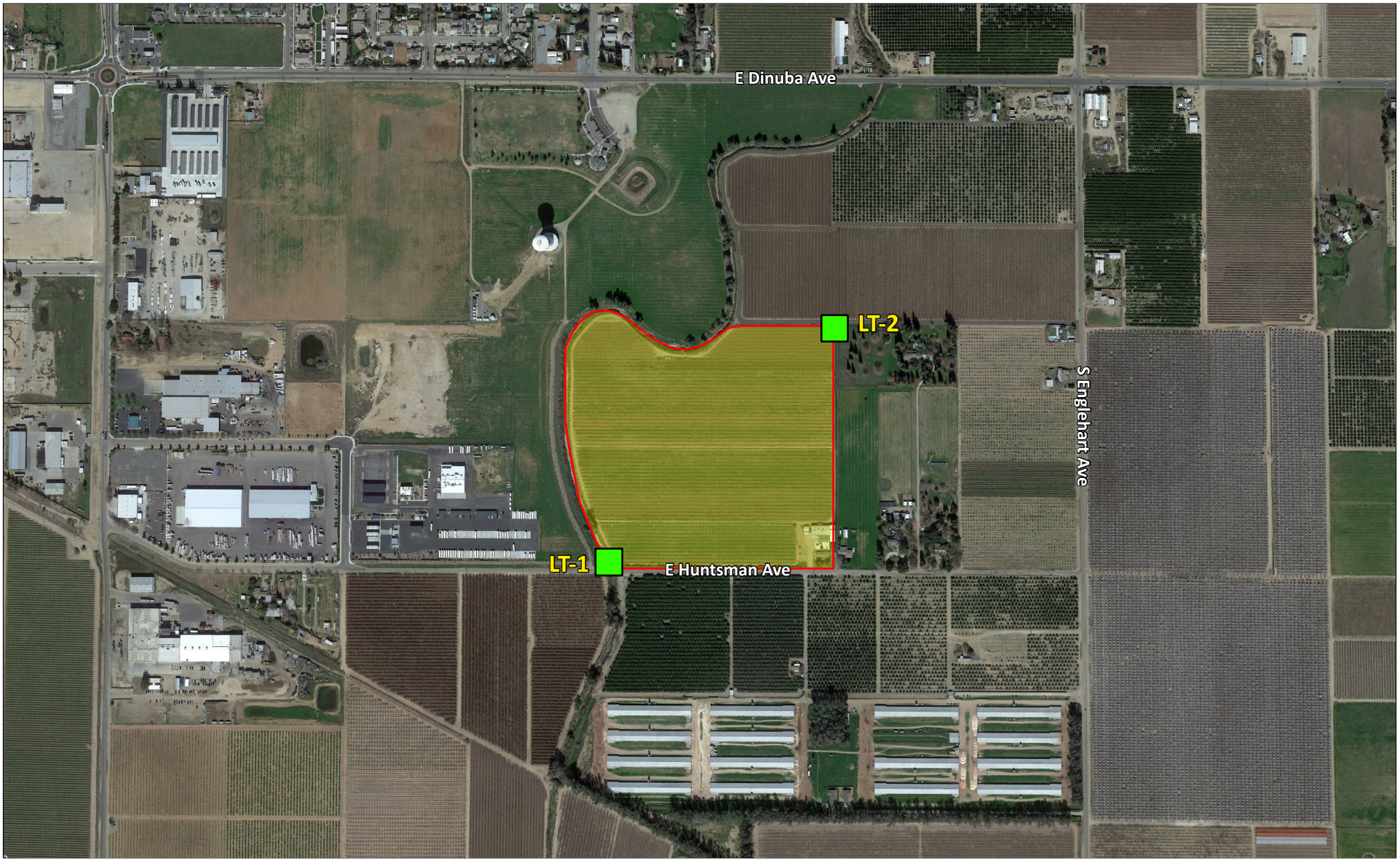
Table H: Ambient Noise Level Measurements

Location		Daytime Noise Levels[1] (dBA L_{eq})	Nighttime Noise Levels[2] (dBA L_{eq})	Daily Noise levels (dBA L_{dn})
LT-1	Near southwest corner of project site, on a fence, approximately 20 feet from Huntsman Avenue centerline.	52.3 – 62.9	44.7 – 59.7	61.9
LT-2	Near northeast corner of project site, on a fence, approximately 1,300 feet from Huntsman Avenue centerline.	37.4 – 51.7	46.7 – 56.0	56.5

Source: Compiled by LSA (2023).
Note: Noise measurements were conducted from July 26 to July 27, 2023, starting at 4:00 p.m.
[1] Daytime Noise Levels = Noise levels during the hours from 7:00 a.m. to 10:00 p.m.
[2] Nighttime Noise Levels = Noise levels during the hours from 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels
ft = foot/feet
L_{dn} = day-night noise level
L_{eq} = equivalent continuous sound level

EXISTING AIRCRAFT NOISE

Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airport to the proposed project site is Reedley Municipal Airport, located approximately 6 miles (mi) north of the project site. According to Figure 6.2 of the City's General Plan, the project site is located well outside the 65 dBA CNEL airport noise impact zone. Therefore, the project would not be adversely affected by airport/airfield noise, nor would the project contribute to or result in adverse airport/airfield noise impacts.



LSA

FIGURE 3

LEGEND

Project Site Boundary

LT-1 Long-term Noise Monitoring Location

0 350 700
FEET

SOURCE: Google Earth (2023)

East Huntsman Avenue Industrial Park Project

Noise Monitoring Locations

I:\20231045.02\G\Noise_Locs.ai (12/20/2023)

PROJECT IMPACT ANALYSIS

SHORT-TERM CONSTRUCTION NOISE IMPACTS

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. Although there would be a relatively high single-event noise-exposure potential causing intermittent noise nuisance (passing trucks at 50 ft would generate up to 84 dBA L_{max}), the effect on longer-term ambient noise levels would be small when compared to existing daily traffic volumes on Huntsman Avenue. The results of the California Emissions Estimator Model (CalEEMod) for the proposed project indicate that during the grading phase, an additional 642 vehicles, consisting of worker and hauling trips, would be added to the roadway adjacent to the project site. Because the existing traffic volume on Huntsman Avenue is approximately 570, the future construction-related vehicle trips would increase by 3.3 dBA L_{dn}. Although a noise level increase greater than 3 dBA would be perceptible to the human ear in an outdoor environment, the L_{dn} on Huntsman Avenue would be 54.9 dBA L_{dn}, which is below the 60 dBA L_{dn} exterior City standard. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related to noise generated during construction, which includes site preparation, grading, building construction, paving, and architectural coating on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table I lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor, taken from the Federal Highway Administration (FHWA) *Roadway Construction Noise Model* (FHWA 2006).

In addition to the reference maximum noise level, the usage factor provided in Table I is used to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10\log(U.F.) - 20\log\left(\frac{D}{50}\right)$$

where: $L_{eq}(equip)$ = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period.

E.L. = noise emission level of the particular piece of equipment at a reference distance of 50 ft.

U.F. = usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time.

D = distance from the receiver to the piece of equipment.

Table I: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level (L_{max}) at 50 Feet[2]
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Source: *FHWA Roadway Construction Noise Model User's Guide,* Table 1 (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Specification 721.560 from the Central Artery/ Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
FHWA = Federal Highway Administration
L_{max} = maximum instantaneous sound level

Each piece of construction equipment operates as an individual point source. Using the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq\ (composite) = 10 * \log_{10}\left(\sum_{1}^{n} 10^{\frac{Ln}{10}}\right)$$

Using the equations from the methodology above, the reference information in Table I, and the construction equipment list provided, the composite noise level of each construction phase was calculated. The project construction composite noise levels at a distance of 50 ft would range from

74 dBA L_{eq} to 88 dBA L_{eq}, with the highest noise levels occurring during the site preparation and grading phases.

Once composite noise levels are calculated, reference noise levels can then be adjusted for distance using the following equation:

$$Leq\ (at\ distance\ X) = Leq\ (at\ 50\ feet) - 20 * \log_{10}\left(\frac{X}{50}\right)$$

In general, this equation shows that doubling the distance would decrease noise levels by 6 dBA, while halving the distance would increase noise levels by 6 dBA.

Table J shows the nearest sensitive uses to the project site, their distance from the center of construction activities, and composite noise levels expected during construction. These noise level projections do not consider intervening topography or barriers. Construction equipment calculations are provided in Appendix B.

Table J: Potential Construction Noise Impacts at Nearest Receptor

Receptor (Location)	Composite Noise Level (dBA L_{eq}) at 50 feet[1]	Distance (feet)	Composite Noise Level (dBA L_{eq})
Residences (East)	88	800	64
Residences (Northeast)		1,145	61

Source: Compiled by LSA (2023).
[1] The composite construction noise level represents the site preparation/grading phases, which are expected to result in the greatest noise level as compared to other phases.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

While construction noise will vary, it is expected that composite noise levels during construction at the nearest off-site sensitive residential uses to the east would reach an average noise level of 64 dBA L_{eq} during daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously and, therefore, are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed.

The proposed project would comply with the construction hours specified above, which states that construction activities are allowed between the hours of 7:00 a.m. and 5:00 p.m. As it relates to off-site uses, construction-related noise impacts would not exceed the 80 dBA L_{eq} construction noise level criteria, as established by the FTA for residential land uses for the average daily condition as modeled from the center of the project site. Construction would be temporary and within the acceptable daily construction hours and therefore the impacts will be intermittent and considered less than significant. Best construction practices presented at the end of this analysis shall be implemented to minimize noise impacts to surrounding receptors.

SHORT-TERM CONSTRUCTION VIBRATION IMPACTS

This construction vibration impact analysis discusses the level of human annoyance using vibration levels in RMS (VdB) and assesses the potential for building damages using vibration levels in PPV (in/sec). This is because vibration levels calculated in RMS are best for characterizing human response to building vibration, while calculating vibration levels in PPV is best for characterizing the potential for damage.

Table K shows the PPV and VdB values at 25 ft from the construction vibration source. As shown in Table K, bulldozers and other heavy-tracked construction equipment (expected to be used for this project) generate approximately 0.089 PPV in/sec or 87 VdB of ground-borne vibration when measured at 25 ft, based on the FTA Manual. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project construction boundary (assuming the construction equipment would be used at or near the project setback line).

Table K: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer[2]	**0.089**	**87**
Caisson Drilling	0.089	87
Loaded Trucks[2]	**0.076**	**86**
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
[2] Equipment shown in **bold** is expected to be used on site.
µin/sec = microinches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inch/inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

The formulae for vibration transmission are provided below, and Tables L and M provide a summary of off-site construction vibration levels.

$$L_v dB\ (D) = L_v dB\ (25\ ft) - 30\ Log\ (D/25)$$

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

As shown in Table F, above, the threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses. As shown in Table G, the FTA guidelines indicate that for a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV.

Table L: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft[1]	Distance (ft) [2]	Vibration Level (VdB)
Residences (East)	87	800	42
Residences (Northeast)		1,145	37

Source: Compiled by LSA (2023).
[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses.
ft = foot/feet
VdB = vibration velocity decibels

Table M: Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft[1]	Distance (ft)[2]	Vibration Level (PPV)
Residences (East)	0.089	20	0.124
Residences (Northeast)		380	0.002

Source: Compiled by LSA (2023).
[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.
ft = foot/feet
PPV = peak particle velocity

Based on the information provided in Table L, vibration levels are expected to approach 42 VdB at the closest residential uses located east of the project site, which is below the 78 VdB threshold for annoyance.

Based on the information provided in Table M, vibration levels are expected to approach 0.124 PPV in/sec at the nearest surrounding structures and would not exceed the 0.2 PPV in/sec damage threshold considered safe for non-engineered timber and masonry buildings. Vibration levels at all other buildings would be lower. Therefore, construction would not result in any vibration damage, and impacts would be less than significant.

Because construction activities are allowed between the hours of 7:00 a.m. and 5:00 p.m., vibration impacts would not occur during the more sensitive nighttime hours.

LONG-TERM OFF-SITE TRAFFIC NOISE IMPACTS

The guidelines included in the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77 108) were used to evaluate highway traffic-related noise conditions along roadway segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the L_{dn} values. Table N provides the traffic noise levels for the opening year with and without project scenarios. These noise levels represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn.

The without and with project scenario traffic volumes were obtained from the *Traffic Impact Study for East Huntsman Avenue Industrial Park Project* (LSA 2023). Appendix C provides the specific assumptions used in developing these noise levels and model printouts. Table N shows that the increase in project-related traffic noise would be up to 6.5 dBA on Huntsman Avenue. Although the noise level increase is greater than 3 dBA, the L_{dn} on Huntsman Avenue would be 53.9 dBA L_{dn}, which is below the 60 dBA L_{dn} exterior City standard. Therefore, traffic noise impacts from project-related traffic on off-site sensitive receptors would be less than significant and no mitigation measures are required.

Table N: Traffic Noise Levels Without and With Proposed Project

Roadway Segment	Existing – Without Project		Existing – With Project			Near Term – Without Project		Near Term – With Project			Cumulative – Without Project		Cumulative – With Project		
	ADT	L_{dn} (dBA) 50 ft from Centerline of Nearest Lane	ADT	L_{dn} (dBA) 50 ft from Centerline of Nearest Lane	Increase from Existing Conditions (dBA)	ADT	L_{dn} (dBA) 50 ft from Centerline of Nearest Lane	ADT	L_{dn} (dBA) 50 ft from Centerline of Nearest Lane	Increase from Existing Conditions (dBA)	ADT	L_{dn} (dBA) 50 ft from Centerline of Nearest Lane	ADT	L_{dn} (dBA) 50 ft from Centerline of Nearest Lane	Increase from Existing Conditions (dBA)
Buttonwillow Avenue between Dinuba Avenue and Huntsman Avenue	8,290	64.0	8,800	64.2	0.2	8,360	64.0	8,870	64.3	0.3	9,440	64.5	9,950	64.8	0.3
Buttonwillow Avenue between Huntsman Avenue and Reedley City Limit	7,880	63.7	8,100	63.9	0.2	7,910	63.8	8,130	63.9	0.1	8,710	64.2	8,930	64.3	0.1
Buttonwillow Avenue between Reedley City limits and Floral Avenue	7,470	63.5	7,690	63.6	0.1	7,510	63.5	7,730	63.7	0.2	7,990	63.8	8,210	63.9	0.1
Englehart Avenue between Dinuba Avenue and Huntsman Avenue	2,470	59.1	2,630	59.4	0.3	2,520	59.2	2,680	59.5	0.3	2,960	59.9	3,120	60.2	0.3
Englehart Avenue between Huntsmen Avenue and Floral Avenue	2,560	59.3	2,720	59.6	0.3	2,610	59.4	2,770	59.6	0.2	2,740	59.6	2,900	59.8	0.2
Dinuba Avenue between Buttonwillow Avenue and Englehart Avenue	8,250	64.4	8,250	64.4	0.0	8,610	64.6	8,610	64.6	0.0	8,880	64.7	8,880	64.7	0.0
Huntsman Avenue between Buttonwillow Avenue and the project site	210	47.0	940	53.5	6.5	210	47.0	940	53.5	6.5	1,730	56.2	2,460	57.7	1.5
Huntsman Avenue between the project site and Englehart Avenue	360	49.4	1,030	53.9	4.5	360	49.4	1,030	53.9	4.5	660	52.0	1,330	55.0	3.0

Source: Compiled by LSA (January 2024).
Note: Shaded cells indicate roadway segments adjacent to the project site.
ADT = average daily traffic
L_{dn}= day-night noise level
dBA = A-weighted decibels
ft = foot/feet

STATIONARY OPERATIONAL NOISE IMPACTS TO OFF-SITE RECEIVERS

Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site heating, ventilation, and air conditioning (HVAC) equipment, truck deliveries and loading and unloading activities, and truck maintenance and wash. The potential noise impacts to off-site sensitive land uses from the proposed operational activities are discussed below. To provide a conservative analysis, it is assumed that operations would occur equally during all daytime hours of the day and that 4 loading docks would be active at all times. Additionally, it is assumed that within any given hour, 15 heavy trucks would maneuver to park near or back into one of the proposed loading docks. To determine the future noise impacts from project operations to the noise sensitive uses, a 3-D noise model, SoundPLAN, was used to incorporate the site topography as well as the shielding from the proposed buildings, and the proposed 10 ft high wall along the eastern and northeastern property line. A graphic representation of the operational noise impacts is presented in Appendix D.

Heating, Ventilation, and Air Conditioning Equipment

The project would have various rooftop mechanical equipment, including HVAC units, on the proposed buildings. Based on the project site plan, the project is assumed to have a total of 46 rooftop HVAC units and assumed to operate 24 hours per day. The HVAC equipment could operate 24 hours per day and would generate sound power levels (SPL) of up to 87 dBA SPL or 72 dBA L_{eq} at 5 ft, based on manufacturer data (Trane n.d.).

Truck Deliveries, Truck Loading and Unloading Activities, Truck Maintenance and Truck Wash Operations

Noise levels generated by delivery trucks would be similar to noise readings from truck loading and unloading activities, which generate a noise level of 75 dBA L_{eq} at 20 ft based on measurements taken by LSA (*Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center* [LSA 2016]). Shorter term noise levels that occur during the docking process taken by LSA were measured to be 76.3 dBA L_8 at 20 ft. Delivery trucks would arrive on site and maneuver their trailers so that trailers would be parked within the loading docks. During this process, noise levels are associated with the truck engine noise, air brakes, and back-up alarms while the truck is backing into the dock. These noise levels would occur for a shorter period of time (less than 5 minutes). After a truck enters the loading dock, the doors would be closed, and the remainder of the truck loading activities would be enclosed and therefore much less perceptible. To present a conservative assessment, it is assumed that truck arrivals and departure activities could occur at 15 spaces for a period of less than 5 minutes each and unloading activities could occur at 4 docks simultaneously for a period of more than 30 minutes in a given hour.

Truck Maintenance

The significant sources of noise in the service area include impact wrenches and car lifts.

- Impact wrenches: It is assumed that an impact wrench would operate for a total of 30 minutes per hour. Based on reference information gathered from Dewalt, an impact wrench would produce a noise level of 104 dBA SPL at a distance of 2 feet.

- Drive Ratchets: It is assumed that a drive ratchet would operate for a total of 30 minutes per hour. Based on reference information gathered from Milwaukee, an impact wrench would produce a noise level of 99 dBA SPL at a distance of 2 feet.

- Car lifts: It is assumed that car lifts would operate for a total of 30 minutes in a given hour. Based on reference noise levels measured by LSA, a car lift would produce a noise level of 81.9 dBA SPL at a distance of 3 feet.

- Air Hoses: It is assumed that air hoses would operate for less than 30 minutes in a given hour. Based on reference noise levels by Air Saving Products, an air hose would produce a noise level of 84 dBA SPL at a distance of 3 feet.

Truck Wash

Below are sources at the wash bays of the project.

- Shop Vacuum: It is assumed that the shop vacuum equipment would operate for 30 minutes each hour. Based on reference noise level from a variety of commercially available products, each shop vacuum would produce a noise level of 70 dBA SPL at a distance of 3 feet.

- Water Blaster: It is assumed that the water blaster would operate for 30 minutes each hour. Based on reference noise levels from Tech Gear Lab, the shop vacuum would produce a noise level of 65.1 dBA SPL at a distance of 25 feet.

Cumulative Unmitigated Operations Noise Assessment

The SoundPLAN results provided in Appendix D (Sheet B-1) show that the unmitigated project-generated noise levels would exceed the residential use daytime and nighttime noise standards of 55 dBA L_{eq} and 50 dBA L_{eq}, respectively, at the receptors to the east.

Cumulative Mitigated Impact Assessment

Due to an expected noise exceedance at the property line of the residential uses to the east, noise reduction features in the form of sound walls were evaluated. Sheet B-2 in Appendix D shows the daytime noise levels from the project's operations at the surrounding sensitive land uses with the incorporation of a 10 ft wall along the eastern and northeastern property line, would result in noise levels below 55 dBA L_{eq} and would be in compliance with the desired daytime noise criteria.

Sheet B-3 in Appendix D shows the nighttime noise levels from the project's operations at the surrounding sensitive land uses. To meet the nighttime standard of 50 dBA L_{eq}, the following additional mitigation measures are required:

- No operations at the truck wash or maintenance buildings between the hours of 10 p.m. to 7 a.m.

- No loading dock or heavy truck operations/movements at the buildings on Parcels 21 and 22 between the hours of 10 p.m. to 7 a.m.

Therefore, with the incorporation of the mitigation measures above, the impact would be less than significant.

LONG-TERM TRAFFIC-RELATED VIBRATION IMPACTS

The proposed project would not generate vibration levels related to on-site operations. In addition, vibration levels generated from project-related traffic on the adjacent roadways are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Based on a reference vibration level of 0.076 in/sec PPV, structures greater than 20 ft from the roadways that contain project trips would experience vibration levels below the most conservative standard of 0.12 in/sec PPV; therefore, vibration levels generated from project-related traffic on the adjacent roadways would be less than significant, and no mitigation measures are required.

BEST CONSTRUCTION PRACTICES

In addition to compliance with the City's General Plan EIR allowed daily hours of construction between 7:00 a.m. and 5:00 p.m., the following best construction practices would further minimize construction noise impacts:

- The project construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers consistent with manufacturer's standards.
- The project construction contractor shall locate staging areas away from off-site sensitive uses during the later phases of project development.
- The project construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.

REFERENCES

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.* September.

City of Reedley. 2014. *General Plan 2030*. February 18.

Federal Highway Administration (FHWA). 2006. *Roadway Construction Noise Model User's Guide.* January. Washington, D.C. Website: www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf (accessed January 2024).

Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. Office of Planning and Environment. Report No. 0123. September.

LSA Associates, Inc. (LSA). 2016. *Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center*. May.

_____. 2023. *Traffic Impact Study for East Huntsman Avenue Industrial Park Project.*

State of California. 2020. *2019 California Green Building Standards Code.*

Trane. n.d. *Fan Performance - Product Specifications RT-PRC023AU-EN.*

APPENDIX A

NOISE MONITORING DATA

Noise Measurement Survey – 24 HR

Project Number: 20231045.02
Project Name: Huntsman Reedley

Test Personnel: Moe Abushanab
Equipment: Spark 706RC (SN:17815)

Site Number: LT-1 Date: 7/26/2023

Time: From 4:00 p.m. To 4:00 p.m.

Site Location: Near southwest corner of project site, on a fence, approximately 20 feet from Huntsman Avenue centerline.

Primary Noise Sources: Traffic noise on Huntsman Avenue

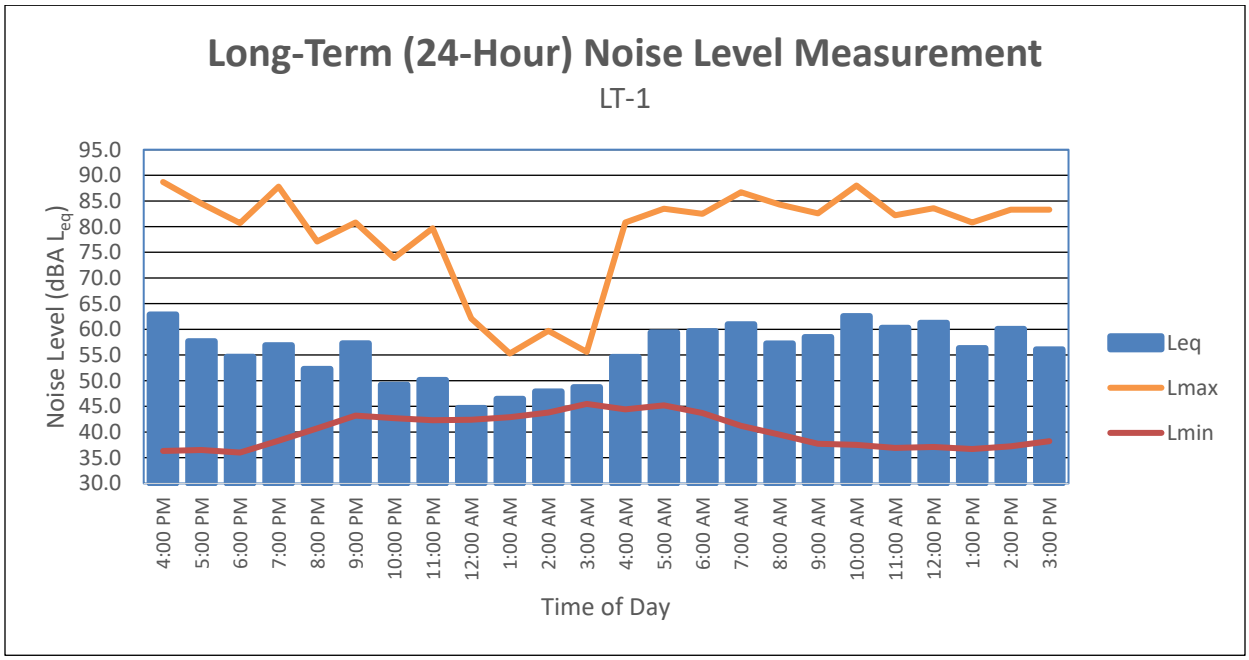
Comments: Some agricultural operations noise (sprinklers, pumps)

Photo:

Long-Term (24-Hour) Noise Level Measurement Results at LT-1

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
4:00 PM	7/26/23	62.9	88.7	36.3
5:00 PM	7/26/23	57.7	84.5	36.5
6:00 PM	7/26/23	54.7	80.7	36.0
7:00 PM	7/26/23	56.9	87.8	38.3
8:00 PM	7/26/23	52.3	77.1	40.7
9:00 PM	7/26/23	57.3	80.8	43.2
10:00 PM	7/26/23	49.2	73.9	42.7
11:00 PM	7/26/23	50.2	79.7	42.3
12:00 AM	7/27/23	44.7	62.1	42.4
1:00 AM	7/27/23	46.5	55.3	42.9
2:00 AM	7/27/23	47.9	59.7	43.8
3:00 AM	7/27/23	48.7	55.6	45.5
4:00 AM	7/27/23	54.6	80.8	44.4
5:00 AM	7/27/23	59.4	83.5	45.2
6:00 AM	7/27/23	59.7	82.5	43.7
7:00 AM	7/27/23	61.0	86.7	41.2
8:00 AM	7/27/23	57.2	84.3	39.5
9:00 AM	7/27/23	58.5	82.6	37.7
10:00 AM	7/27/23	62.6	88.0	37.5
11:00 AM	7/27/23	60.3	82.2	36.9
12:00 PM	7/27/23	61.3	83.6	37.1
1:00 PM	7/27/23	56.3	80.8	36.7
2:00 PM	7/27/23	60.1	83.3	37.2
3:00 PM	7/27/23	56.1	83.3	38.2

Source: Compiled by LSA Associates, Inc. (2023).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level



Noise Measurement Survey – 24 HR

Project Number: 20231045.02
Project Name: Huntsman Reedley

Test Personnel: Moe Abushanab
Equipment: Spark 706RC (SN:18572)

Site Number: LT-2 Date: 7/26/2023

Time: From 4:00 p.m. To 4:00 p.m.

Site Location: Near northeast corner of project site, on a fence, approximately 1,300 feet from Huntsman Avenue centerline.

Primary Noise Sources: Background traffic noise
Occasional aircraft

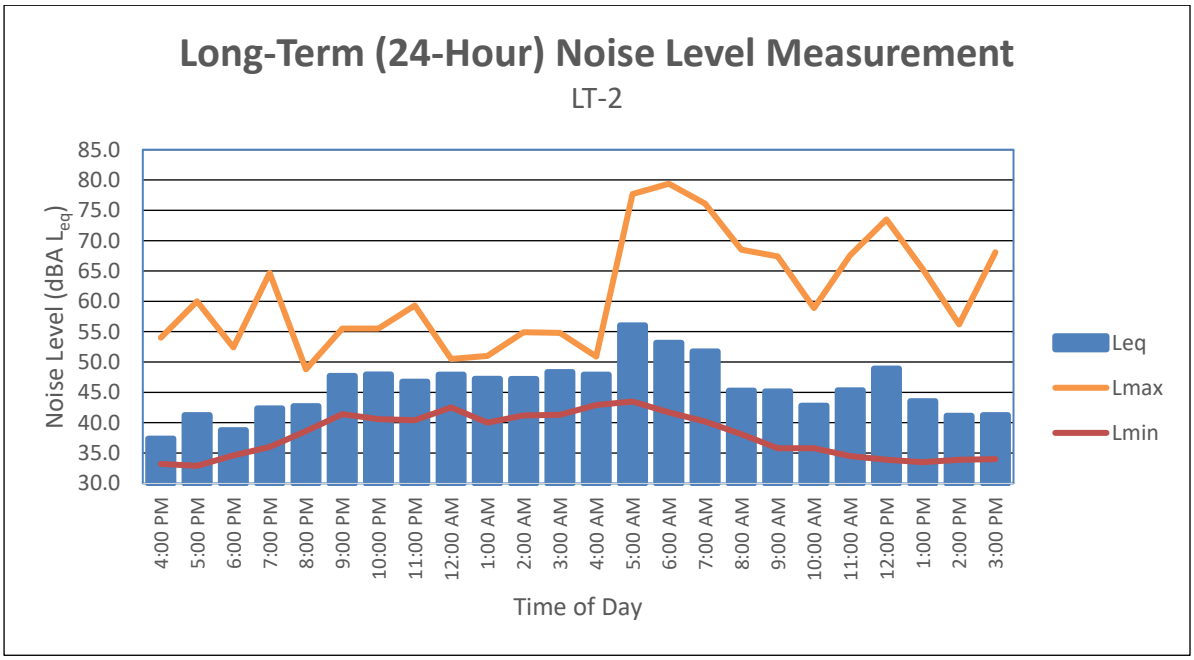
Comments: Some agricultural operations noise (sprinklers, pumps)

Photo:

Long-Term (24-Hour) Noise Level Measurement Results at LT-2

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
4:00 PM	7/26/23	37.4	54.0	33.2
5:00 PM	7/26/23	41.2	60.0	32.9
6:00 PM	7/26/23	38.8	52.4	34.6
7:00 PM	7/26/23	42.3	64.7	36.0
8:00 PM	7/26/23	42.7	48.8	38.6
9:00 PM	7/26/23	47.7	55.5	41.4
10:00 PM	7/26/23	47.9	55.5	40.6
11:00 PM	7/26/23	46.7	59.3	40.4
12:00 AM	7/27/23	47.9	50.5	42.5
1:00 AM	7/27/23	47.2	51.0	40.0
2:00 AM	7/27/23	47.2	54.9	41.2
3:00 AM	7/27/23	48.3	54.8	41.3
4:00 AM	7/27/23	47.9	50.9	42.9
5:00 AM	7/27/23	56.0	77.7	43.5
6:00 AM	7/27/23	53.2	79.4	41.7
7:00 AM	7/27/23	51.7	76.1	40.2
8:00 AM	7/27/23	45.3	68.5	38.1
9:00 AM	7/27/23	45.2	67.4	35.8
10:00 AM	7/27/23	42.8	58.9	35.8
11:00 AM	7/27/23	45.3	67.6	34.5
12:00 PM	7/27/23	48.9	73.5	33.9
1:00 PM	7/27/23	43.5	65.3	33.5
2:00 PM	7/27/23	41.1	56.2	33.9
3:00 PM	7/27/23	41.3	68.1	34.0

Source: Compiled by LSA Associates, Inc. (2023).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level



APPENDIX B

CONSTRUCTION NOISE CALCULATIONS

Construction Calculations

Phase: Site Preparation

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Dozer	3	82	40	50	0.5	82	83
Tractor	4	84	40	50	0.5	84	86
					Combined at 50 feet	**86**	**88**
					Combined at Receptor 800 feet	**62**	**64**
					Combined at Receptor 1145 feet	**59**	**61**

Phase: Grading

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Excavator	2	81	40	50	0.5	81	80
Grader	1	85	40	50	0.5	85	81
Dozer	1	82	40	50	0.5	82	78
Scraper	2	84	40	50	0.5	84	83
Tractor	2	84	40	50	0.5	84	83
					Combined at 50 feet	**90**	**88**
					Combined at Receptor 800 feet	**66**	**64**
					Combined at Receptor 1145 feet	**63**	**61**

Phase:Building Construstion

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Crane	1	81	16	50	0.5	81	73
Man Lift	3	75	20	50	0.5	75	73
Generator	1	81	50	50	0.5	81	78
Tractor	3	84	40	50	0.5	84	85
Welder / Torch	1	74	40	50	0.5	74	70
					Combined at 50 feet	**87**	**86**
					Combined at Receptor 800 feet	**63**	**62**

Phase:Paving

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Paver	2	77	50	50	0.5	77	77
All Other Equipment > 5 hp	2	85	50	50	0.5	85	85
Roller	2	80	20	50	0.5	80	76
					Combined at 50 feet	**87**	**86**
					Combined at Receptor 800 feet	**63**	**62**

Phase:Architectural Coating

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA) Lmax	Noise Level (dBA) Leq
Compressor (air)	1	78	40	50	0.5	78	74
					Combined at 50 feet	**78**	**74**
					Combined at Receptor 800 feet	**54**	**50**

Sources: RCNM

[1]- Percentage of time that a piece of equipment is operating at full power

dBA – A-weighted Decibels

Lmax- Maximum Level

Leq- Equivalent Level

APPENDIX C

FHWA TRAFFIC NOISE PRINTOUTS

TABLE Existing -01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8290 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	56.0	117.1	250.6

TABLE Existing -02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Huntsman Avenue and Reedley City Limit
NOTES: East Huntsman Industrial Park Project - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7880 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	54.2	113.3	242.3

TABLE Existing -03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Reedley City limits and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7470 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	52.5	109.4	233.9

TABLE Existing -04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2470 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	52.8	112.1

TABLE Existing -05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Huntsmen Avenue and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2560 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	54.0	114.8

TABLE Existing -06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Dinuba Avenue between Buttonwillow Avenue and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8250 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	54.7	116.3	249.7

TABLE Existing -07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between Buttonwillow Avenue and the project site
NOTES: East Huntsman Industrial Park Project - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 210 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 47.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	0.0

TABLE Existing -08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between the project site and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 360 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 49.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	0.0

TABLE Existing With Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Existing With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8800 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	58.1	121.8	260.7

TABLE Existing With Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Huntsman Avenue and Reedley City Limit
NOTES: East Huntsman Industrial Park Project - Existing With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8100 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	55.2	115.3	246.8

TABLE Existing With Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Reedley City limits and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Existing With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7690 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	53.4	111.5	238.4

TABLE Existing With Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Existing With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2630 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	55.0	116.9

TABLE Existing With Project-05

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Huntsmen Avenue and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Existing With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2720 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	56.2	119.5

TABLE Existing With Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Dinuba Avenue between Buttonwillow Avenue and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Existing With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8250 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	54.7	116.3	249.7

TABLE Existing With Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between Buttonwillow Avenue and the project site
NOTES: East Huntsman Industrial Park Project - Existing With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 940 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 53.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	0.0

TABLE Existing With Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between the project site and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Existing With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1030 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 53.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	51.1

TABLE Near Term -01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Near Term

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8360 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	56.3	117.7	252.0

TABLE Near Term -02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Huntsman Avenue and Reedley City Limit
NOTES: East Huntsman Industrial Park Project - Near Term

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7910 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	54.4	113.6	242.9

TABLE Near Term -03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Reedley City limits and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Near Term

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7510 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	52.7	109.8	234.7

TABLE Near Term -04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Near Term

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2520 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	53.5	113.6

TABLE Near Term -05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Huntsmen Avenue and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Near Term

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2610 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	54.7	116.3

TABLE Near Term -06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Dinuba Avenue between Buttonwillow Avenue and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Near Term

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8610 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	56.2	119.6	256.9

TABLE Near Term -07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between Buttonwillow Avenue and the project site
NOTES: East Huntsman Industrial Park Project - Near Term

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 210 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 47.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	0.0

TABLE Near Term -08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between the project site and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Near Term

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 360 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 49.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	0.0

TABLE Near Term With Project-01

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Near Term With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8870 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	58.4	122.4	262.1

TABLE Near Term With Project-02

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Huntsman Avenue and Reedley City Limit
NOTES: East Huntsman Industrial Park Project - Near Term With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8130 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	55.3	115.6	247.4

TABLE Near Term With Project-03

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Reedley City limits and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Near Term With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7730 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	53.6	111.9	239.2

TABLE Near Term With Project-04

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Near Term With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2680 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	55.7	118.3

TABLE Near Term With Project-05

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Huntsmen Avenue and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Near Term With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2770 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	56.9	121.0

TABLE Near Term With Project-06

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Dinuba Avenue between Buttonwillow Avenue and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Near Term With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8610 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	56.2	119.6	256.9

TABLE Near Term With Project-07

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between Buttonwillow Avenue and the project site
NOTES: East Huntsman Industrial Park Project - Near Term With Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 940 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 53.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	0.0

TABLE Near Term With Project-08

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between the project site and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Near Term With Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1030 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 53.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	51.1

TABLE Cumulative-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9440 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	60.7	127.5	273.2

TABLE Cumulative-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Huntsman Avenue and Reedley City Limit
NOTES: East Huntsman Industrial Park Project - Cumulative

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8710 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	57.7	121.0	259.0

TABLE Cumulative-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Reedley City limits and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7990 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	54.7	114.3	244.5

TABLE Cumulative-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2960 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	59.3	126.4

TABLE Cumulative-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Huntsmen Avenue and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2740 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	56.5	120.1

TABLE Cumulative-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Dinuba Avenue between Buttonwillow Avenue and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8880 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	57.4	122.1	262.2

TABLE Cumulative-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between Buttonwillow Avenue and the project site
NOTES: East Huntsman Industrial Park Project - Cumulative

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1730 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	71.5

TABLE Cumulative-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between the project site and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 660 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 51.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	0.0

TABLE Cumulative With Project-01

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative With Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9950 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	62.7	132.0	282.9

TABLE Cumulative With Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Huntsman Avenue and Reedley City Limit
NOTES: East Huntsman Industrial Park Project - Cumulative With Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8930 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	58.6	123.0	263.3

TABLE Cumulative With Project-03

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Buttonwillow Avenue between Reedley City limits and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative With Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8210 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	55.6	116.4	249.0

TABLE Cumulative With Project-04

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Dinuba Avenue and Huntsman Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative With Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3120 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	61.4	130.9

TABLE Cumulative With Project-05

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Englehart Avenue between Huntsmen Avenue and Floral Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative With Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2900 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	58.6	124.7

TABLE Cumulative With Project-06

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Dinuba Avenue between Buttonwillow Avenue and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative With Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8880 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	57.4	122.1	262.2

TABLE Cumulative With Project-07

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between Buttonwillow Avenue and the project site
NOTES: East Huntsman Industrial Park Project - Cumulative With Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2460 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	90.1

TABLE Cumulative With Project-08

FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 12/21/2023
ROADWAY SEGMENT: Huntsman Avenue between the project site and Englehart Avenue
NOTES: East Huntsman Industrial Park Project - Cumulative With Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1330 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	60.3

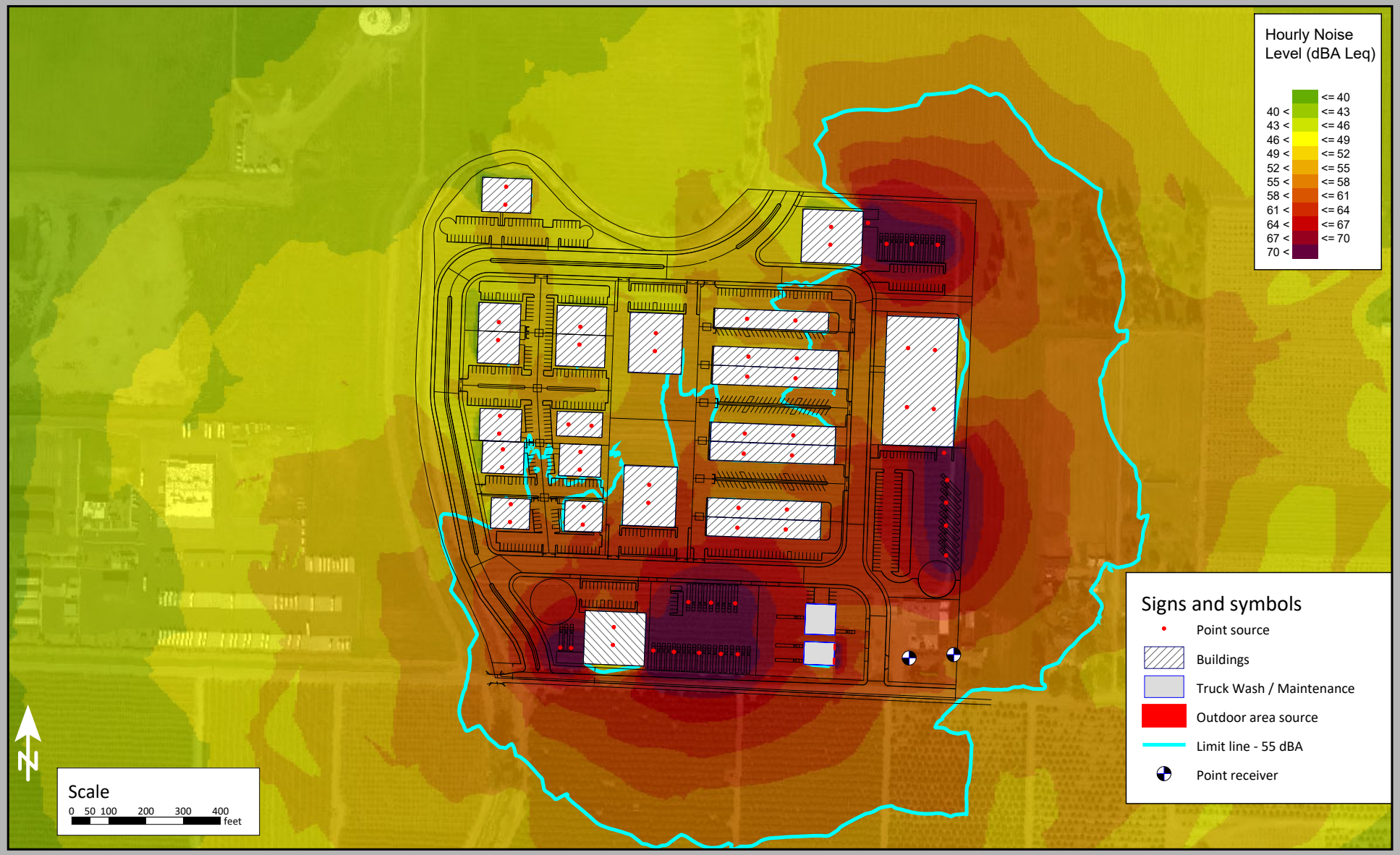
APPENDIX D

SOUNDPLAN NOISE MODEL PRINTOUTS

East Hunstman Avenue Industrial Park Project

Project No. 20231045.02

Project Operational Noise Levels - Daytime - Unmitigated



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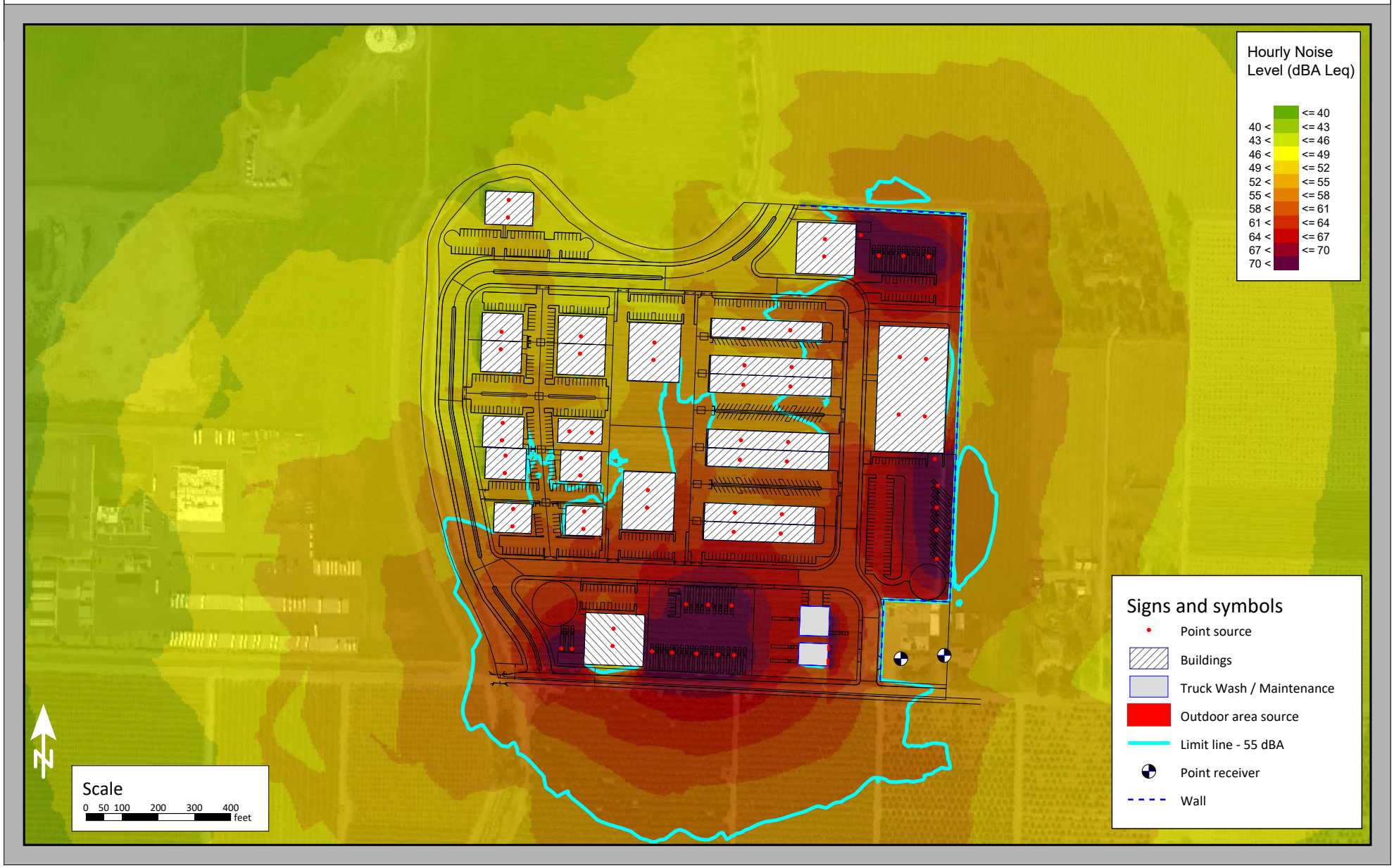
East Hunstman Avenue Industrial Park Project

Project No. 20231045.02

Project Operational Noise Levels - Daytime - Mitigated (10ft Wall)

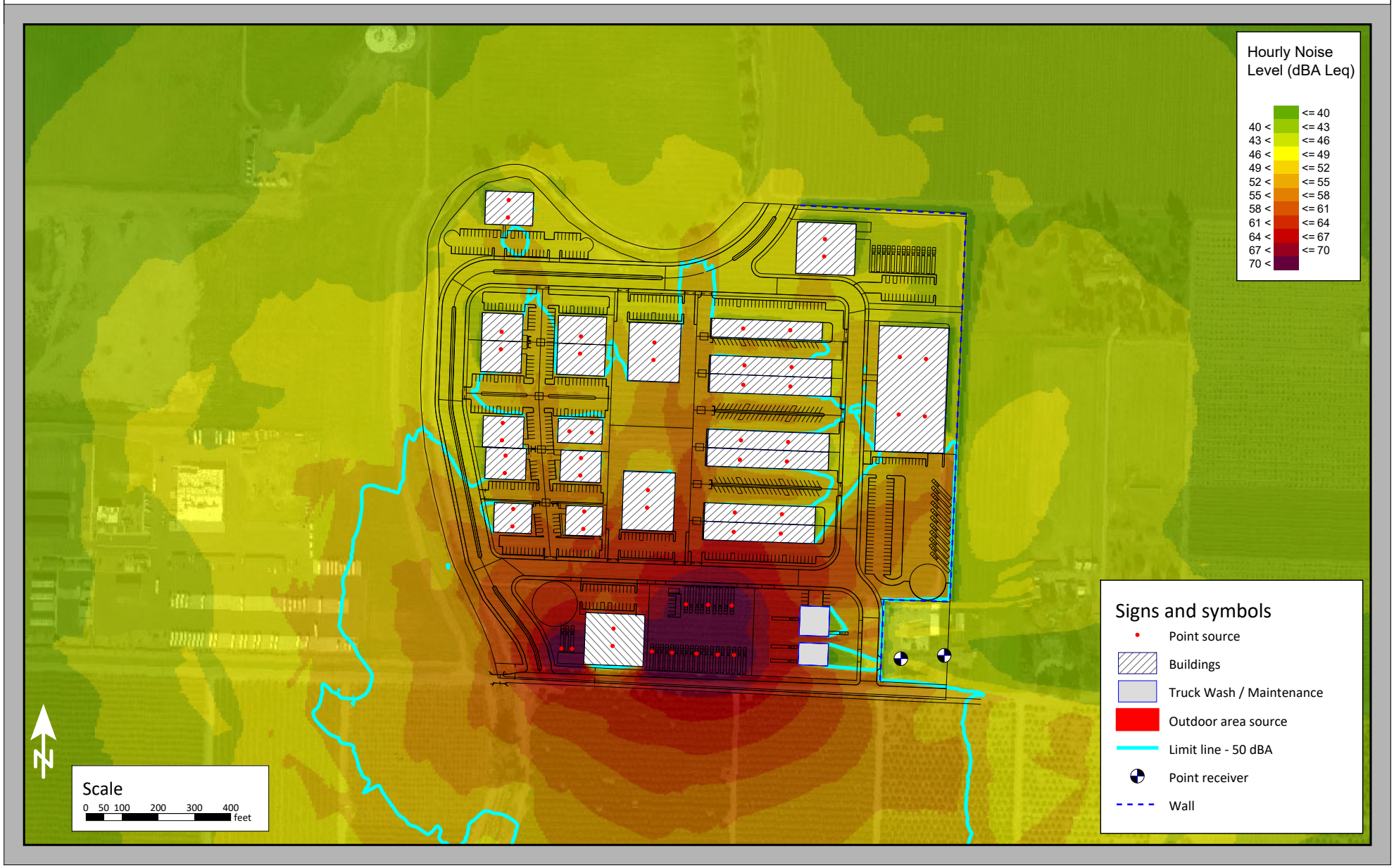


C:\Users\MAbushanah\OneDrive - LSA Associates\Documents\Desktop\SoundPLAN\20231045.02 - Huntsman Reedley\Day - truck washmain halftime.sgs - last edit 1/2/2024

East Hunstman Avenue Industrial Park Project

Project No. 20231045.02

Project Operational Noise Levels - Nighttime - Mitigated (10ft Wall)



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APPENDIX D

TRAFFIC IMPACT STUDY

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TRAFFIC IMPACT STUDY

EAST HUNTSMAN AVENUE INDUSTRIAL PARK PROJECT

REEDLEY, CALIFORNIA

LSA

December 2023

TRAFFIC IMPACT STUDY

EAST HUNTSMAN AVENUE INDUSTRIAL PARK PROJECT

REEDLEY, CALIFORNIA

Prepared for:

City of Reedley
1733 Ninth Street
Reedley, California 93654

Prepared by:

LSA
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Project No. 20231045.02

December 2023

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LIST OF ABBREVIATIONS AND ACRONYMS

ABM	Activity-Based Model
AWSC	All-Way Stop Control
CEQA	California Environmental Quality Act
COG	(Fresno) Council of Governments
County	County of Fresno
CSTDM	California Statewide Travel Demand Model
DART	Dinuba Area Regional Transit
FCRTA	Fresno County Rural Transit Agency
FDOT	Florida Department of Transportation
HCM	*Highway Capacity Manual*
HCM 7	*Highway Capacity Manual 7th Edition*
HDM	(Caltrans) *Highway Design Manual*
ITE	Institute of Transportation Engineers
LOS	Level of Service
mph	Miles Per Hour
NCHRP	National Cooperative Highway Research Program
OPR	Office of Planning and Research
OWSC	One-Way Stop Control
PCE	Passenger Car Equivalent
PV	Passenger Vehicles
SB 743	Senate Bill 743
TIS	Transportation Traffic Impact Study
TWSC	Two-Way Stop Control
TPA	Transit priority Area
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

The Traffic Impact Study (TIS) has been prepared to assess the potential circulation impacts associated with the proposed East Huntsman Avenue Industrial Park (project) in Fresno County (County) and proposed to be annexed in the City of Reedley (City). The project site is bounded by agricultural lands on the north, and east, agricultural lands and a channel on the west, and Huntsman Avenue on the south. Figure 1-1 illustrates the regional and project location (Figures and tables are provided at the end of each chapter).

While Level of Service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, the project needs to demonstrate consistency with the General Plan goals and policies of the City and County, since project traffic will be affecting the surrounding roadway circulation network under the jurisdiction of the City and the County. Therefore, this TIS includes a detailed LOS study. Both the City and County follows the *Draft Guidelines for the Preparation of Traffic Impact Studies within the County of Fresno* (TIS Guidelines), dated May 2018. Therefore, the LOS study has been prepared in accordance with the recommended methodology included in the TIS Guidelines.

Additionally, pursuant to CEQA, a VMT (Vehicle Miles Traveled) analysis was conducted for the project. The City follows the *Fresno County SB 743 Implementation Regional Guidelines,* dated January 2021 (VMT Guidelines) for CEQA VMT analysis purposes. Therefore, the VMT analysis was conducted using the screening criteria, recommended methodology, significant thresholds included in the VMT Guidelines.

The scope of work for this TIS, including trip generation, trip distribution, study area, LOS analysis methodologies, and VMT analysis methodology has been approved by the City and County staff via the Scoping Agreement process. A copy of the Scoping Agreement is included as Appendix A.

This study examines traffic operations in the vicinity of the proposed project under the following six scenarios:

- Existing conditions;
- Existing Plus Project conditions;
- Near-term Without Project conditions;
- Near-term Plus Project conditions;
- Cumulative Without Project conditions; and
- Cumulative Plus Project conditions.

Traffic operations at the study intersections and study roadway segments were analyzed during the weekday a.m. and p.m. peak hours. Within the TIS Guidelines, the a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

1.1 PROJECT DESCRIPTION

The project site is currently used for growing agricultural crops and contains agricultural support buildings and one single-family residence. The proposed project would divide the 42-acre project site into 26 lots, which would be developed with office/retail, warehouse, and truck maintenance facilities. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.

Access to the site will be provided via two driveways on Huntsman Avenue. A third driveway is proposed in the site plan on the northern side of the project. However, since it is not currently connected to the existing circulation system, this driveway is not anticipated to have any project trips. Figure 1-2 illustrates the conceptual site plan for the project.

1.2 STUDY AREA

Based on the County's TIS Guidelines, any intersection where the project is projected to add 10 or more peak hour trips should be included in the TIS. However, it should be noted that the County's TIS Guidelines were developed primarily to address traffic operations in rural areas. Since the project is located within the City's sphere of influence (suburban settings), intersections where the project is estimated to add 50 or more peak hour trips were considered for evaluation. Study intersections and roadway segments considered for the analysis were finalized during the TIS scoping agreement process and based on the discussion with City and County staff.

1.2.1 Study Intersections

Based on the approved scoping agreement and recommendations from City and County staff, the intersections analyzed in this study are as follows:

1. Buttonwillow Avenue/Dinuba Avenue (Reedley);
2. Englehart Avenue/Dinuba Avenue (County of Fresno);
3. Buttonwillow Avenue/Huntsman Avenue (Reedley);
4. Englehart Avenue/Huntsman Avenue (County of Fresno);
5. Project Driveway 1/Huntsman Avenue (County of Fresno); and
6. Project Driveway 2/Huntsman Avenue (County of Fresno).

Figure 1-3 illustrates the study area intersections.

1.2.2 Roadway Segments

Based on the approved scoping agreement and recommendations from City and County staff (Appendix A), roadway segments analyzed in this study are as follows:

Buttonwillow Avenue

1. Between Dinuba Avenue and Huntsman Avenue (City of Reedley);
2. Between Huntsman Avenue and Reedley City Limit (City of Reedley);
3. Between Reedley City Limits and Floral Avenue (Fresno County);

Englehart Avenue

4. Between Dinuba Avenue and Huntsman Avenue (Fresno County);

5. Between Huntsman Avenue and Floral Avenue (Fresno County);

Dinuba Avenue

6. Between Buttonwillow Avenue and Englehart Avenue (City of Reedley);

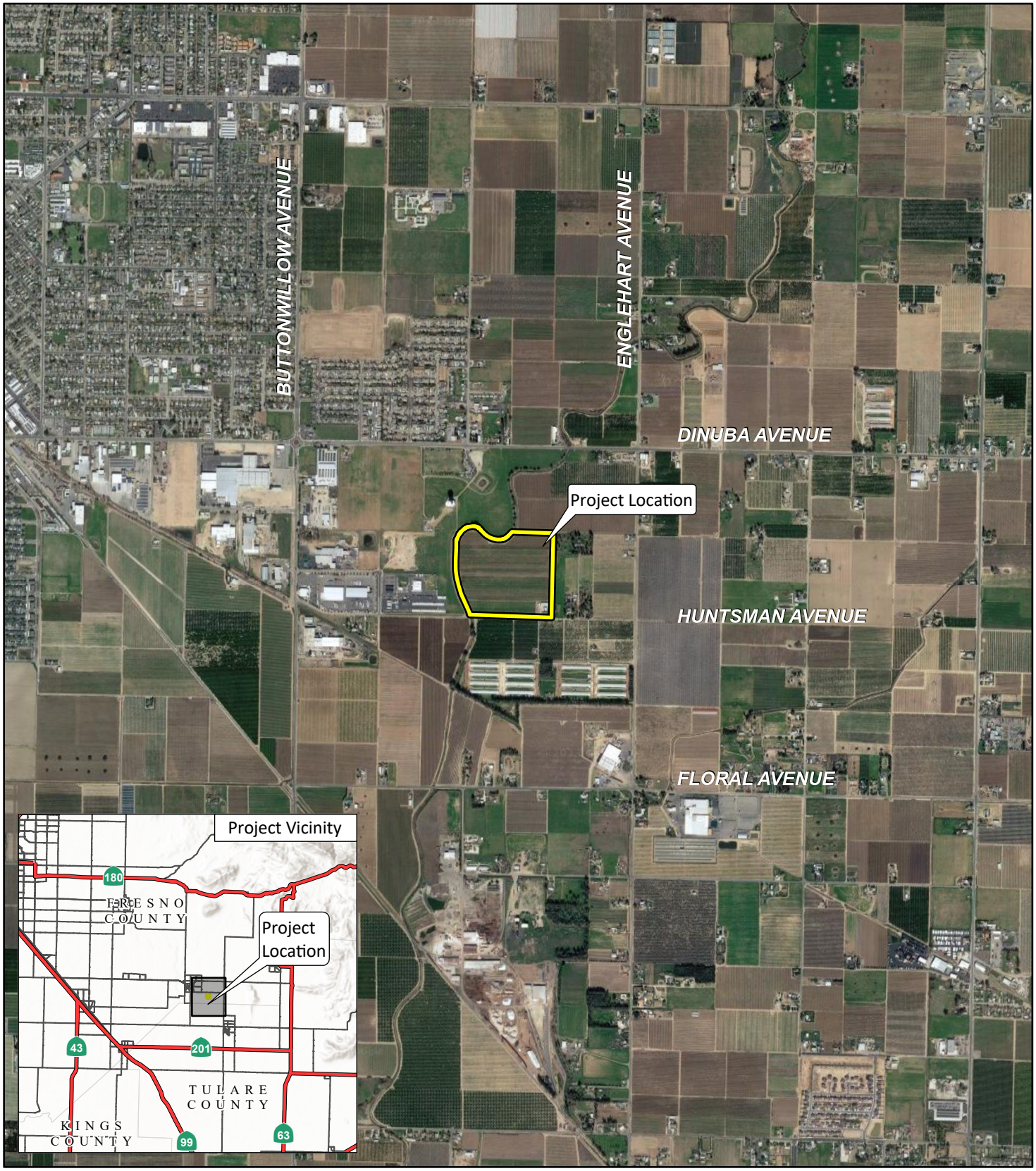
Huntsman Avenue

7. Between Buttonwillow Avenue and the project site (City of Reedley/Fresno County); and
8. Between project site and Englehart Avenue (Fresno County).

For each roadway segment, the highest volume on any part of the segment has been considered as the analysis volume for the entire segment as a conservative approach.

1.3 LIST OF CHAPTER 1.0 FIGURES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Conceptual Site Plan
- Figure 1-3: Study Area Intersections



LSA

LEGEND

Project Location

FIGURE 1-1

N

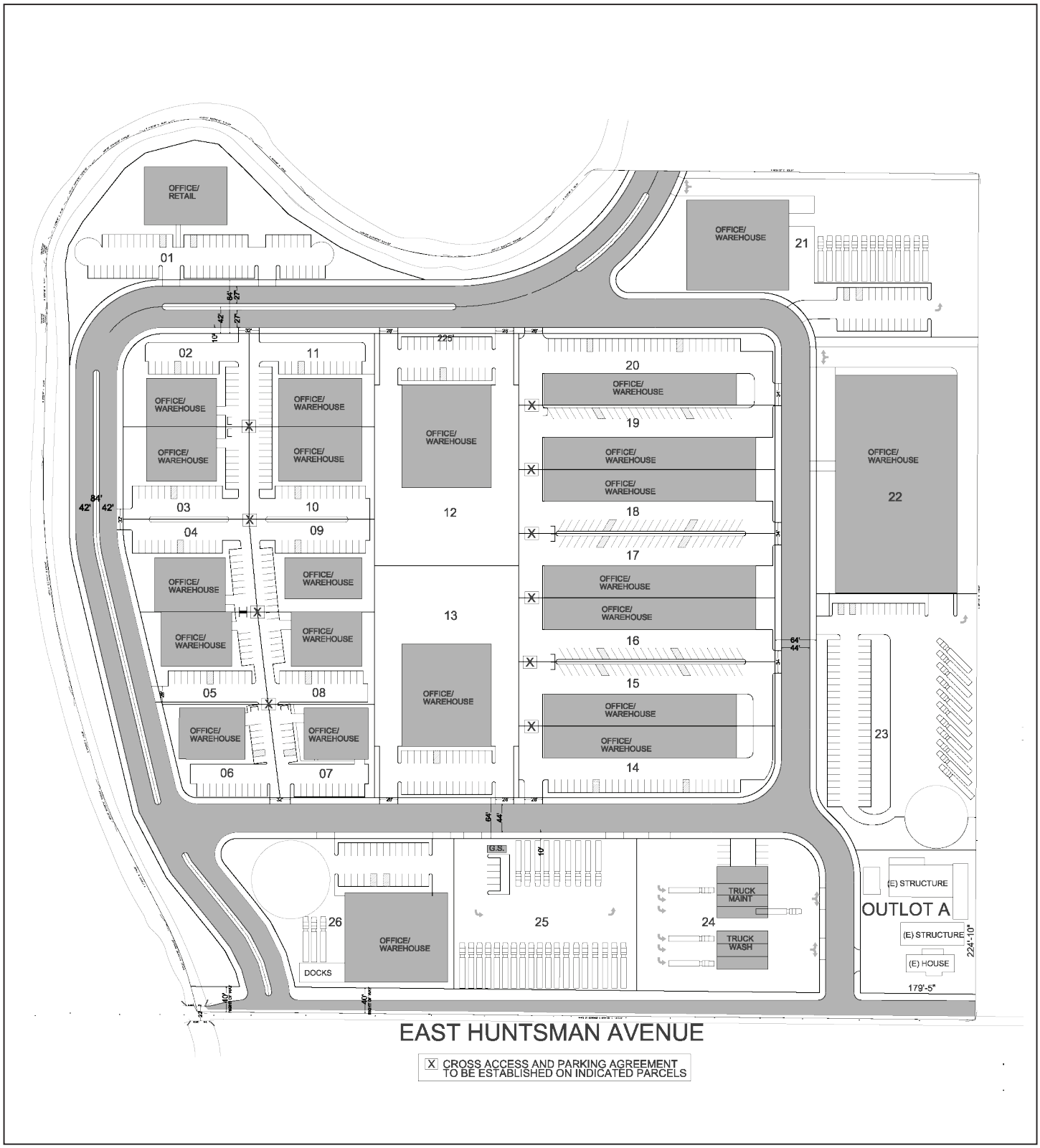
0 1000 2000
FEET

SOURCE: Google Earth, 2022.

East Huntsman Industrial Park Project
Traffic Impact Study

Regional and Project Location

P:\20231045.02 Huntsman\PRODUCTS\Traffic\GIS and Graphics\Report\Huntsman.aprx (12/19/2023)



LSA

FIGURE 1-2

N

0 40 80 160

FEET

SOURCE: Excel Engineering, Inc., July, 2023.

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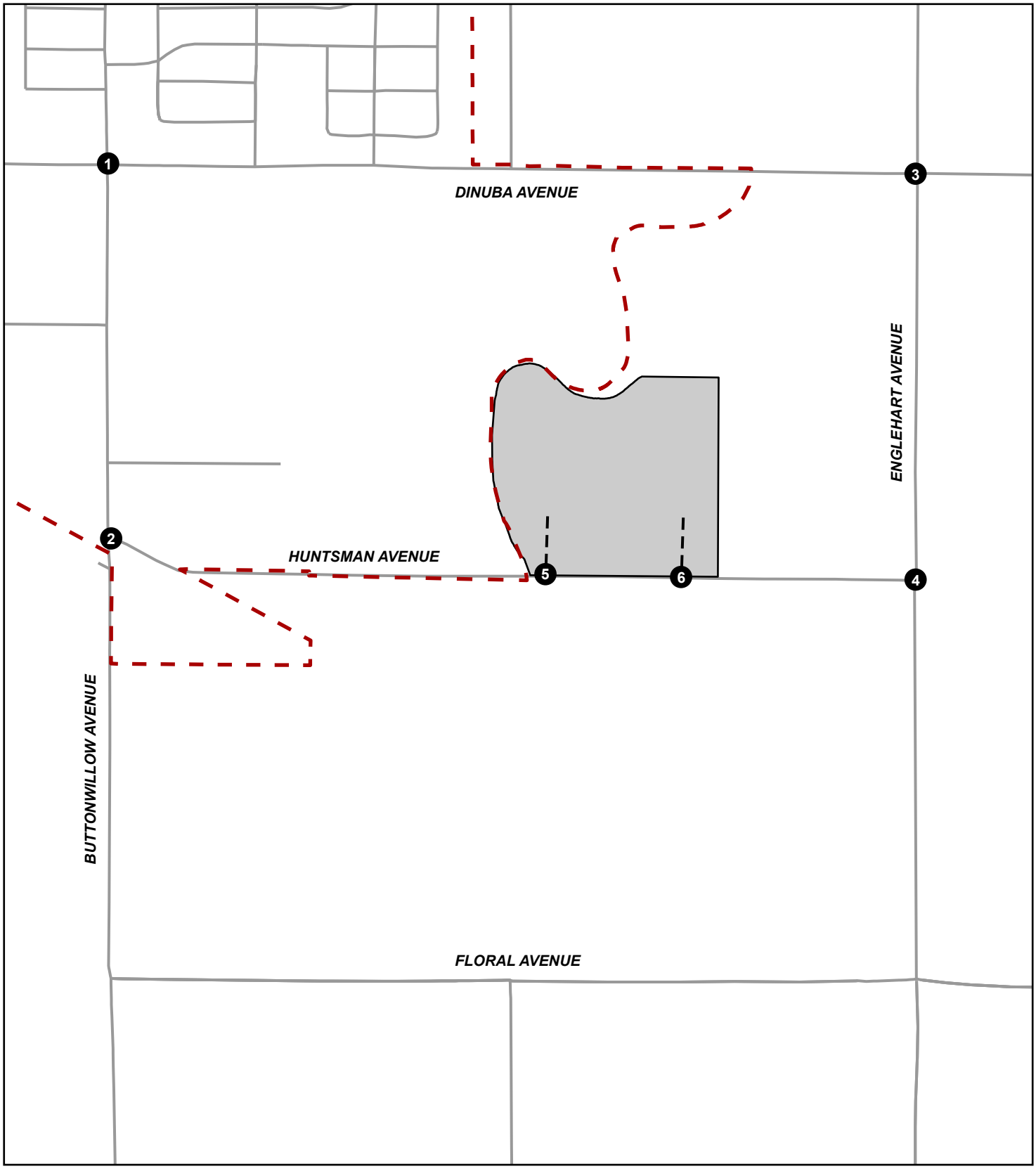
East Huntsman Industrial Park
Traffic Impact Study

Conceptual Site Plan



LSA

LEGEND

- Study Intersections
- Project Driveway
- Project Location
- Reedley City Limits

N

0 500 1000
FEET

Google Earth, 2022

FIGURE 1-3

East Huntsman Industrial Park Project
Traffic Impact Study

Study Area Intersections

P:\20231045.02 Huntsman\PRODUCTS\Traffic\PDF\Figures\fig_2-3_study_intersections.pdf (12/11/2023)

2.0 ANALYSIS METHODOLOGY

2.1 LEVEL OF SERVICE DEFINITIONS

LOS can be characterized for the whole intersection, each intersection approach, and by each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control and is a surrogate measure of driver discomfort and fuel consumption.

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 2-A. A description of LOS for roadway segments is summarized in Table 2-B.

Table 2-C shows the LOS criteria for unsignalized and signalized intersections. For all study area intersections, the *Highway Capacity Manual 7th Edition* (HCM 7) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using the Synchro 12 software, which uses the HCM 7 methodologies, and SIDRA software for roundabouts.

The TIS Guidelines recommend using Florida LOS tables for roadway segment analysis. Table 2-D summarizes the LOS criteria used to evaluate roadway segments based on the Florida LOS Tables for Rural Town, which was adapted from *Motor Vehicle Arterial Generalized Service Volume Tables of the Multimodal Quality/Level of Service Handbook* by Florida Department of Transportation (FDOT), dated January 2023. The directional peak-hour traffic volumes at roadway segments represent the total vehicles (along one direction) traveling on the segment during the a.m. and p.m. peak hour.

2.2 LEVEL OF SERVICE PROCEDURES AND STANDARDS

Study intersections and roadway segments analyzed in this report are under the jurisdiction of City of Reedley and Fresno County.

As per the Circulation Element of the City of Reedley General Plan (2030), the City's goal is to maintain LOS C or better. As per the County of Fresno *Draft Guidelines for the Preparation of Traffic Impact Studies within the County of Fresno*, dated May 2018, LOS D is considered as the level of service standard for all intersections and roadway segments under all analysis scenarios within the sphere of influence of the Cities of Fresno and Clovis. The level of service standard on all other roadways in the County is LOS C. None of the study intersections and roadway segments are located within the spheres of influence of the Cities of Fresno and Clovis. Therefore, for the study area, LOS C have been considered as the applicable LOS standard. The County considers the following operational deficiency criteria for study intersections and roadway segments:

- **Signalized Intersections**
  a) If the project causes an intersection that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR

b) If the project causes the average delay to increase by more than 5.0 seconds at a signalized intersection that is operating at an unacceptable LOS. It is to be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g., from LOS D to LOS E in County areas) is not considered a deficiency unless the corresponding delay increase is greater than 5.0 seconds.

- **Unsignalized Intersections**

a) If the project causes a movement or approach that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR

b) If the project causes the average delay to increase by more than 5.0 seconds on a movement or approach that is operating at an unacceptable LOS. It is to be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g., from LOS D to LOS E in County areas) is not considered a deficiency unless the corresponding delay increase is greater than 5.0 seconds.

- **Roadway Segments**

a) If the project causes a roadway that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR

b) If the project causes the V/C ratio (on a unidirectional peak hour basis) to increase by more than 0.05 on a roadway that is already operating at an unacceptable LOS. It is to be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g., from LOS D to LOS E in County areas) is not considered a deficiency unless the corresponding V/C ratio increase is greater than 0.05.

2.3 LIST OF CHAPTER 2.0 TABLES

- Table 2-A: Intersection Level of Service Definitions
- Table 2-B: Roadway Segment Level of Service Definitions
- Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections
- Table 2-D: Roadway Segment Capacity and Levels of Service

Table 2-A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual* (7th Edition)

Table 2-B: Roadway Segment Level of Service Definitions

LOS	Description
A	Describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control Delay at the boundary intersection is minimal. The travel speed exceeds 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
B	Describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the boundary is not significant. The travel speed is between 67% and 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
C	Describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
D	Indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
E	Characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.

Table 2-B: Roadway Segment Level of Service Definitions

F	Characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is between 30% or less of the base free-flow speed, and the volume-to-capacity ratio is greater than 1.0.

Source: *Highway Capacity Manual* (7th Edition)

Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: *Highway Capacity Manual* (7th Edition)

Table 2-D: Roadway Segment Capacity and Levels of Service

Motor Vehicle Arterial Generalized Service Volume Tables - C2T-Rural Town					
		Level of Service			
Lanes	Median	B	C	D	E
1	Undivided	*	720	940	**
2	Divided	*	1,140	1,640	**
3	Divided	*	2,120	2,510	**

Source: State of Florida *2023 Multimodal Quality/Level of Service Handbook, January 2023*.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

3.0 CIRCULATION NETWORK SETTING

3.1 EXISTING CIRCULATION NETWORK

The project study area includes the following major roadways as classified based on the roadway classification provided in the Circulation Element of the City of Reedley General Plan (2030). Figure 3-1 summarizes the classifications of major roadways in the region. Following is a brief description of these roadways:

- **Buttonwillow Avenue:** Within the study area, Buttonwillow Avenue is designated as a Major Arterial Road in the City of Reedley General Plan. Buttonwillow Avenue is a two-lane, undivided roadway within the study area. This segment has a dedicated bike lane and provision for designated on-street parking along one direction in certain parts.
- **Englehart Avenue:** Within the study area, Englehart Avenue is designated as a Future Arterial Road in the City of Reedley General Plan. Englehart Avenue is a two-lane, undivided roadway within the study area. There are no bike facilities or provision for designated on-street parking along either direction of this segment.
- **Dinuba Avenue:** Within the study area, Dinuba Avenue is designated as an Arterial Road in the City of Reedley General Plan. Dinuba Avenue is a two-lane, undivided roadway for majority of the portion but has additional left and right turn lanes in certain portions within the study area. There are no bike facilities but provision for designated on-street parking along either direction is provided on in certain parts of this segment.
- **Huntsman Avenue:** Within the study area, Huntsman Avenue is designated as a Collector Road in the City of Reedley General Plan. Huntsman Avenue is a two-lane, undivided roadway within the study area. There are no bike facilities or provision for designated on-street parking along either direction of this segment.
- **Floral Avenue:** Within the study area, Floral Avenue is designated as a Future Arterial Road in the City of Reedley General Plan. Floral Avenue is a two-lane, undivided roadway within the study area. There are no bike facilities or provision for designated on-street parking along either direction of this segment.

Figure 3-2 illustrates the study intersection geometrics and traffic control under ‘plus project’ scenarios.

3.2 BICYCLE, PEDESTRIAN, AND TRANSIT FACILITIES

3.2.1 Bicycle Network

The Reedley Bicycle Transportation Plan is a separate plan adopted consistent with the Reedley General Plan Circulation Element. The plan consists of text and maps that show both existing bikeways and future bikeways. The plan is an expression of the City’s intent to properly assess the needs of cyclists and to develop a bikeway system that can best satisfy the needs of cyclists in an efficient and effective manner, both in terms of safety and financial costs.

According to the Plan, the bikeway network within the City is has three classifications: bike paths, bike lanes, and bike routes, based on the degree of exclusivity with which the facility is preserved for bicycle. The two main purposes of bikeways are to guide bicyclists to their destinations and to provide some measure of protection or safety. The types of bikeways included in a bikeway system will determine the measure of safety. Bike Path is a Class 1 facility which is a special pathway facility for the exclusive use of bicycles which is separated from motor vehicle facilities by space or a physical barrier. Bike Lane is a Class 2 facility which is a lane on a paved area of road for preferential bicycle use. It is usually located along the right edge of a paved road area or between the parking lane and the first motor vehicle lane. Bike Route is a recommended route for bicycle travel along an existing right-of-way which is signed but not striped, shared with other motor vehicles.

Figures 3-3 illustrates the bike route networks in the region.

3.2.2 Pedestrian Network

Under existing conditions, the project site has extremely limited pedestrian access, as there are no sidewalks in the vicinity.

3.2.3 Transit Network

Fresno County Rural Transit Agency (FCRTA) is the Transportation Service Agency within the County and is responsible for coordinating transit services within its service area. FCRTA operated Orange Cove Transit runs from Orange Cove to Fresno through the City twice a day each way on the weekdays. Also, Dinuba Area Regional Transit (DART) operates a bus that runs from Reedley College, Adventist Medical Center Hospital and Palm Village to the Dinuba Transit Center. The service operates five times a day during the school year and seven times a day in the summer. Additionally, the City of Reedley's Community Services Department runs an advance reservation van, and on-call door-to-door van service. However, there are currently no transit routes present within the study area.

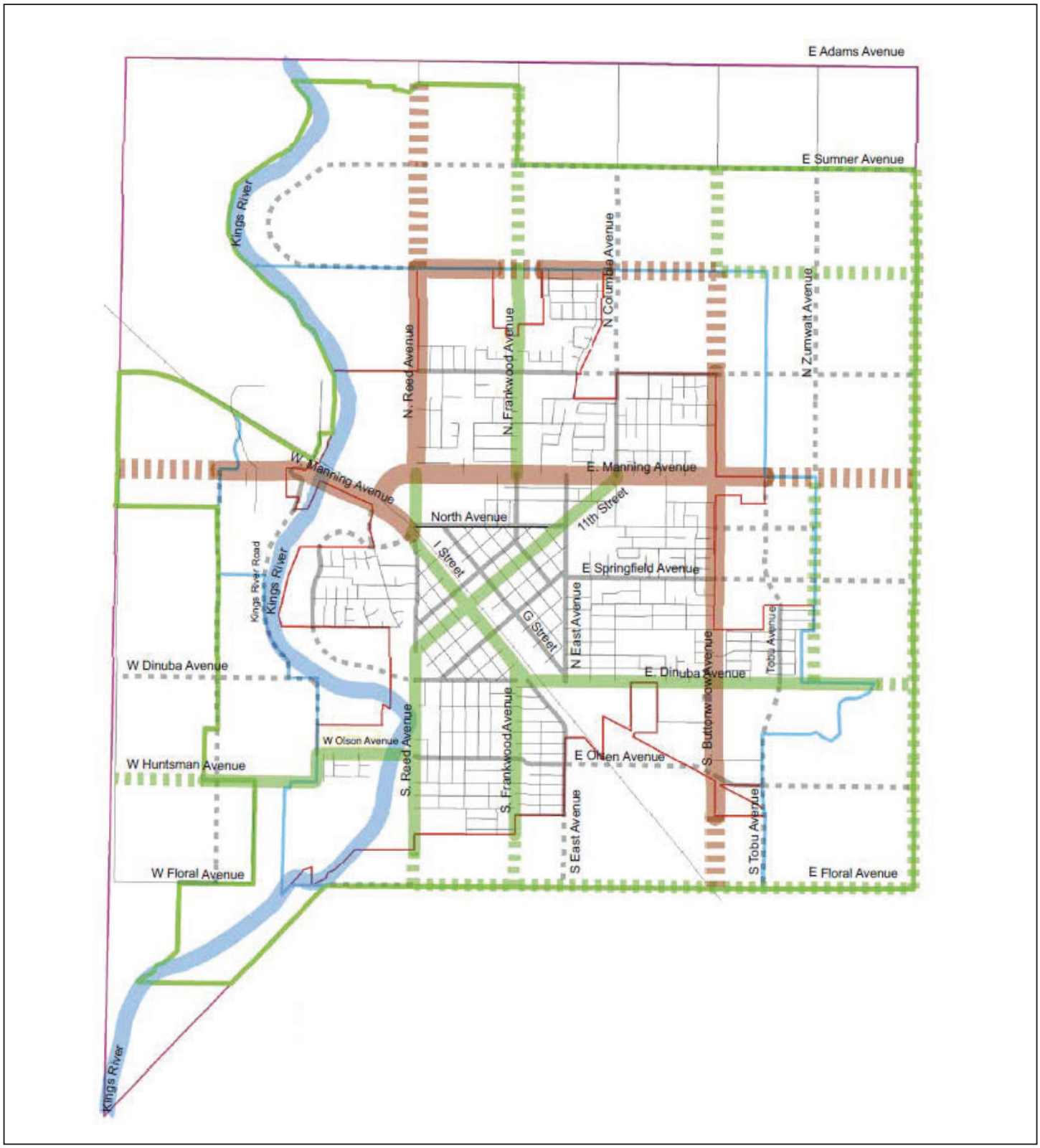
3.2.4 Truck Routes

The Reedley City Code authorizes the establishment of truck routes and provides that no truck is permitted to travel on a street which is not designated as a truck route unless it is for the purpose of picking up or delivering supplies within the City limits. Within the study area, Buttonwillow Avenue, Dinuba Avenue and Floral Avenues are designated truck routes.

Figures 3-4 illustrates the truck route networks in the region.

3.3 LIST OF CHAPTER 3.0 FIGURES

- Figure 3-1: City of Reedley Roadway Classification
- Figure 3-2: Study Intersection Geometrics and Traffic Control under 'Plus Project' Scenarios
- Figure 3-3: City of Reedley Bike Routes
- Figure 3-4: City of Reedley Truck Routes



LSA

FIGURE 3-1

LEGEND

- Major Arterial
- Arterial
- Collector
- Local Street
- Private Street
- Future Arterial
- Future Collector
- Railroad Tracks
- Kings River
- Proposed Sphere of Influence
- Study Area
- Sphere of Influence
- City Limits

N

0 1600 3200
FEET

East Huntsman Industrial Park
Traffic Impact Study

City of Reedley Roadway Classification

SOURCE: City of Reedley General Plan 2030, February 2014

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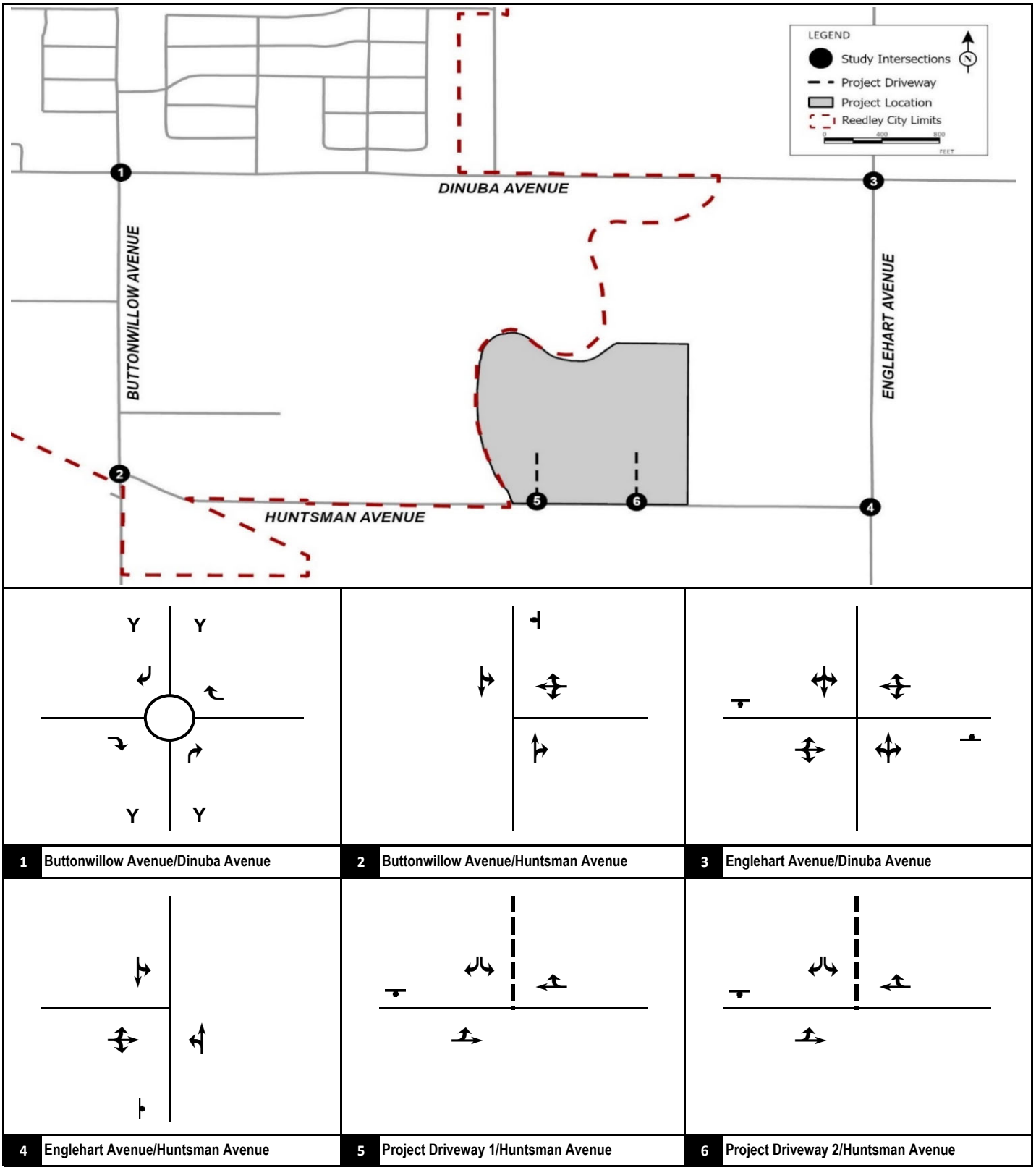

LSA

FIGURE 3-2

Legend

Stop Sign

Project Driveway

Roundabout

Y Yield

East Huntsman Industrial Park Project

Traffic Impact Study

Study Intersection Geometrics and Traffic Control under 'Plus Project' Scenario

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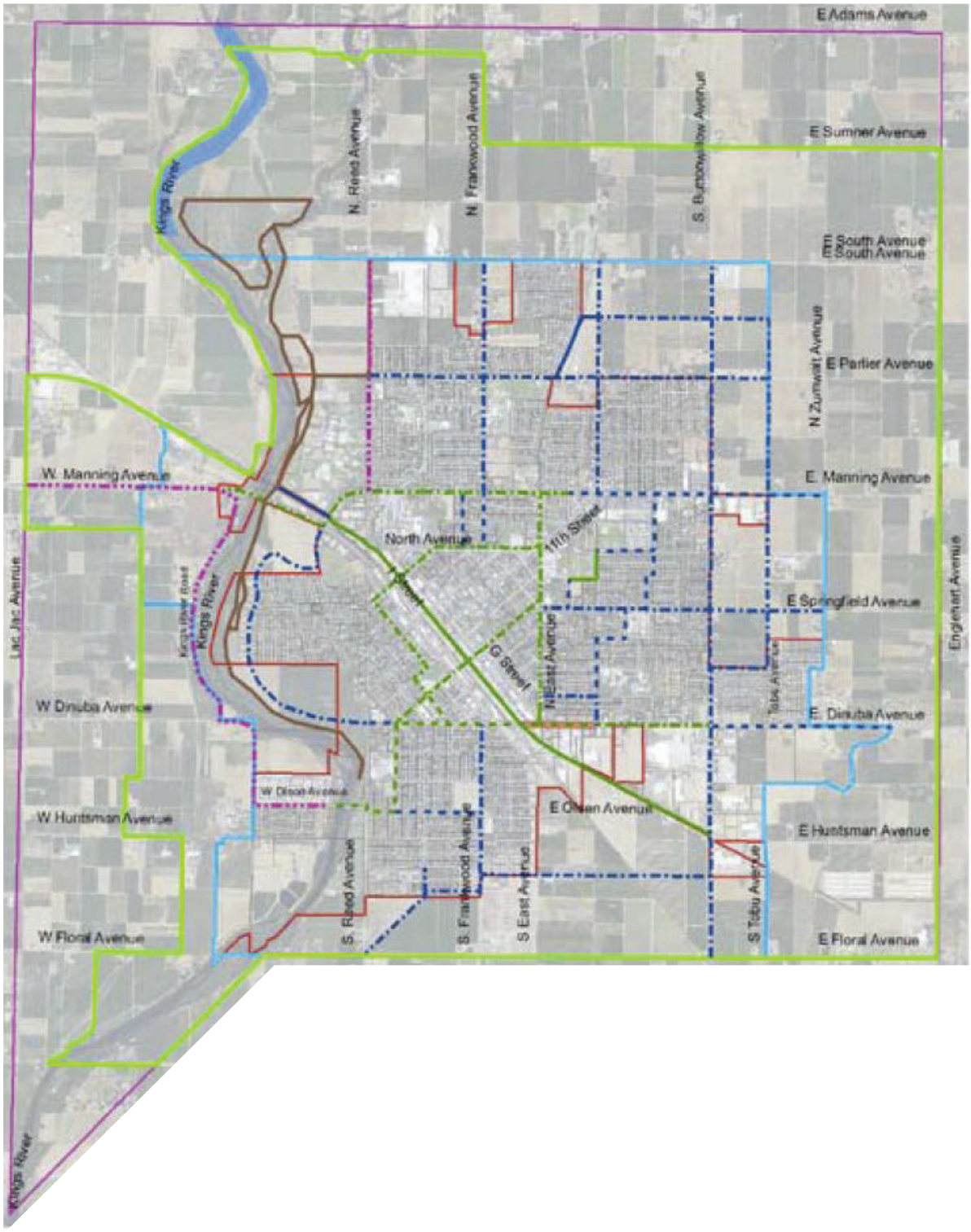

LSA

FIGURE 3-3

LEGEND

- Current Bikeways Class 1
- Current Bikeways Class 2
- Current Bikeways Class 3
- Planned Bikeways Class 1
- Planned Bikeways Class 2
- Planned Bikeways Class 3
- Priority Project Bikeways
- Dirt and other Trails
- Regional Bikeways
- Proposed Sphere of Influence
- Study Area
- Sphere of Influence
- City Limits

N

0 1600 3200
FEET

East Huntsman Industrial Park
Traffic Impact Study

City of Reedley Bike Routes

SOURCE: City of Reedley General Plan 2030, February 2014

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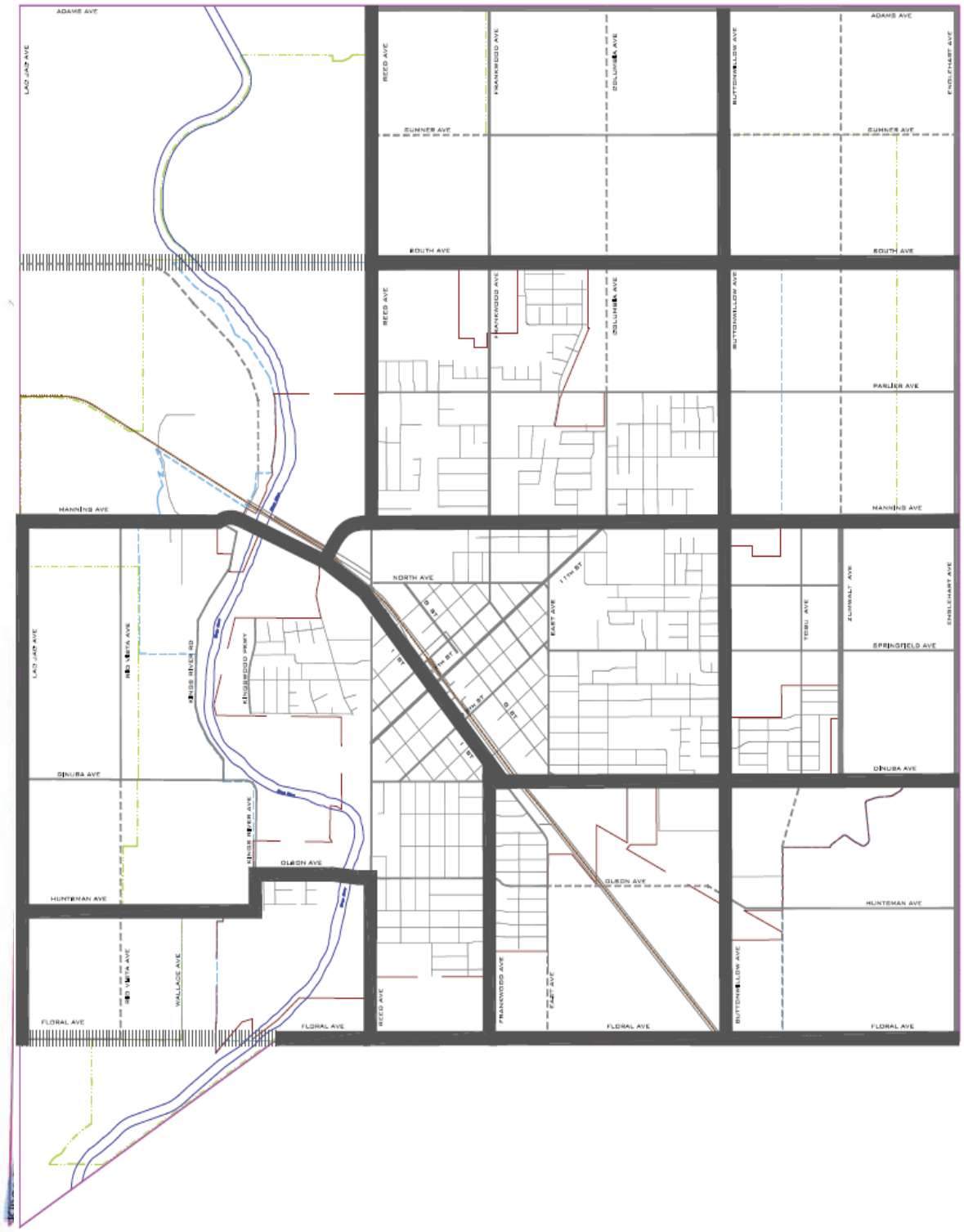

LSA

FIGURE 3-4

LEGEND

- Truck Route
- Future/Planned Route (Includes New River Crossing)
- Railroad Tracks
- Proposed Sphere of Influence
- Study Area
- Sphere of Influence
- City Limits

N

0 2000 4000
FEET

East Huntsman Industrial Park Project
Traffic Impact Study

City of Reedley Truck Routes

SOURCE: City of Reedley General Plan 2030, February 2014

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4.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

4.1 EXISTING TRAFFIC VOLUMES

Traffic volumes for existing conditions were developed using recent peak-hour count data collected by Counts Unlimited at the study intersections. As per the TIS Guidelines, the a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

Vehicle classification counts were collected for the peak periods within the study area. Truck traffic volumes at the study intersections were converted to PCEs using the appropriate PCE conversion factors. The concept of PCE accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. HCM recommends applying a PCE factor of 2.0 to convert truck trips to equivalent passenger car trips. However, as a conservative approach, all truck trips were converted to PCE using a 2.0 PCE factor for 2-axle and 3-axle trucks, and 3.0 for 4- and more axle trucks.

For the study segments, traffic volumes were developed by combining approach and departure volumes from the corresponding movements of adjacent intersections.

Figure 4-1 illustrates the peak hour traffic volumes at the study intersection under existing conditions. Table 4-A shows peak hour traffic volumes at roadway segments under existing conditions. Detailed count sheets are included in Appendix B.

4.2 NEAR-TERM WITHOUT PROJECT TRAFFIC VOLUMES

Traffic volumes under near-term without project conditions were developed by adding trips from approved and pending projects in the vicinity of the project. Information related to cumulative projects were obtained from the City of Reedley staff, and from the City of Reedley and Fresno County websites for recent entitlements. Figure 4-2 illustrates the cumulative project locations.

Trip generation for cumulative projects was either obtained from the respective traffic studies prepared for the projects or developed using rates from *the ITE Trip Generation Manual (11th Edition)*. Table 4-B lists the cumulative projects included in this analysis and shows the cumulative projects are estimated to generate 689 net trips in the a.m. peak hour, 602 net trips in the p.m. peak hour, and 6,982 net daily trips. Cumulative project trips were assigned to the roadway network based on their locations in relation to surrounding land uses and regional arterials. Figure 4-3 illustrates the peak hour cumulative project trip assignment at study intersections.

Figure 4-4 illustrates the peak hour traffic volumes at study intersections under near-term conditions. Table 4-C shows the peak hour traffic volumes at roadway segments under near-term conditions.

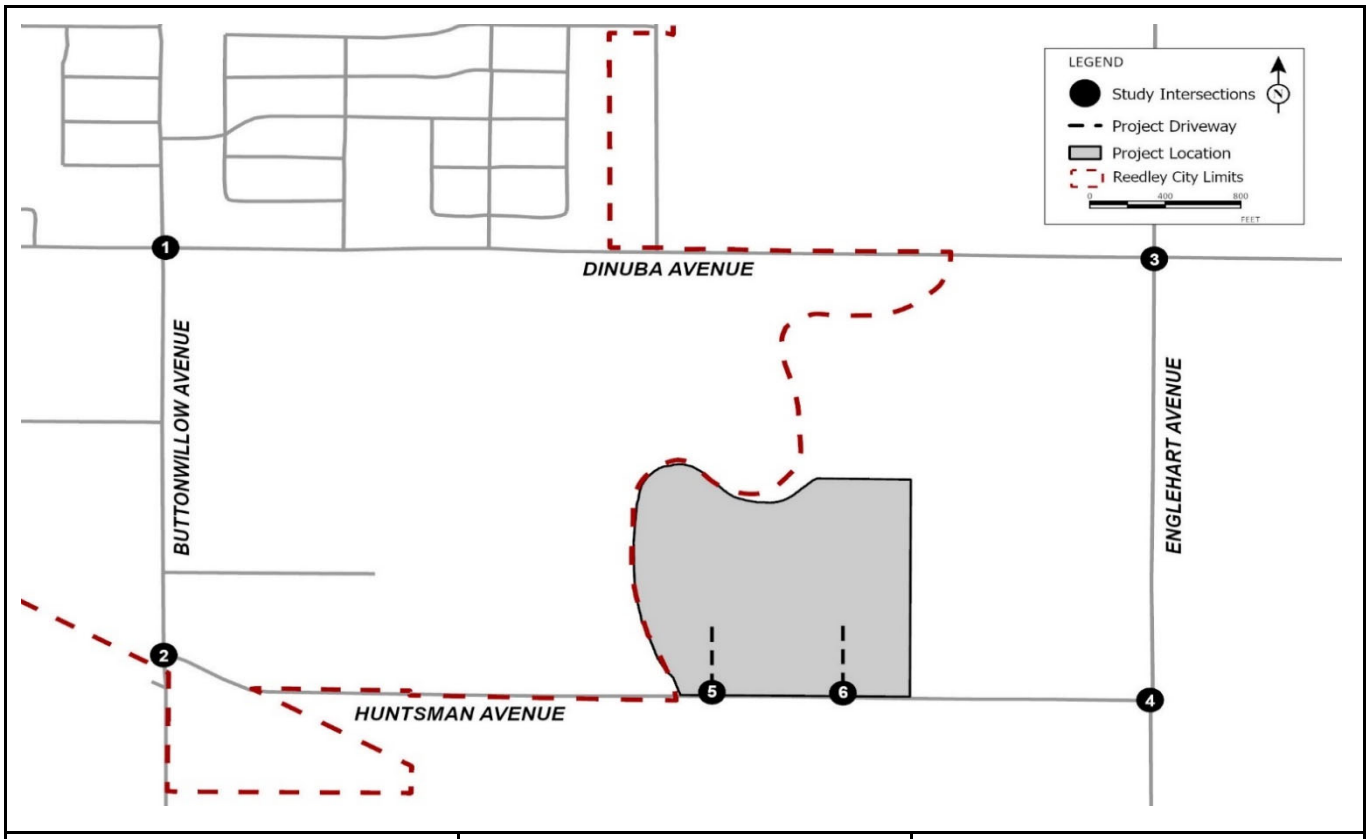
4.3 CUMULATIVE YEAR WITHOUT PROJECT TRAFFIC VOLUMES

Traffic volumes for cumulative year conditions were developed using the Fresno COG's Activity-Based Model (ABM). The methodology used to develop cumulative year traffic volumes at all study intersections is consistent with the National Cooperative Highway Research Program (NCHRP) and Fresno COG's procedures for post-processing of modeled traffic volumes. Figure 4-5 illustrates the peak hour traffic volumes at study intersections under cumulative year without project conditions. Table 4-D shows the peak hour traffic volumes at roadway segments under cumulative year conditions.

Detailed volume development worksheets are included in Appendix C.

4.4 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Existing Peak Hour Traffic Volumes
- Figure 4-2: Cumulative Project Locations
- Figure 4-3: Cumulative Projects Trip Assignment
- Figure 4-4: Near-Term without Project Peak Hour Traffic Volumes
- Figure 4-5: Cumulative without Project Peak Hour Traffic Volumes
- Table 4-A: Existing Roadway Segment Peak Hour Traffic Volumes
- Table 4-B: Cumulative Projects Trip Generation
- Table 4-C: Near-Term Roadway Segment Peak Hour Traffic Volumes
- Table 4-D: Cumulative Roadway Segment Peak Hour Traffic Volumes



138 / 119	178 / 187	55 / 101	84 / 82	406 / 218	65 / 58	78 / 131	273 / 316	128 / 207	154 / 106	153 / 217	46 / 50

1 Buttonwillow Avenue/Dinuba Avenue

299 / 411	24 / 11	10 / 5	3 / 2	327 / 372	4 / 3

2 Buttonwillow Avenue/Huntsman Avenue

28 / 19	38 / 73	4 / 9	2 / 5	291 / 233	22 / 12	16 / 16	228 / 311	36 / 49	44 / 51	59 / 48	12 / 8

3 Englehart Avenue/Dinuba Avenue

12 / 4	84 / 128	5 / 5	1 / 11	8 / 7	109 / 108

4 Englehart Avenue/Huntsman Avenue

Future Intersection

5 Project Driveway 1/Huntsman Avenue

Future Intersection

6 Project Driveway 2/Huntsman Avenue

FIGURE 4-1

LSA

XXX / YYY
AM / PM Peak Hour Trips

East Huntsman Industrial Park Project
Traffic Impact Study

Existing Peak Hour Traffic Volumes

LSA

LEGEND

Project Location

Cumulative Project Locations

FIGURE 4-2

N

0 1000 2000

FEET

SOURCE: Google Earth, 2022.

East Huntsman Industrial Park Project
Traffic Impact Study

Cumulative Project Locations

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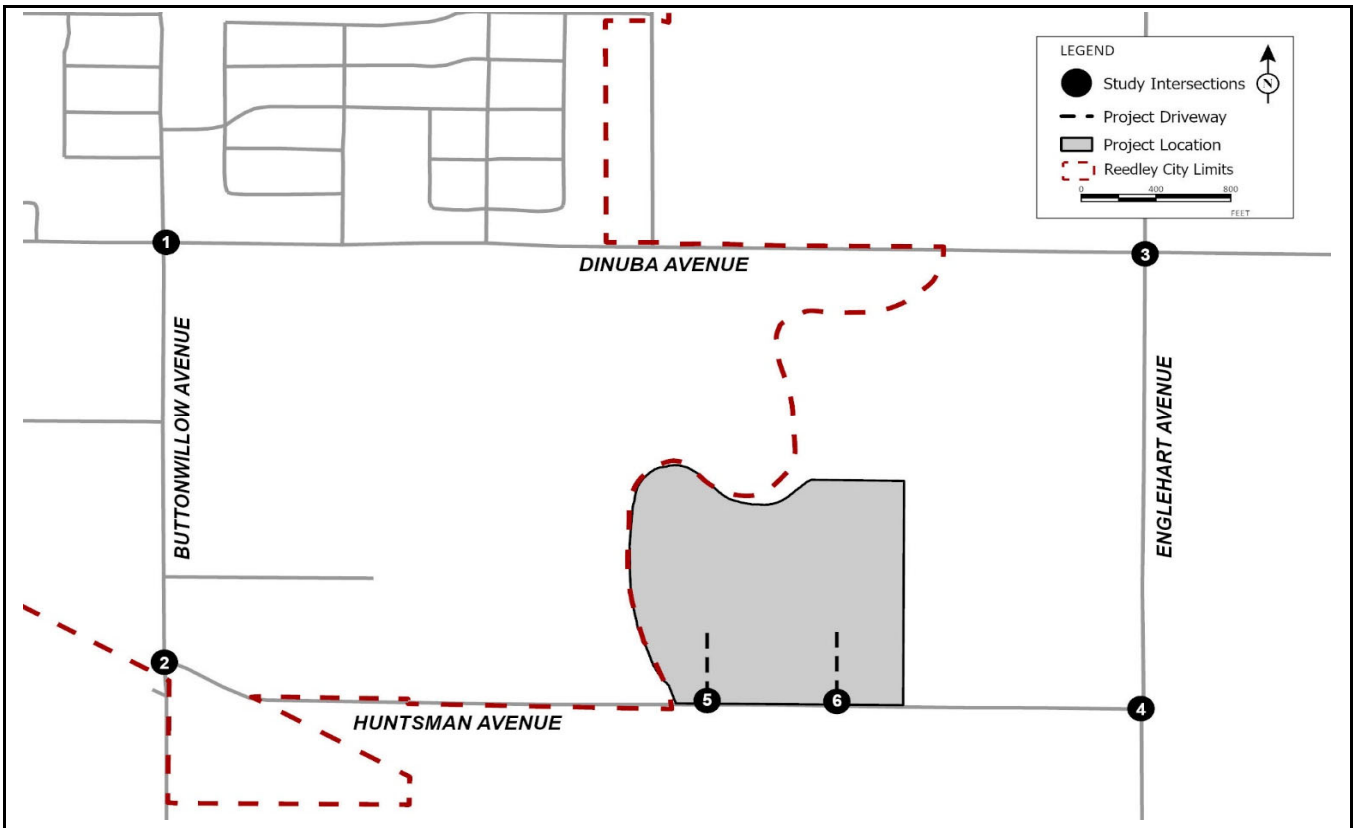
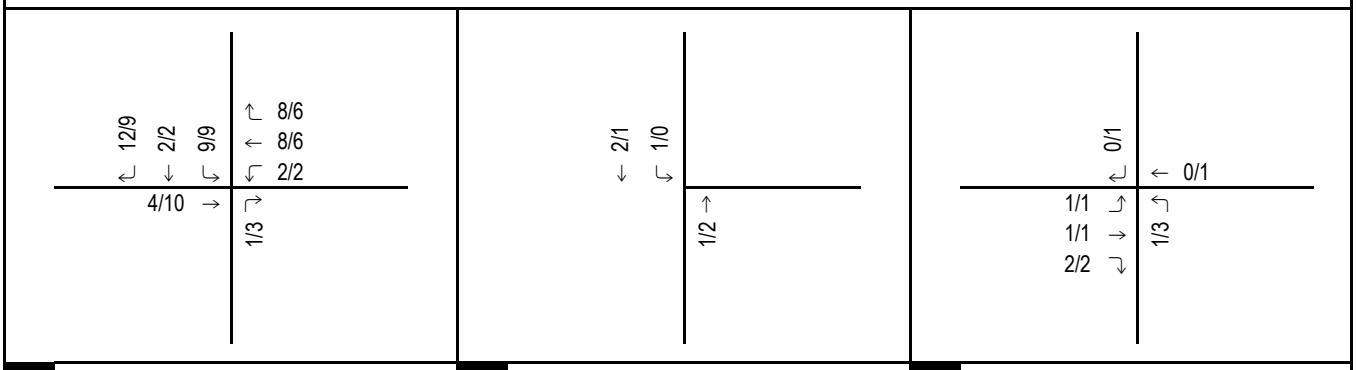
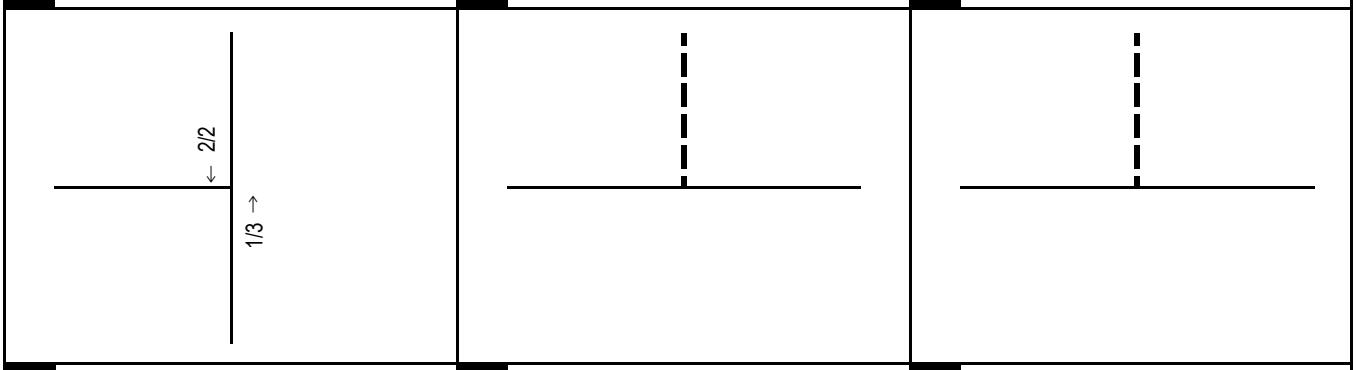




1	Buttonwillow Avenue/Dinuba Avenue	2	Buttonwillow Avenue/Huntsman Avenue	3	Englehart Avenue/Dinuba Avenue



4	Englehart Avenue/Huntsman Avenue	5	Project Driveway 1/Huntsman Avenue	6	Project Driveway 2/Huntsman Avenue

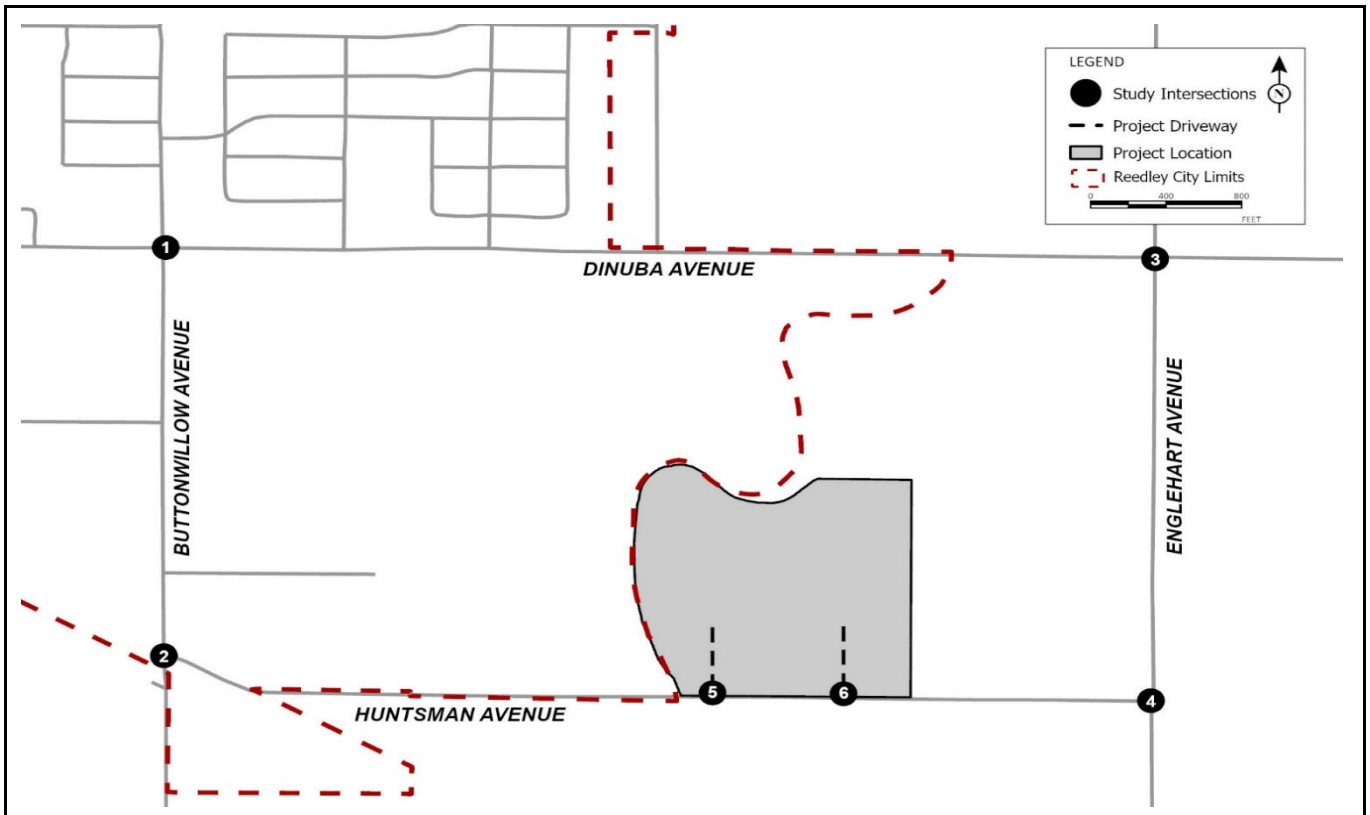
FIGURE 4-3

LSA

XX/YY
AM/PM Peak Hour Trips (In PCE)

East Huntsman Industrial Park Project
Traffic Impact Study

Cumulative Projects Trip Assignment



1 Buttonwillow Avenue/Dinuba Avenue

150 / 128 ↲	180 / 189 ↓	64 / 110 ↳
78 / 131 ↱	277 / 326 →	128 / 207 ↴
154 / 106 ↰	153 / 217 ↑	47 / 53 ↱
92 / 88 ↱	414 / 224 ←	67 / 60 ↰

2 Buttonwillow Avenue/Huntsman Avenue

301 / 412 ←	25 / 11 ↳	
328 / 374 ↑	4 / 3 ↱	
10 / 5 ↱	3 / 2 ↰	

3 Englehart Avenue/Dinuba Avenue

28 / 20 ↲	38 / 73 ↓	4 / 9 ↳
17 / 17 ↱	229 / 312 →	38 / 51 ↴
45 / 54 ↰	59 / 48 ↑	12 / 8 ↱
2 / 5 ↱	291 / 234 ←	22 / 12 ↰

4 Englehart Avenue/Huntsman Avenue

12 / 4 ↲	86 / 130 ↓	
5 / 5 ↳	1 / 11 ↴	
8 / 7 ↰	110 / 111 ↑	

5 Project Driveway 1/Huntsman Avenue

Future Intersection

6 Project Driveway 2/Huntsman Avenue

Future Intersection

FIGURE 4-4

LSA

XXX / YYY
AM / PM Peak Hour Trips

East Huntsman Industrial Park Project
Traffic Impact Study

Near-Term without Project Peak Hour Traffic Volumes

LSA

Table 4-A: Existing Roadway Segment Peak Hour Traffic Volumes

Roadway	#	Segment	Jurisdiction	Direction	A.M. Peak Hour			P.M. Peak Hour		
					Existing Traffic Volumes	Project Trips	Existing Plus Project Traffic Volumes	Existing Traffic Volumes	Project Trips	Existing Plus Project Traffic Volumes
Buttonwillow Avenue	1	between Dinuba Avenue and Huntsman Avenue	City of Reedley	Northbound	353	10	363	377	38	415
				Southbound	371	39	410	452	13	465
	2	between Huntsman Avenue and Reedley City Limit	City of Reedley	Northbound	331	16	347	375	6	381
				Southbound	302	5	307	413	16	429
	3	between Reedley City limits and Floral Avenue	Fresno County	Northbound	335	16	351	373	6	379
				Southbound	300	5	305	374	16	390
Englehart Avenue	4	between Dinuba Avenue and Huntsman Avenue	Fresno County	Northbound	115	4	119	113	12	125
				Southbound	96	14	110	134	4	138
	5	between Huntsmen Avenue and Floral Avenue	Fresno County	Northbound	119	12	131	115	4	119
				Southbound	85	3	88	141	12	153
Dinuba Avenue	6	between Buttonwillow Avenue and Englehart Avenue	City of Reedley	Eastbound	374	0	374	467	0	467
				Westbound	555	0	555	358	0	358
Huntsman Avenue	7	between Buttonwillow Avenue and the project site	City of Reedley/Fresno County	Eastbound	34	55	89	14	19	33
				Westbound	13	15	28	7	54	61
	8	between the project site and Englehart Avenue	Fresno County	Eastbound	11	44	55	19	24	43
				Westbound	20	24	44	17	43	60

LSA

Table 4-B - Cumulative Projects Trip Generation

Project	Units		A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
1 . Reedley I Affordable Housing Project									
Residential Units	80	DU							
Trips/Unit[1]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			8	24	32	26	15	41	539
Office/Retail Space	1.00	TSF							
Trips/Unit[2]			1.42	0.94	2.36	3.30	3.30	6.59	54.45
Trip Generation			1	1	2	3	3	6	54
Pass-by Trips[3]			0	0	0	(1)	(1)	(2)	(22)
Net Trip Generation			1	1	2	2	2	4	32
Total Net Trips			9	25	34	28	17	45	571
2 . Denny's	5.20	TSF							
Trips/Unit[4]			5.26	4.31	9.57	5.52	3.53	9.05	107.20
Trip Generation			27	22	49	29	18	47	557
Pass-by Trips[5]			0	0	0	(12)	(8)	(20)	(240)
Total Net Trips			27	22	49	17	10	27	317
3 . La Villita Apartment Project	8	DU							
Trips/Unit[1]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			1	2	3	3	2	5	54
4 . Restaurant	6.00	TSF							
Trips/Unit[4]			5.26	4.31	9.57	5.52	3.53	9.05	107.20
Trip Generation			32	26	58	33	21	54	643
Pass-by Trips[5]			0	0	0	(14)	(9)	(23)	(276)
Net Trip Generation			32	26	58	19	12	31	367
5 . Starbucks Drive-thru	2.20	TSF							
Trips/Unit[6]			43.80	42.08	85.88	19.50	19.50	38.99	533.57
Trip Generation			97	93	190	43	43	86	1,176
Pass-by Trips[7]			(49)	(47)	(95)	(24)	(24)	(48)	(617)
Net Trip Generation			48	46	95	19	19	38	559
6 . CCH Affordable Senior Housing Mixed Use Project									
Residential Units	72	DU							
Trips/Unit[8]			0.07	0.13	0.20	0.14	0.11	0.25	3.24
Trip Generation			5	10	15	10	8	18	233
Office	1.00	TSF							
Trips/Unit[9]			1.37	0.30	1.67	0.73	1.43	2.16	14.39
Trip Generation			1	0	1	1	1	2	14
7 . Kings Canyon Unified School District – Student Support Center	5.56	TSF							
Trips/Unit[10]			1.79	0.57	2.36	0.35	1.69	2.04	14.37
Trip Generation			10	3	13	2	9	11	80
8 . Car Wash Facility	1	Tunnel							
Trips/Unit[11]			19.38	19.37	38.75	38.75	38.75	77.50	775.00
Net Trip Generation			19	19	38	39	39	78	775
9 . Kings View Residential Project	12	DU							
Trips/Unit[1]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			1	4	5	4	2	6	81

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Table 4-B - Cumulative Projects Trip Generation

Project	Units		A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
10 . Residences at the Edge PUD Project	80	DU							
Trips/Unit[1]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			8	24	32	26	15	41	539
11 . Frankwood Commons Commercial Village[12]									
Clinic	11.00	TSF	25	6	31	12	29	41	414
Trip Generation									
Gas Station/Convenience store - GFA (4-5.5k)									
Trip Generation	12	VP	163	162	325	137	137	274	3,086
Net Trip Generation			188	168	356	149	166	315	3,500
Internal Capture			(5)	(5)	(10)	(7)	(7)	(14)	(108)
Total Trip Generation			183	163	346	142	159	301	3,392
Total Gross Trip Generation			**398**	**396**	**794**	**368**	**342**	**710**	**8,245**
Total Pass-By Trips			**(49)**	**(47)**	**(95)**	**(52)**	**(42)**	**(94)**	**(1,155)**
Total Internal Capture			**(5)**	**(5)**	**(10)**	**(7)**	**(7)**	**(14)**	**(108)**
Total Net Trip Generation			**344**	**344**	**689**	**309**	**293**	**602**	**6,982**

Notes:

DU = Dwelling Units; TSF= Thousand Square Feet; VP = Vehicle Fueling Positions

[1] Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 220 – "Multifamily Housing (Low-Rise) Not Close to Rail Transit", Setting/Location - "General Urban/Suburban."

[2] Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 822 – " Strip Retail Plaza (<40k)", Setting/Location - "General Urban/Suburban."

[3] Pass-by rates for this land use are not available in the ITE *Trip Generation Manual* (11th Edition). Therefore, pass-by rates for Land Use 821 - "Shopping Plaza (40 - 150k)" were used instead. A pass-by rate of 40 percent was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE *Trip Generation Manual* , the p.m. pass-by rate was used as the daily pass-by rate.

[4] Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 932 – "High-Turnover (Sit-Down) Restaurant", Setting/Location - "General Urban/Suburban."

[5] Pass-by rates based on the ITE *Trip Generation Manual* (11th Edition) for Land Use 932 – "High-Turnover (Sit-Down) Restaurant." A pass-by rate of 0 percent was used for the a.m. peak hour and a pass-by rate of 43 percent was used for the p.m. peak hour. The p.m. peak hour pass-by rates was used as the daily rate.

[6] Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 937 – "Coffee/Donut Shop with Drive-Through Window", Setting/Location - "General Urban/Suburban."

[7] Since pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 937 - 'Coffee/Donut Shop with Drive-Through Window' do not exist. Pass-by rates were taken from Land Use 934 - 'Fast-Food Restaurant with Drive-Through Window.' A pass-by rate of 50% was used for the a.m. peak hour and a pass-by rate of 55% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE *Trip Generation Manual* , the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.

[8] Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 252 – "Senior Adult Housing - Multifamily", Setting/Location - "General Urban/Suburban."

[9] Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 712 – " Small Office Building", Setting/Location - "General Urban/Suburban."

[10] Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 528 – "School District Office", Setting/Location - "General Urban/Suburban."

[11] Rates based on Land Use 948 - "Automated Car Wash" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Setting/Location - "General Urban/Suburban". ITE does not have an ADT rate for Land Use Code 948. 10 times the PM peak-hour rate has been assumed. ITE does not have an AM peak-hour rate for Land Use Code 948; this trip generation assumes 50 percent of the PM peak hour rate.

[12] Trip generation rates from Peters Engineering Group Vehicle Miles Traveled Analysis, dated February 2023.

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Table 4-C: Near-Term Roadway Segment Peak Hour Traffic Volumes

Roadway	#	Segment	Jurisdiction	Direction	A.M. Peak Hour					P.M. Peak Hour				
					Existing Traffic Volumes	Cumulative Projects	Near-Term Traffic Volumes	Project Trips	Near-Term Plus Project Traffic Volumes	Existing Traffic Volumes	Cumulative Projects	Near-Term Traffic Volumes	Project Trips	Near-Term Plus Project Traffic Volumes
Buttonwillow Avenue	1	between Dinuba Avenue and Huntsman Avenue	City of Reedley	Northbound	353	1	354	10	364	377	3	380	38	418
				Southbound	371	4	375	39	414	452	4	456	13	469
	2	between Huntsman Avenue and Reedley City Limit	City of Reedley	Northbound	331	1	332	16	348	375	2	377	6	383
				Southbound	302	2	304	5	309	413	1	414	16	430
	3	between Reedley City limits and Floral Avenue	Fresno County	Northbound	335	1	336	16	352	373	2	375	6	381
				Southbound	300	2	302	5	307	374	2	376	16	392
Englehart Avenue	4	between Dinuba Avenue and Huntsman Avenue	Fresno County	Northbound	115	1	116	4	120	113	3	116	12	128
				Southbound	96	2	98	14	112	134	2	136	4	140
	5	between Huntsmen Avenue and Floral Avenue	Fresno County	Northbound	119	1	120	12	132	115	3	118	4	122
				Southbound	85	2	87	3	90	141	2	143	12	155
Dinuba Avenue	6	between Buttonwillow Avenue and Englehart Avenue	City of Reedley	Eastbound	374	14	388	0	388	467	22	489	0	489
				Westbound	555	18	573	0	573	358	14	372	0	372
Huntsman Avenue	7	between Buttonwillow Avenue and the project site	City of Reedley/Fresno County	Eastbound	34	1	35	55	90	14	0	14	19	33
				Westbound	13	0	13	15	28	7	0	7	54	61
	8	between the project site and Englehart Avenue	Fresno County	Eastbound	11	0	11	44	55	19	0	19	24	43
				Westbound	20	0	20	24	44	17	0	17	43	60

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Table 4-D: Cumulative Year Roadway Segment Peak Hour Traffic Volumes

Roadway	#	Segment	Jurisdiction	Direction	A.M. Peak Hour			P.M. Peak Hour		
					Cumulative W/O Project	Project Trips	Cumulative Plus Project Traffic Volumes	Cumulative W/O Project	Project Trips	Cumulative Plus Project Traffic Volumes
Buttonwillow Avenue	1	between Dinuba Avenue and Huntsman Avenue	City of Reedley	Northbound	392	10	402	449	38	487
				Southbound	440	39	479	495	13	508
	2	between Huntsman Avenue and Reedley City Limit	City of Reedley	Northbound	370	16	386	410	6	416
				Southbound	337	5	342	461	16	477
	3	between Reedley City limits and Floral Avenue	Fresno County	Northbound	350	16	366	411	6	417
				Southbound	311	5	316	388	16	404
Englehart Avenue	4	between Dinuba Avenue and Huntsman Avenue	Fresno County	Northbound	122	4	126	152	12	164
				Southbound	141	14	155	144	4	148
	5	between Huntsmen Avenue and Floral Avenue	Fresno County	Northbound	125	12	137	124	4	128
				Southbound	91	3	94	150	12	162
Dinuba Avenue	6	between Buttonwillow Avenue and Englehart Avenue	City of Reedley	Eastbound	395	0	395	386	0	386
				Westbound	591	0	591	502	0	502
Huntsman Avenue	7	between Buttonwillow Avenue and the project site	City of Reedley/Fresno County	Eastbound	137	55	192	83	19	102
				Westbound	69	15	84	90	54	144
	8	between the project site and Englehart Avenue	Fresno County	Eastbound	11	44	55	48	24	72
				Westbound	59	24	83	18	43	61

5.0 PROJECT TRAFFIC

5.1 PROJECT TRIP GENERATION

The project trip generation was approved by the City staff during the scoping agreement process. The project trip generation have been developed using the following rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) as shown in Table 5-A:

- Land Use 150 - " Warehousing "
- Land Use 710 - "General Office Building"

It should be noted that as shown in the conceptual site plan, Parcel 1 has been proposed either as a retail or an office facility. However, given the location of the project and location of parcel 1 within the project, it is estimated that Parcel 1 would be developed as a commercial office facility. Therefore, for purposes of this analysis, Parcel 1 has been considered as an office facility to develop the project trip generation.

Additionally, as shown in the site plan, a truck repair facility has been proposed within the project. However, this facility is estimated to provide truck repair services to trucks that are accessing the project's industrial buildings. Therefore, no external trips were accounted for this use as part of the project trip generation.

Warehouse facilities typically generate a significant number of truck trips along with passenger vehicles (PV). Therefore, the total amount of trips generated by the warehouse facilities were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. Based on our prior experience working on industrial projects within the County, SCAQMD vehicle splits is an acceptable methodology to develop vehicle mix estimates. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD *Warehouse Truck Trip Study Data Results and Usage*, dated December 2014, the truck mix was considered as 18.7% 4- or more axle, 5.5% 3-axle, and 6.8% 2-axle trucks.

Project truck trips were converted to PCEs using the appropriate PCE conversion factors. The concept of PCE accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. HCM recommends applying a PCE factor of 2.0 to convert truck trips to equivalent passenger car trips. However, as a conservative approach, all truck trips were converted to PCE using a 2.0 PCE factor for 2-axle and 3-axle trucks, and 3.0 for 4- and more axle trucks.

As shown in Table 5-A, the project is estimated to generate 517 daily passenger vehicle (PV) trips, with 56 PV trips during the a.m. peak hour, and 58 PV trips during the p.m. peak hour. Additionally, the project is estimated to generate 174 daily truck trips, with 17 truck trips during the a.m. peak hour, and 18 truck trips during the p.m. peak hour. After converting the truck trips into PCE, the

project is estimated to generate 970 daily PCE trips, with 100 trips occurring during the a.m. peak hour and 105 trips occurring during the p.m. peak hour.

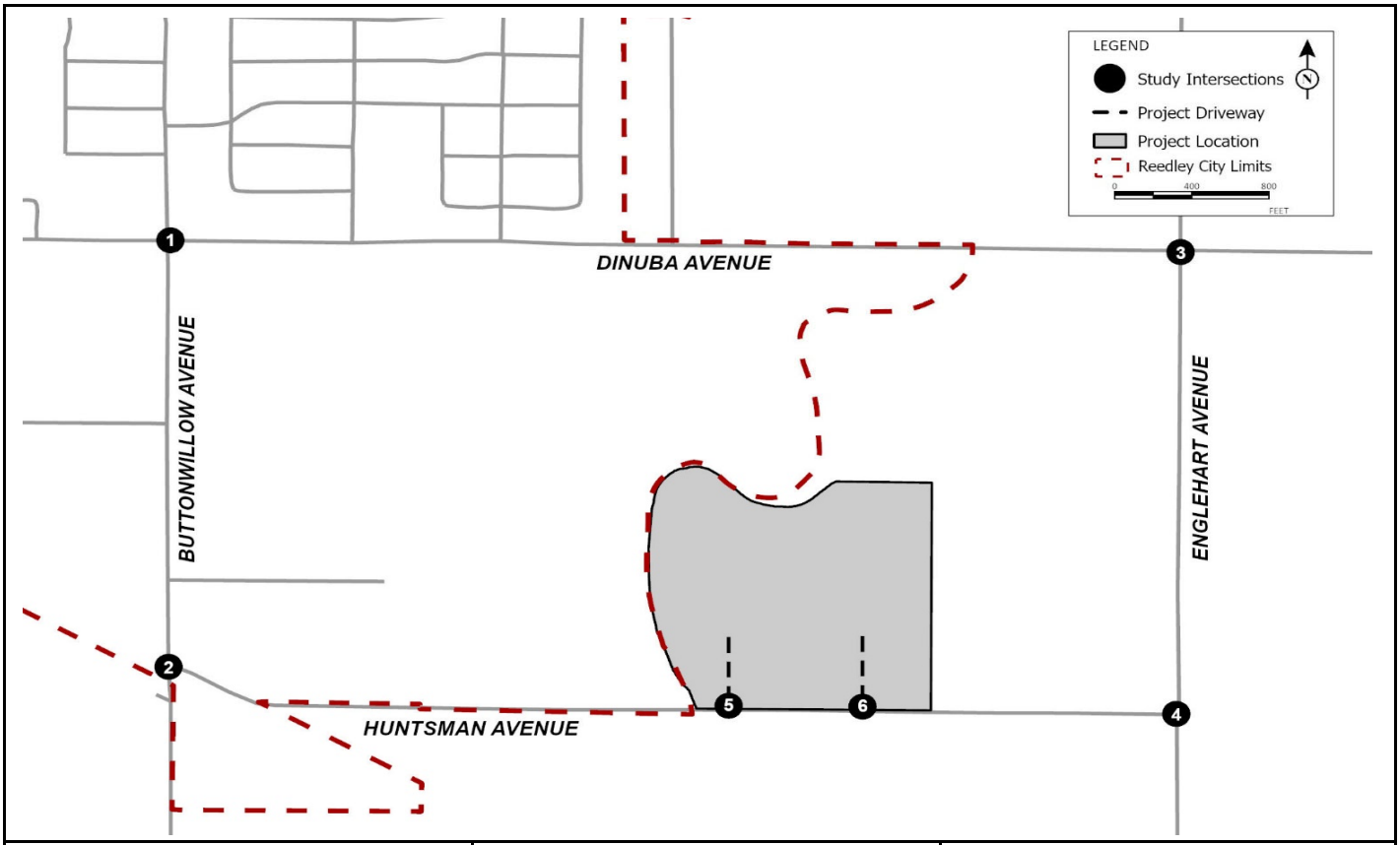
5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution percentages were developed based on the location of the proposed project in relation to surrounding land uses, project operational statement, the regional roadway network, and existing traffic volumes. Figure 5-1 and Figure 5-2 illustrate the proposed project trip distribution at the study intersections the passenger vehicles and trucks, respectively. The project trip assignment at the study intersections is the product of the project trip generation and the corresponding trip distribution percentages. Figure 5-3 and Figure 5-4 illustrate the project trip assignment at the study area intersections for passenger vehicles and trucks, respectively.

Figure 5-5 illustrates the total peak hour project trip assignment (in PCE) at the study intersections. Previously referenced Tables 4-A, 4-C, and 4-E summarize the peak hour project trips at the study roadway segments.

5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Project Trip Distribution - Passenger Vehicles
- Figure 5-2: Project Trip Distribution - Trucks
- Figure 5-3: Project Trip Assignment- Passenger Vehicles
- Figure 5-4: Project Trip Assignment - Trucks
- Figure 5-5: Total Project Trip Assignment
- Table 5-A: Project Trip Generation



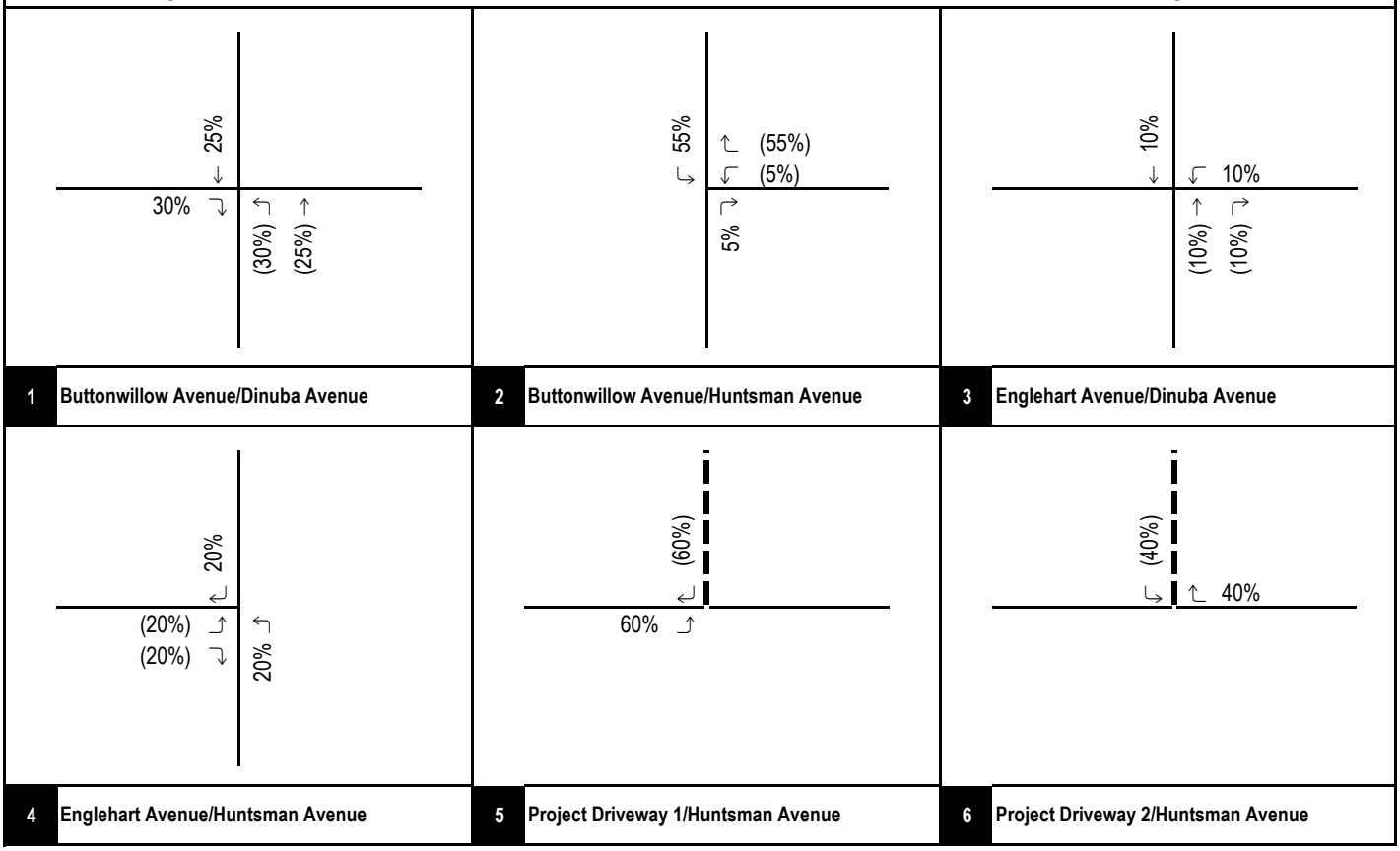


FIGURE 5-1

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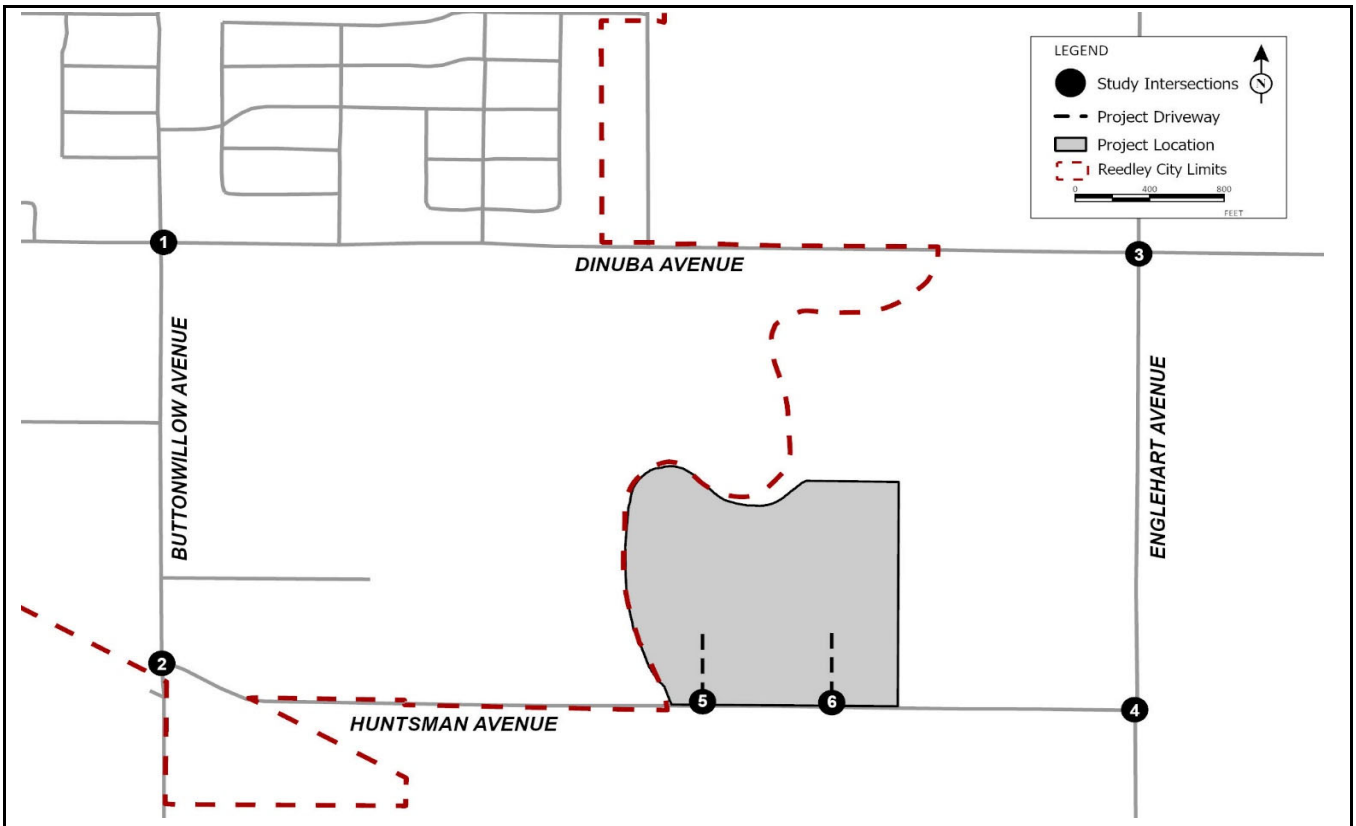
XX% (YY%)
Inbound% (Outbound%) Distribution

East Huntsman Industrial Park Project
Traffic Impact Study

Project Trip Distribution - Passenger Vehicles



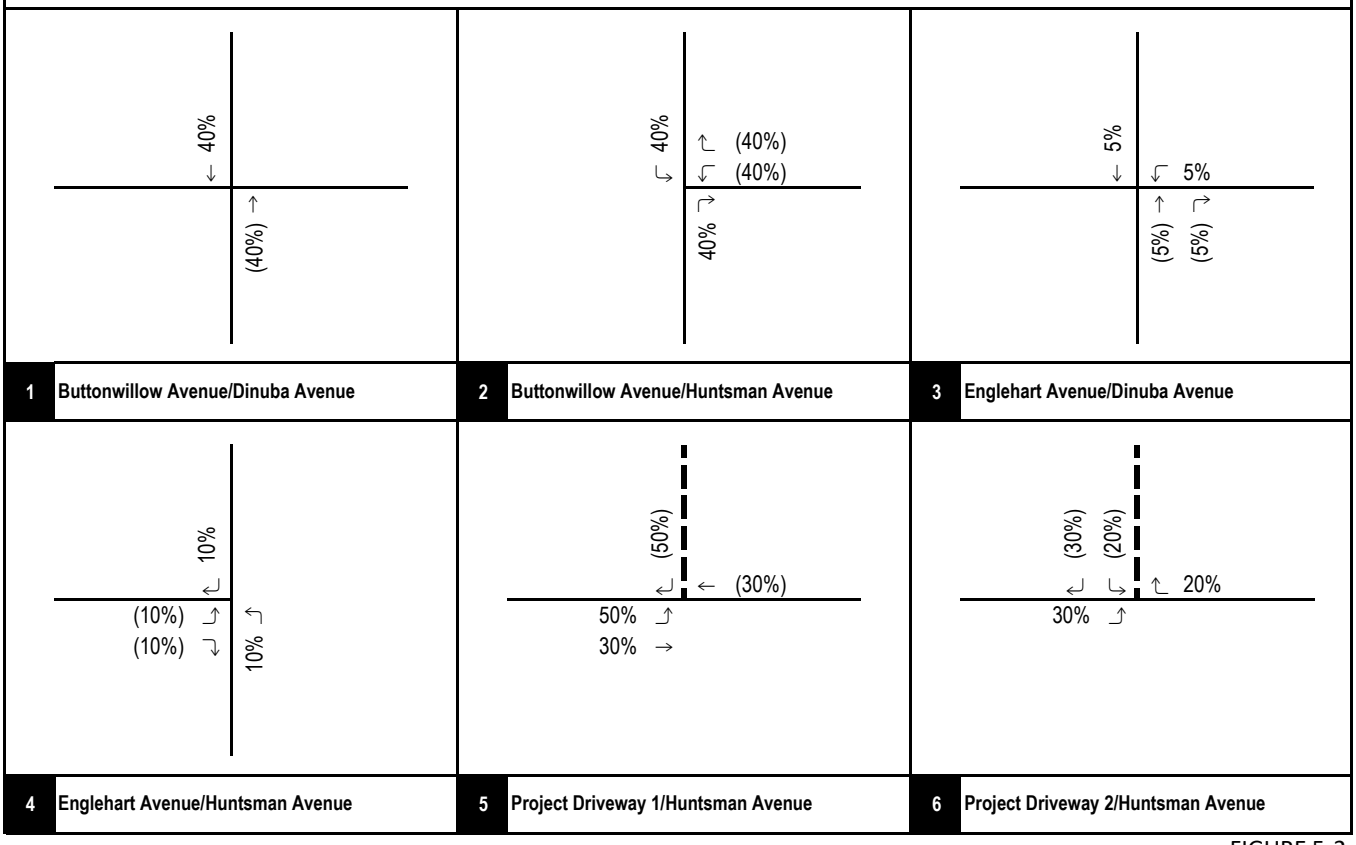


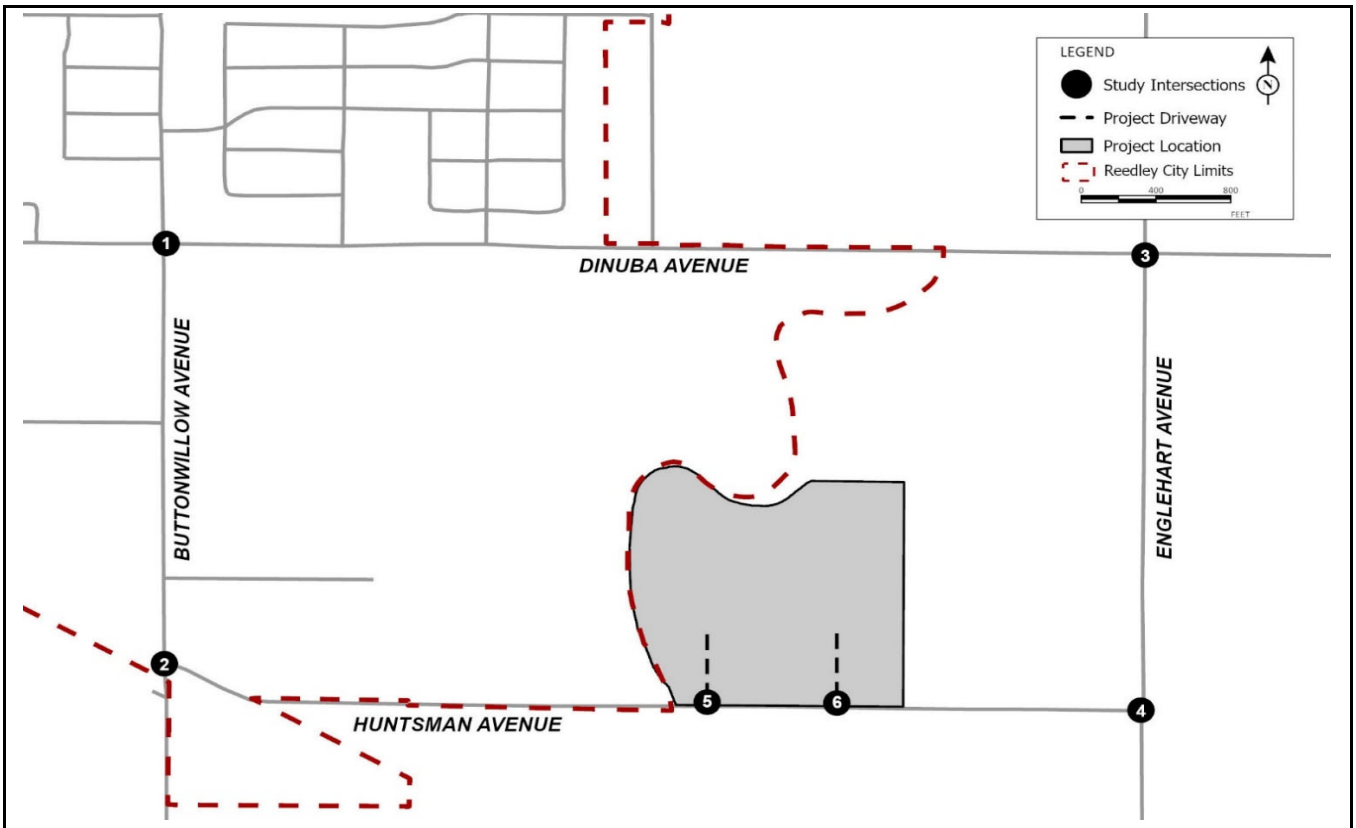
FIGURE 5-2

LSA

XX% (YY%)
Inbound% (Outbound%) Distribution

East Huntsman Industrial Park Project
Traffic Impact Study

Project Trip Distribution - Trucks



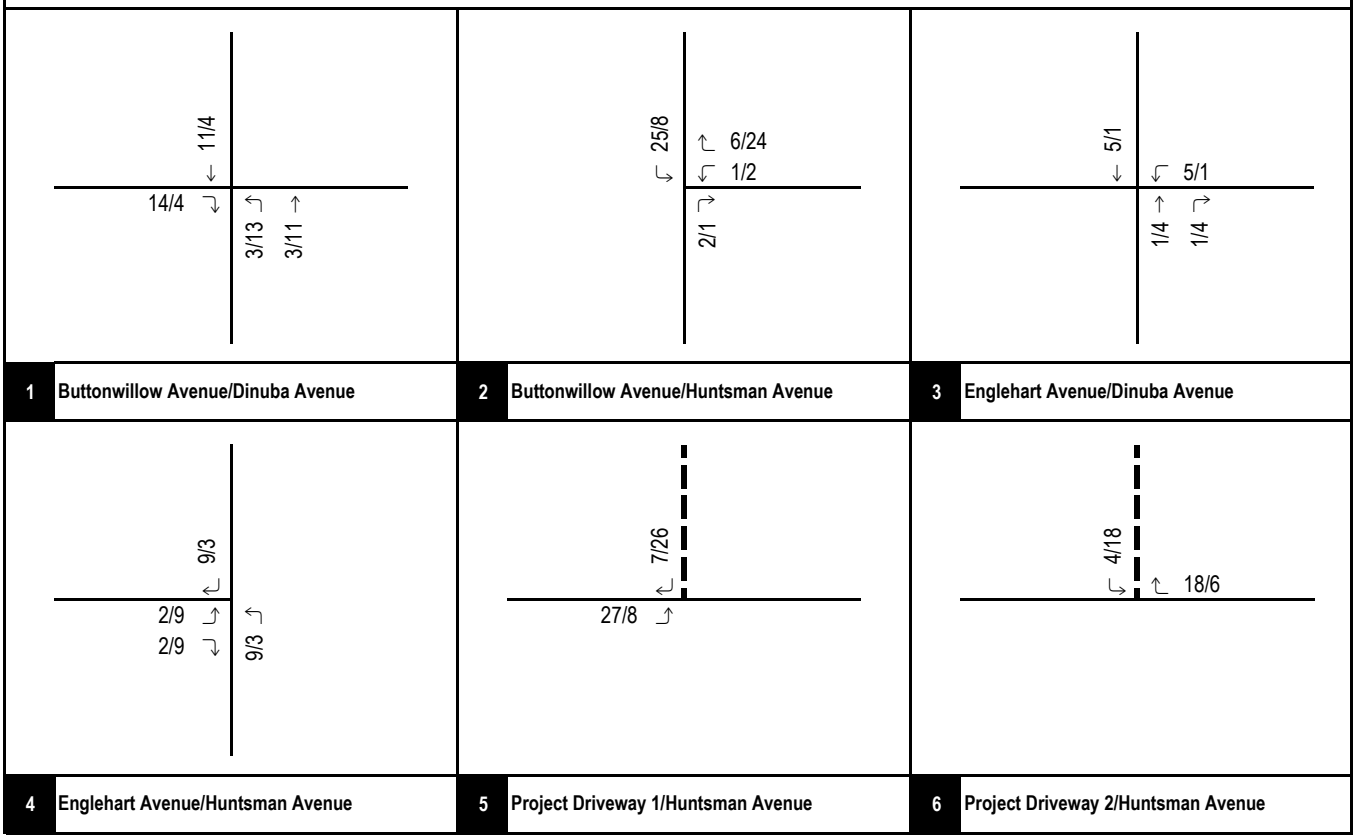


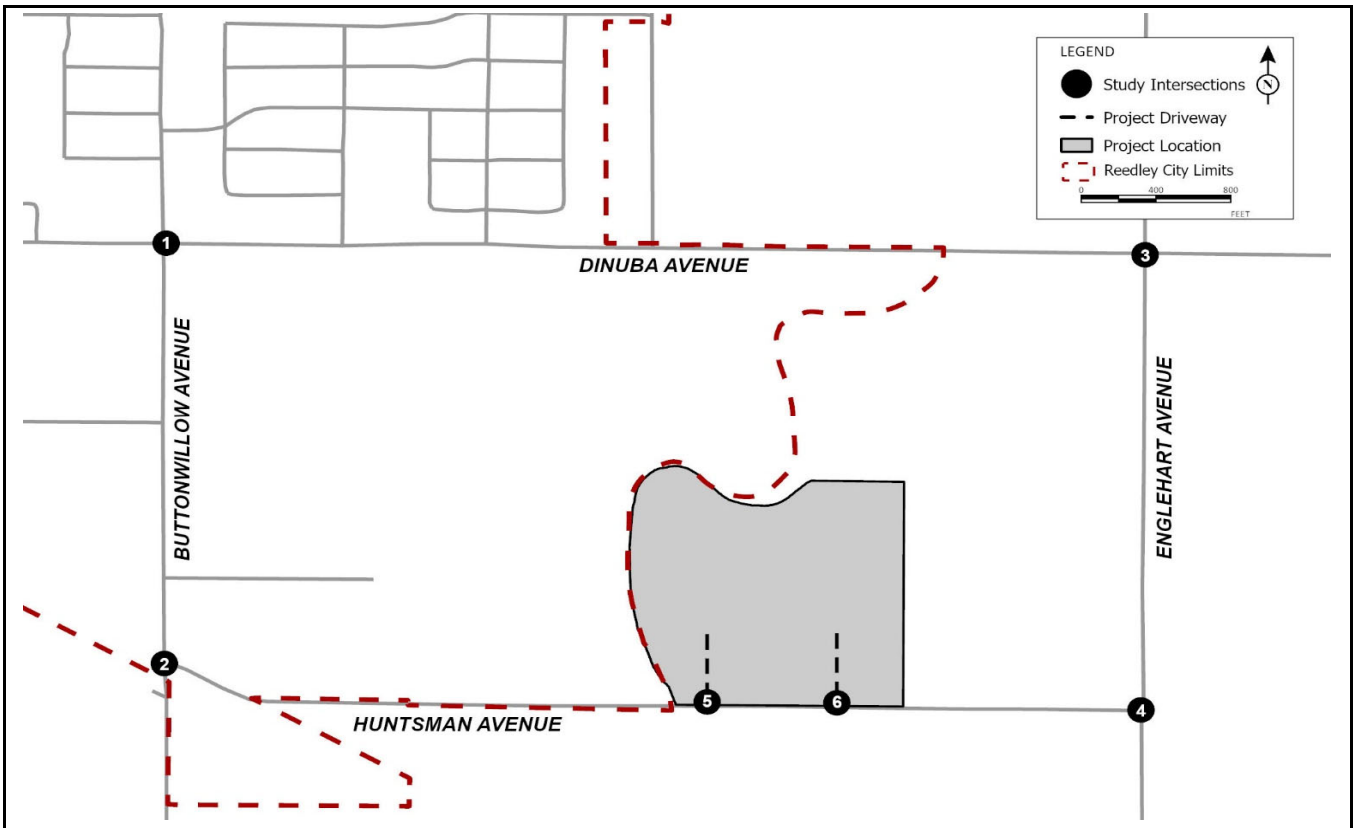
FIGURE 5-3

LSA

XX/YY
AM/PM Peak Hour Trips

East Huntsman Industrial Park Project
Traffic Impact Study

Project Trip Assignment - Passenger Vehicles



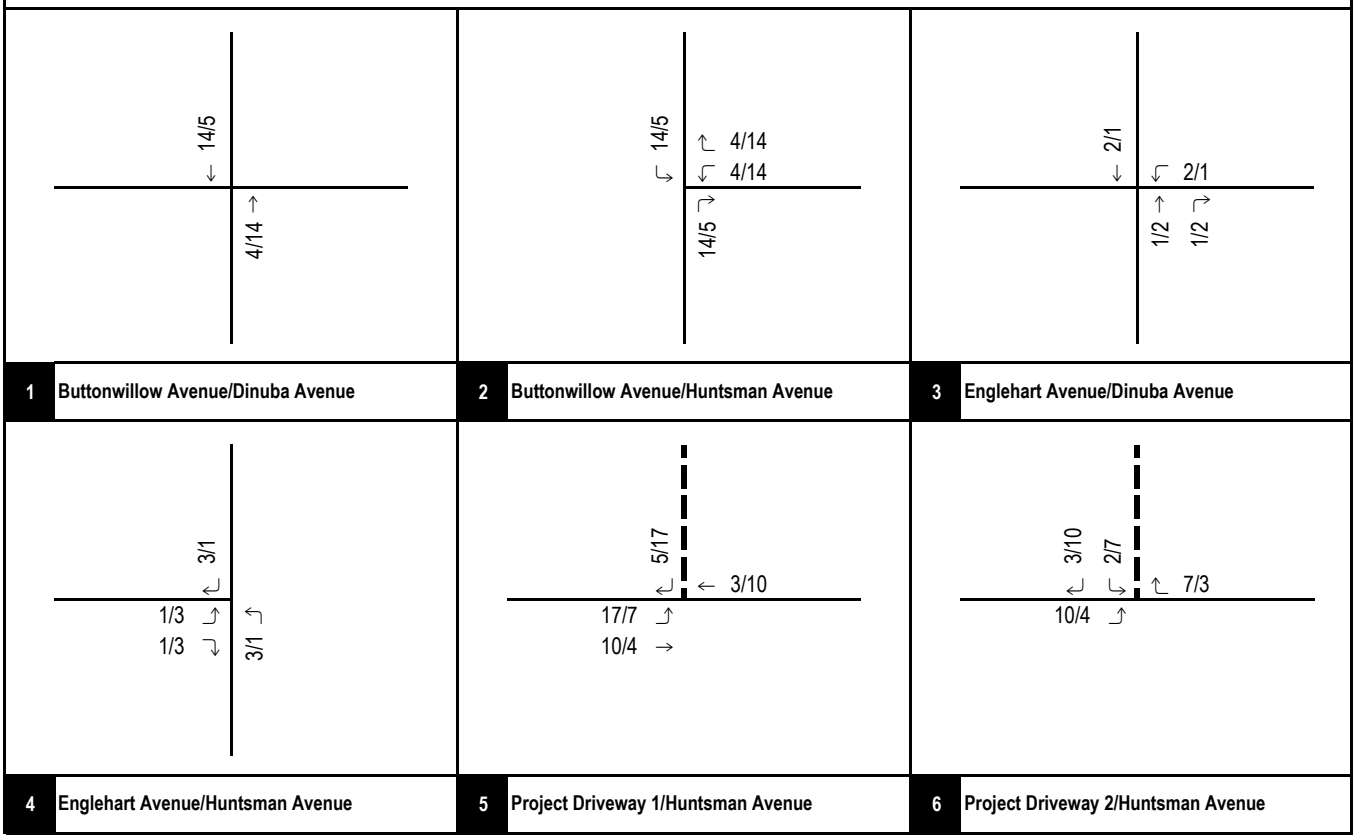


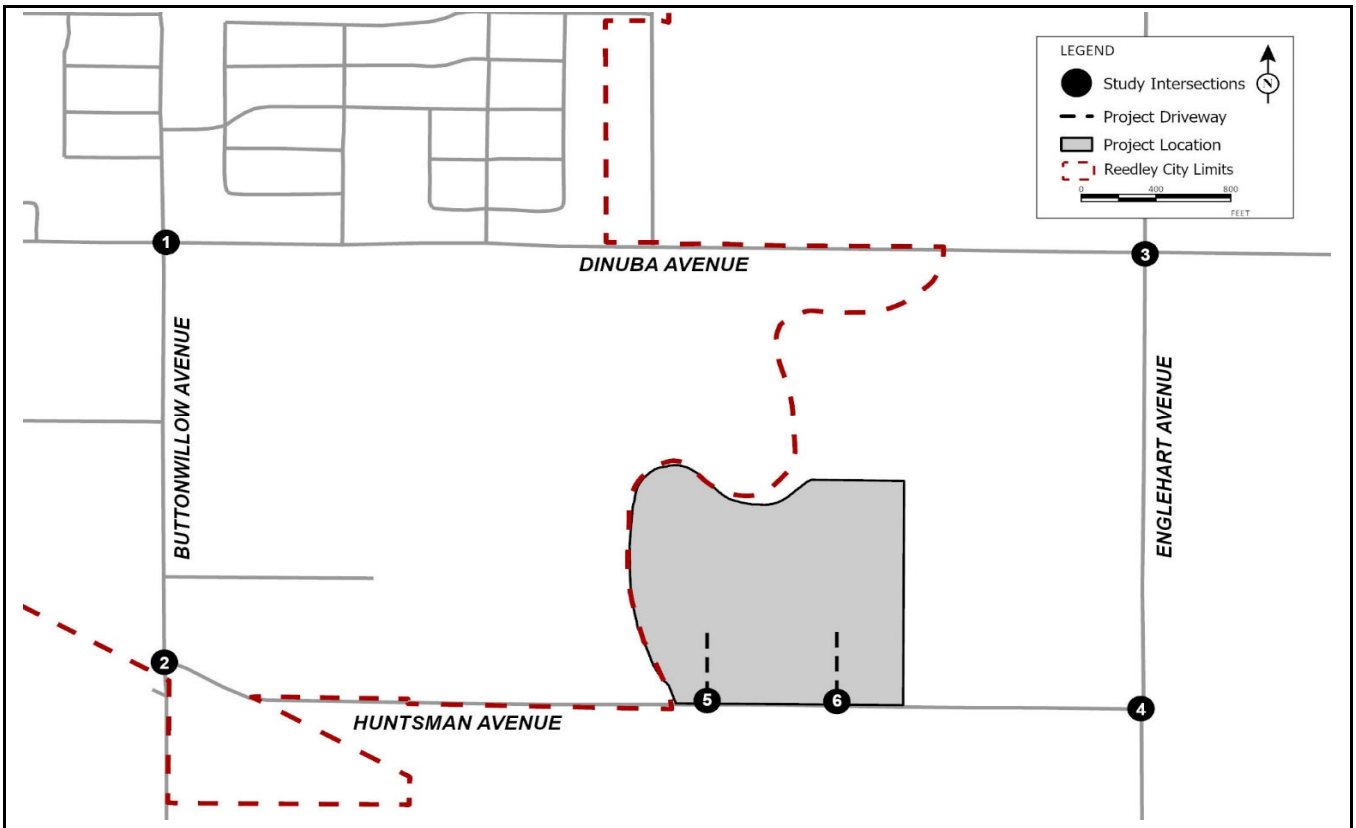
FIGURE 5-4

LSA

XX/YY
AM/PM Peak Hour Trips (In PCE)

East Huntsman Industrial Park Project
Traffic Impact Study

Project Trip Assignment - Trucks



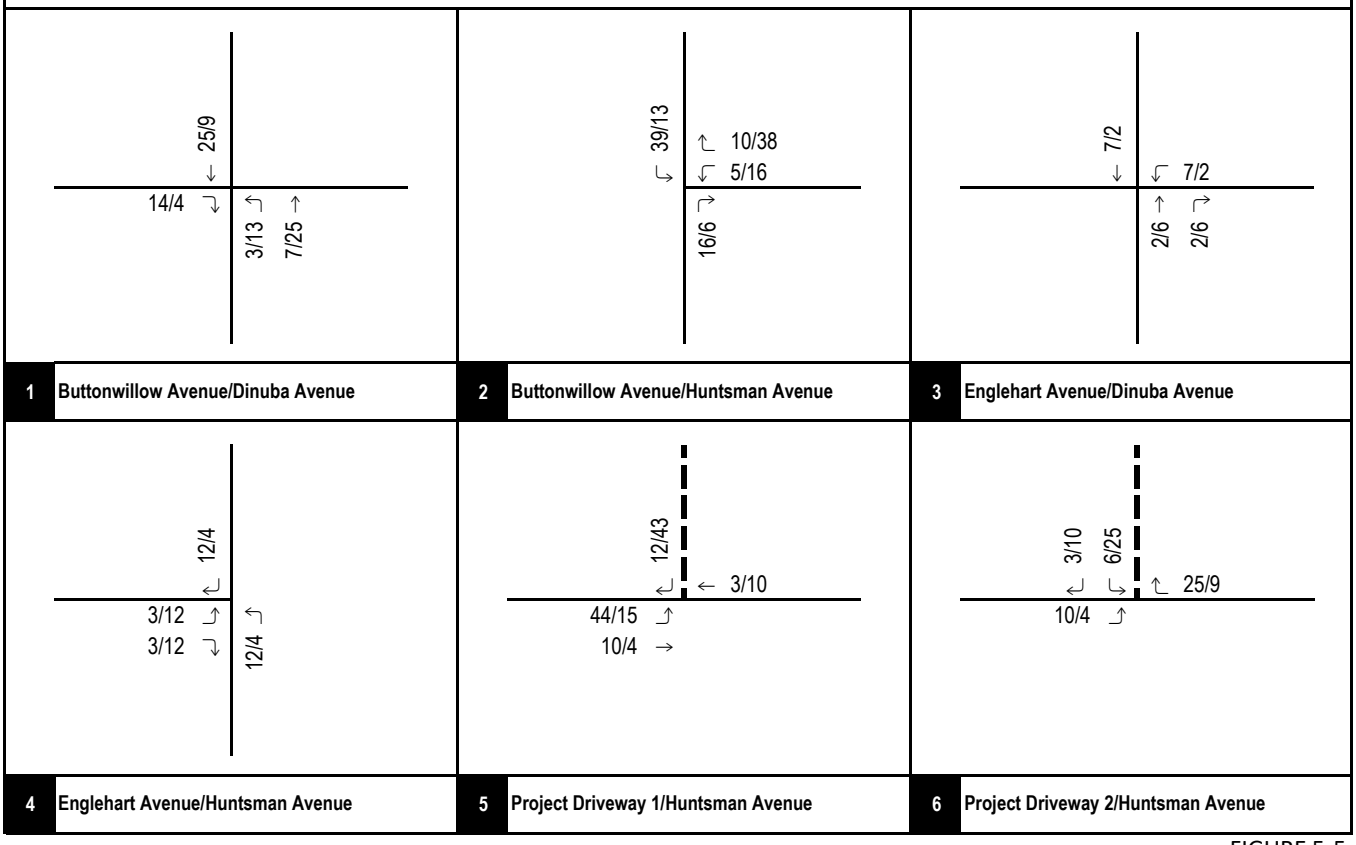


FIGURE 5-5

LSA

XX/YY
AM/PM Peak Hour Trips (In PCE)

East Huntsman Industrial Park Project
Traffic Impact Study

Total Project Trip Assignment

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Table 5-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Proposed Project								
Warehousing[1]	328.000 tsf							
Trips/Unit (Cars)		0.089	0.028	0.117	0.034	0.090	0.124	1.180
Trips/Unit (2-Axle Trucks)		0.009	0.003	0.012	0.003	0.009	0.012	0.116
Trips/Unit (3-Axle Trucks)		0.007	0.002	0.009	0.003	0.007	0.010	0.094
Trips/Unit (4+ Axle Trucks)		0.025	0.007	0.032	0.010	0.024	0.034	0.320
Trips/Unit (Total)		0.130	0.040	0.170	0.050	0.130	0.180	1.710
Trip Generation (Cars)		29	9	38	11	30	41	387
Trip Generation (2-Axle Trucks)		3	1	4	1	3	4	38
Trip Generation (3-Axle Trucks)		2	1	3	1	2	3	31
Trip Generation (4+ Axle Trucks)		8	2	10	3	8	11	105
Trip Generation (Total)		42	13	55	16	43	59	561
Trip Generation (Cars)		29	9	38	11	30	41	387
PCE Trip Generation (2-Axle Trucks)		6	2	8	2	6	8	76
PCE Trip Generation (3-Axle Trucks)		4	2	6	2	4	6	62
PCE Trip Generation (4+ Axle Trucks)		24	6	30	9	24	33	315
PCE Trip Generation (Total)		**63**	**19**	**82**	**24**	**64**	**88**	**840**
Office	12.00 tsf							
Trips/Unit[2]		1.34	0.18	1.52	0.24	1.20	1.44	10.84
Trip Generation		16	2	18	3	14	17	130
Total Trip Generation (Passenger Vehicles)		**45**	**11**	**56**	**14**	**44**	**58**	**517**
Total Trip Generation (Trucks)		**13**	**4**	**17**	**5**	**13**	**18**	**174**
Total Gross Trip Generation (Passenger Vehicles + Trucks)		**58**	**15**	**73**	**19**	**57**	**76**	**691**
Total Truck PCE Trip Generation		**34**	**10**	**44**	**13**	**34**	**47**	**453**
Total Net PCE Trip Generation		**79**	**21**	**100**	**27**	**78**	**105**	**970**

Notes:

tsf = thousand square-feet

[1] The trip generation was developed based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) rates for Land Use 150 – "Warehousing." The resulting trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated July 2014, the truck mix was considered as 18.7% 4-axle, 5.5% 3-axle, and 6.8% 2-axle trucks. Finally, all truck trips were converted to passenger car equivalents (PCEs) using a 2.0 PCE factor for 2-axle trucks and 3-axle trucks, and 3.0 for 4- and more axle trucks.

[2] Rates based on the ITE Trip Generation Manual (11th Edition) for Land Use 710 - "General Office Building", Setting/Location - "General Urban/Suburban."

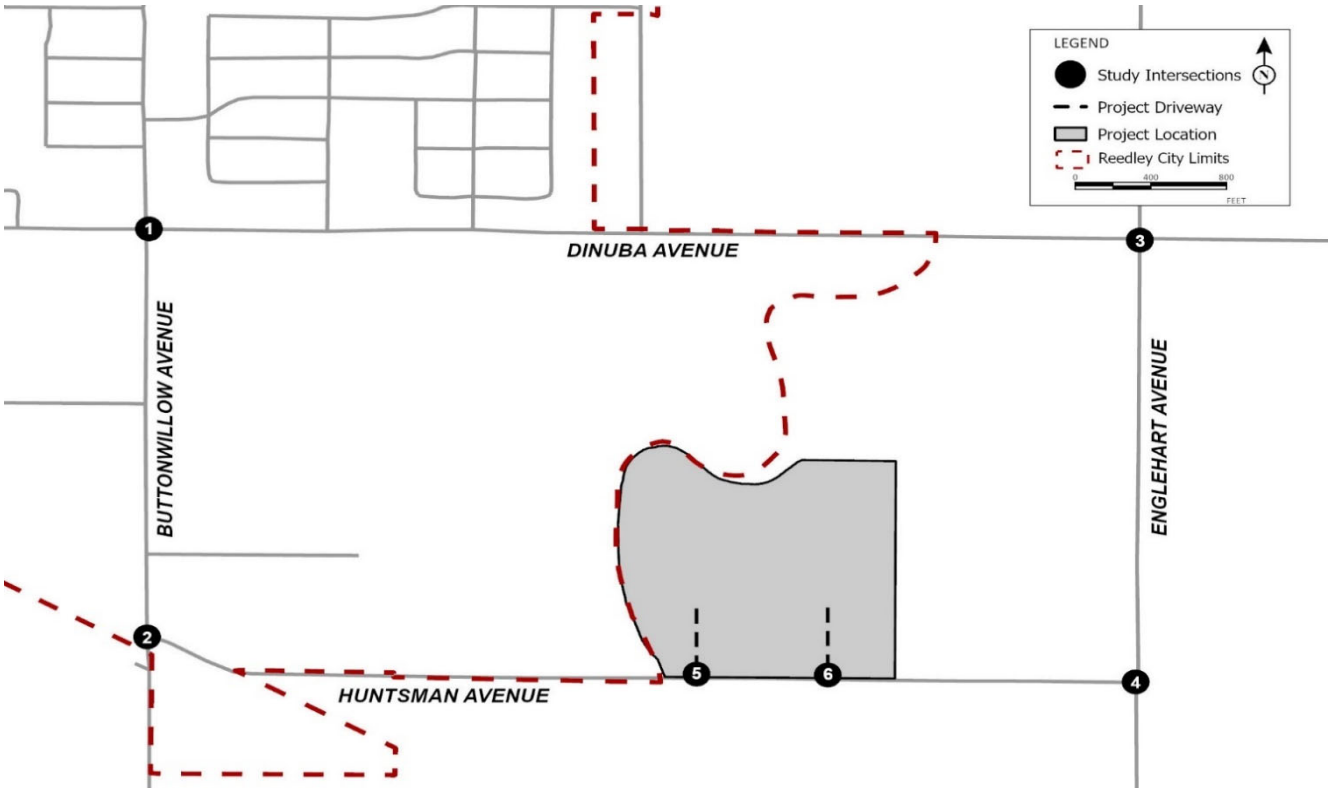
6.0 TRAFFIC VOLUMES FOR PLUS PROJECT SCENARIOS

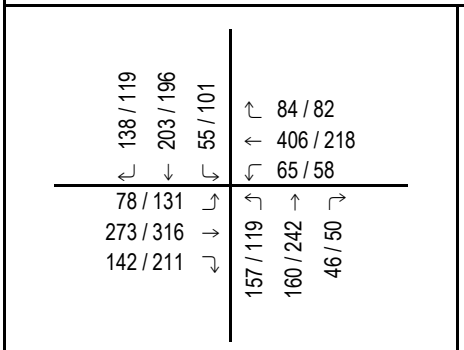
Existing, near-term, and cumulative year plus project traffic volumes were developed by adding project traffic to the traffic volumes for the corresponding no project scenarios. Figures 6-1, 6-2 and 6-3 illustrate 'plus project' peak hour traffic volumes at study intersections under existing, near-term, and cumulative year conditions, respectively. Previously referenced Tables 4-A, 4-B, and 4-C summarize the with project peak hour traffic volumes at study roadway segments for Existing, near-term, and cumulative year plus project scenarios, respectively.

Detailed volume development worksheets are included in Appendix C.

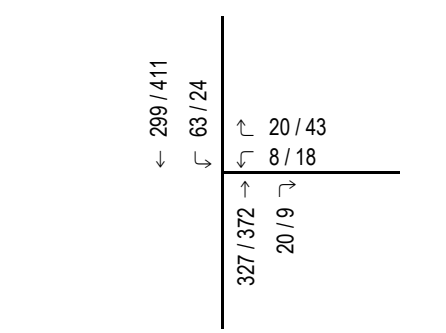
6.1 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1: Existing Plus Project Peak Hour Traffic Volumes
- Figure 6-2: Near-Term Plus Project Peak Hour Traffic Volumes
- Figure 6-3: Cumulative Year Plus Project Peak Hour Traffic Volumes

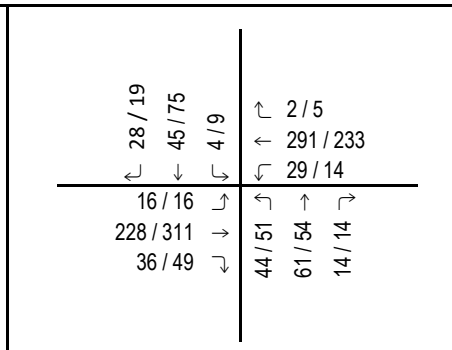




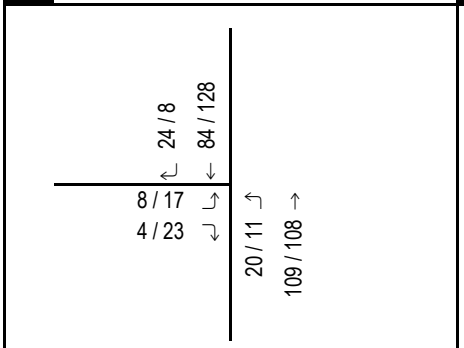
1 Buttonwillow Avenue/Dinuba Avenue



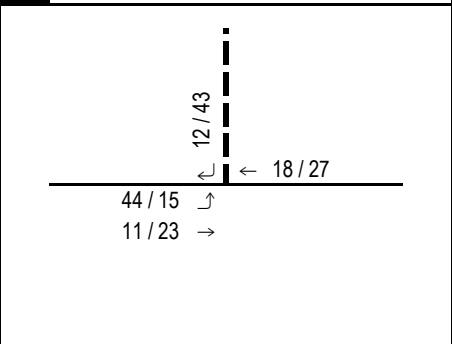
2 Buttonwillow Avenue/Huntsman Avenue



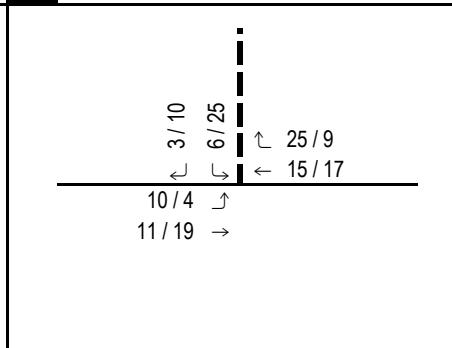
3 Englehart Avenue/Dinuba Avenue



4 Englehart Avenue/Huntsman Avenue



5 Project Driveway 1/Huntsman Avenue



6 Project Driveway 2/Huntsman Avenue

LSA

Legend

--- Project Driveway

XXX / YYY

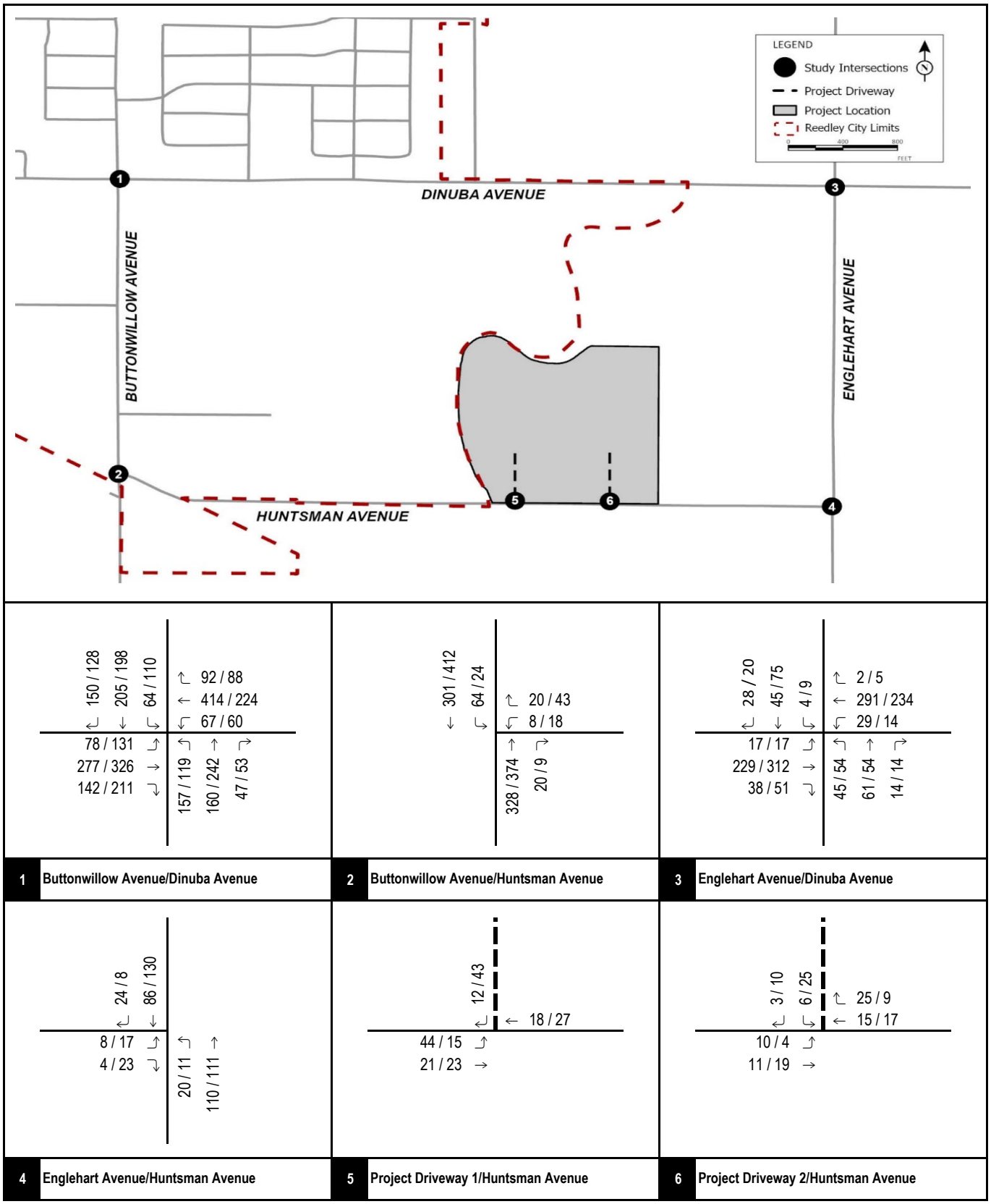
AM / PM Peak Hour Trips

FIGURE 6-1

East Huntsman Industrial Park Project

Traffic Impact Study

Existing Plus Project Peak Hour Traffic Volumes



Legend

--- Project Driveway

XXX / YYY

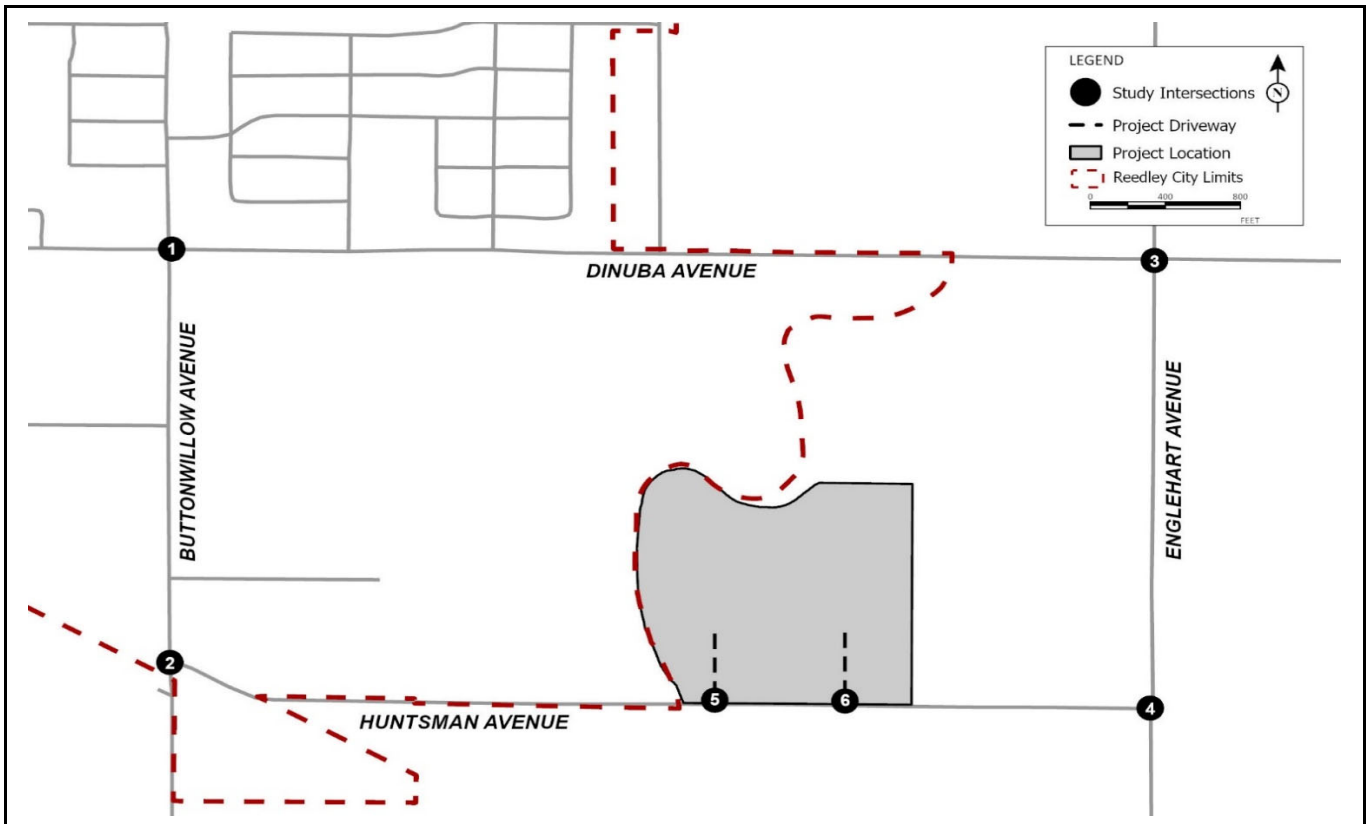
AM / PM Peak Hour Trips

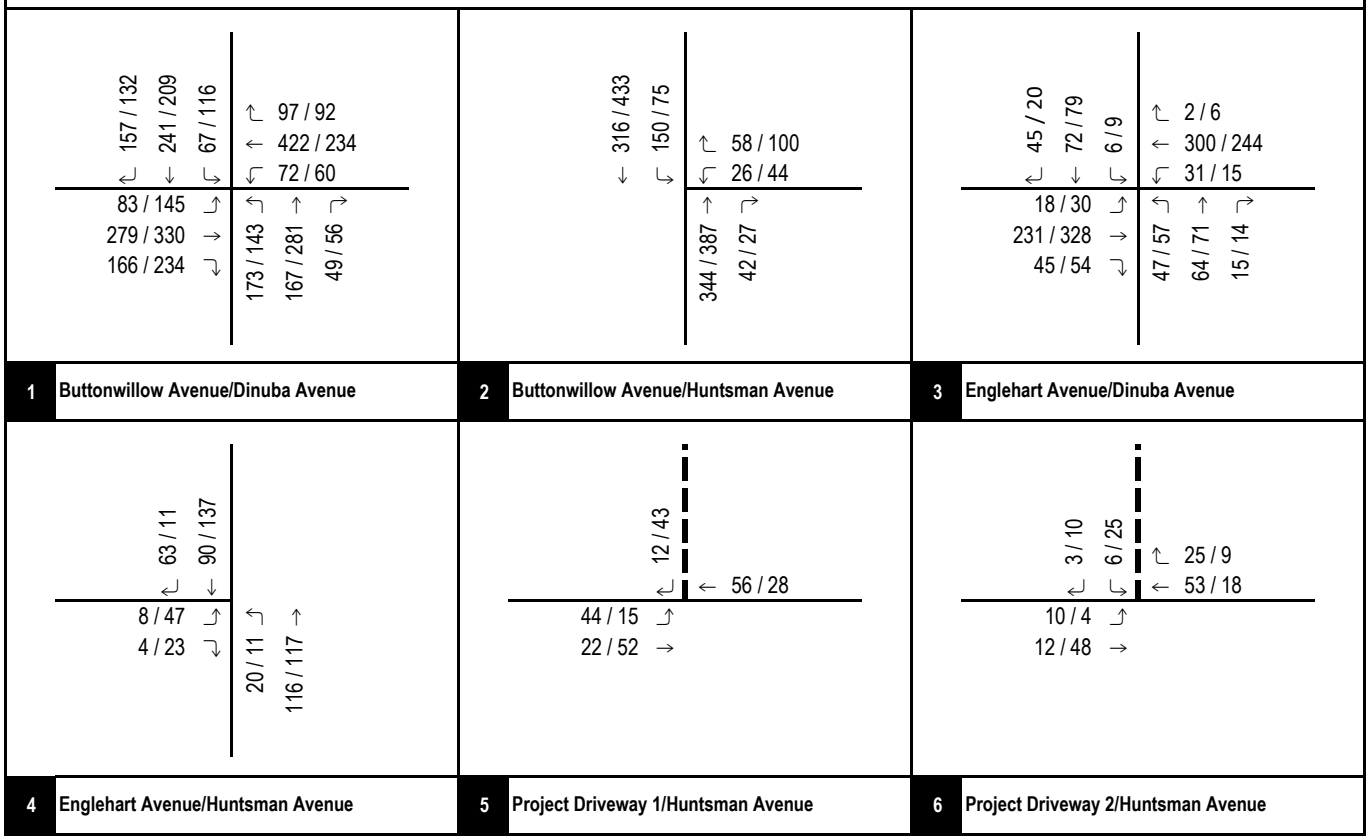
FIGURE 6-2

East Huntsman Industrial Park Project

Traffic Impact Study

Near-Term Plus Project Peak Hour Traffic Volumes





LSA

Legend

--- Project Driveway

XXX / YYY

AM / PM Peak Hour Trips

FIGURE 6-3

East Huntsman Industrial Park Project

Traffic Impact Study

Cumulative Year Plus Project Peak Hour Traffic Volumes

7.0 LEVELS OF SERVICE ANALYSIS

7.1 EXISTING LEVELS OF SERVICE

7.1.1 Study Intersections

An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-A summarizes the results of this analysis and shows that all study intersections are currently operating at a satisfactory LOS under existing conditions.

7.1.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that all roadway segments are currently operating at a satisfactory LOS under existing conditions.

7.2 EXISTING PLUS PROJECT LEVELS OF SERVICE

Analysis of the existing plus project scenario is provided to identify direct project-related operational deficiency if the project were to be built and in operation today. This scenario eliminates the effects of ambient growth and other cumulative projects and deals specifically with operational deficiencies only due to the project traffic. Previously referenced Figure 3-2 illustrates the study intersection geometrics and traffic control under 'plus project' conditions.

7.2.1 Study Intersections

An intersection LOS analysis was conducted for existing plus project conditions using the methodologies previously discussed. Table 7-A summarizes the results of this analysis and shows that all study intersections are forecasted to operate at a satisfactory LOS under existing plus project conditions.

7.2.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing plus project conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under existing plus project conditions.

7.3 NEAR-TERM WITHOUT PROJECT LEVELS OF SERVICE

7.3.1 Study Intersections

An intersection LOS analysis was conducted for near-term without project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that all study intersections are forecast to operate at a satisfactory LOS under near-term without project conditions.

7.3.2 Roadway Segments

A roadway segment LOS analysis was conducted for near-term without project conditions using the methodologies previously discussed. Table 7-D summarizes the results of this analysis and shows

that all roadway segments are forecast to operate at a satisfactory LOS under near-term without project conditions.

7.4 NEAR-TERM PLUS PROJECT LEVELS OF SERVICE

7.4.1 Study Intersections

An intersection LOS analysis was conducted for near-term plus project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that the following intersection is forecast to operate at a deficient LOS under near-term plus project conditions:

- Englehart Avenue/Dinuba Avenue (p.m. peak hour only).

7.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for near-term plus project conditions using the methodologies previously discussed. Table 7-D summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under near-term plus project conditions.

7.5 CUMULATIVE WITHOUT PROJECT LEVELS OF SERVICE

7.5.1 Study Intersections

An intersection LOS analysis was conducted for cumulative year without project conditions using the methodologies previously discussed. Table 7-E summarizes the results of this analysis and shows that the following intersection is forecast to operate at a deficient LOS under cumulative without project conditions:

- Englehart Avenue/Dinuba Avenue (p.m. peak hour only).

7.5.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative without project conditions using the methodologies previously discussed. Table 7-F summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under cumulative without project conditions.

7.6 CUMULATIVE PLUS PROJECT LEVELS OF SERVICE

7.6.1 Study Intersections

An intersection LOS analysis was conducted for cumulative plus project conditions using the methodologies previously discussed. Table 7-E summarizes the results of this analysis and shows that the following intersection is forecast to operate at a deficient LOS under cumulative plus project conditions:

- Englehart Avenue/Dinuba Avenue (a.m. and p.m. peak hour).

7.6.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative plus project conditions using the methodologies previously discussed. Table 7-F summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under cumulative plus project conditions.

Detailed intersection LOS worksheets are included in Appendix D.

7.7 LIST OF CHAPTER 7.0 TABLES

- Table 7-A: Existing Intersection Levels of Service
- Table 7-B: Existing Roadway Segments Peak Hour Levels of Service
- Table 7-C: Near Term Intersection Levels of Service
- Table 7-D: Near Term Roadway Segments Peak Hour Levels of Service
- Table 7-E: Cumulative Intersection Levels of Service
- Table 7-F: Cumulative Roadway Segments Peak Hour Levels of Service

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Table 7-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project					With Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS			
1 . Buttonwillow Avenue/Dinuba Avenue	City of Reedley	C	RND	14.9	B	14.7	B	RND	16.0	C	15.7	C	1.1	1.0	No
2 . Buttonwillow Avenue/Huntsman Avenue	City of Reedley	C	OWSC	11.8	B	12.1	B	OWSC	13.3	B	13.3	B	1.5	1.2	No
3 . Englehart Avenue/Dinuba Avenue	County of Fresno	C	TWSC	20.9	C	23.4	C	TWSC	22.1	C	24.0	C	1.2	0.6	No
4 . Englehart Avenue/Huntsman Avenue	County of Fresno	C	OWSC	9.6	A	9.7	A	OWSC	9.7	A	9.7	A	0.1	0.0	No
5 . Project Driveway 1/Huntsman Avenue	County of Fresno	C	OWSC	*Future Intersection*		*Future Intersection*		OWSC	8.4	A	8.6	A	8.4	8.6	No
6 . Project Driveway 2/Huntsman Avenue	County of Fresno	C	OWSC	*Future Intersection*		*Future Intersection*		OWSC	8.8	A	8.8	A	8.8	8.8	No

Notes:

RND = Roundabout; TWSC= Two-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement). Delay for LOS calculations for intersection with roundabout was obtained from SIDRA.

* Exceeds LOS Standard

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Table 7-B: Existing Roadway Segments Peak Hour Levels of Service

Roadway Segment	Jurisdiction	Functional Classification[1]	Peak Hour Roadway Capacity[2]	Without Project						Plus Project						Increase in v/c		Improvement Required?
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour	P.M. Peak Hour	
				Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS			
Segments on Buttonwillow Avenue																		
1 . between Dinuba Avenue and Huntsman Avenue (Northbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	353	0.49	C	377	0.52	C	363	0.50	C	415	0.58	C	0.01	0.05	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	371	0.52	C	452	0.63	C	410	0.57	C	465	0.65	C	0.05	0.02	No
2 . between Huntsman Avenue and Reedley City Limit (Northbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	331	0.46	C	375	0.52	C	347	0.48	C	381	0.53	C	0.02	0.01	No
between Huntsman Avenue and Reedley City Limit (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	302	0.42	C	413	0.57	C	307	0.43	C	429	0.60	C	0.01	0.02	No
3 . between Reedley City limits and Floral Avenue (Northbound)	Fresno County	1-Lane Undivided Major Arterial Road	720	335	0.47	C	373	0.52	C	351	0.49	C	379	0.53	C	0.02	0.01	No
between Reedley City limits and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Major Arterial Road	720	300	0.42	C	374	0.52	C	305	0.42	C	390	0.54	C	0.01	0.02	No
Segments on Englehart Avenue																		
4 . between Dinuba Avenue and Huntsman Avenue (Northbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	115	0.16	C	113	0.16	C	119	0.17	C	125	0.17	C	0.01	0.02	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	96	0.13	C	134	0.19	C	110	0.15	C	138	0.19	C	0.02	0.01	No
5 . between Huntsmen Avenue and Floral Avenue (Northbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	119	0.17	C	115	0.16	C	131	0.18	C	119	0.17	C	0.02	0.01	No
between Huntsmen Avenue and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	85	0.12	C	141	0.20	C	88	0.12	C	153	0.21	C	0.00	0.02	No
Segments on Dinuba Avenue																		
6 . between Buttonwillow Avenue and Englehart Avenue (Eastbound)	City of Reedley	1-Lane Undivided Arterial Road	720	374	0.52	C	467	0.65	C	374	0.52	C	467	0.65	C	0.00	0.00	No
between Buttonwillow Avenue and Englehart Avenue (Westbound)	City of Reedley	1-Lane Undivided Arterial Road	720	555	0.77	C	358	0.50	C	555	0.77	C	358	0.50	C	0.00	0.00	No
Segments on Huntsman Avenue																		
7 . between Buttonwillow Avenue and the project site (Eastbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	34	0.05	C	14	0.02	C	89	0.12	C	33	0.05	C	**0.08**	0.03	No
between Buttonwillow Avenue and the project site (Westbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	13	0.02	C	7	0.01	C	28	0.04	C	61	0.08	C	0.02	**0.08**	No
8 . between the project site and Englehart Avenue (Eastbound)	Fresno County	1-Lane Undivided Collector	720	11	0.02	C	19	0.03	C	55	0.08	C	43	0.06	C	**0.06**	0.03	No
between the project site and Englehart Avenue (Westbound)	Fresno County	1-Lane Undivided Collector	720	20	0.03	C	17	0.02	C	44	0.06	C	60	0.08	C	0.03	**0.06**	No

Notes:

LOS = Level of Service; v/c = Volume to Capacity Ratio

[1] Classification obtained from the Figure 3.1 - Circulation Diagram, *City of Reedley, General Plan 2030* .

[2] Roadway Capacity obtained from Motor Vehicle Arterial Generalized Service Volume Tables (C2T-Rural Town) State of Florida 2023 Multimodal Quality/Level of Service Handbook, January 2023

* Exceeds LOS Standard

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Table 7-C - Near Term Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project					With Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS			
1 . Buttonwillow Avenue/Dinuba Avenue	City of Reedley	C	RND	16.1	C	15.7	C	RND	17.4	C	16.8	C	1.3	1.1	No
2 . Buttonwillow Avenue/Huntsman Avenue	City of Reedley	C	OWSC	11.9	B	12.1	B	OWSC	14.8	B	13.3	B	2.9	1.2	No
3 . Englehart Avenue/Dinuba Avenue	County of Fresno	C	TWSC	21.2	C	24.3	C	TWSC	25.3	**D** *	24.9	C	4.1	0.6	**Yes**
4 . Englehart Avenue/Huntsman Avenue	County of Fresno	C	OWSC	9.7	A	9.4	A	OWSC	9.7	A	9.7	A	0.0	0.3	No
5 . Project Driveway 1/Huntsman Avenue	County of Fresno	C	OWSC	*Future Intersection*		*Future Intersection*		OWSC	8.4	A	8.6	A	8.4	8.6	No
6 . Project Driveway 2/Huntsman Avenue	County of Fresno	C	OWSC	*Future Intersection*		*Future Intersection*		OWSC	8.8	A	8.8	A	8.8	8.8	No

Notes:

RND = Roundabout; TWSC= Two-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement). Delay for LOS calculations for intersection with roundabout was obtained from SIDRA.

* Exceeds LOS Standard

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Table 7-D: Near Term Roadway Segments Peak Hour Levels of Service

Roadway Segment	Jurisdiction	Functional Classification[1]	Peak Hour Roadway Capacity[2]	Without Project						Plus Project						Increase in v/c		Improvement Required?
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour	P.M. Peak Hour	
				Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS			
Segments on Buttonwillow Avenue																		
1 . between Dinuba Avenue and Huntsman Avenue (Northbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	354	0.49	C	380	0.53	C	364	0.51	C	418	0.58	C	0.01	0.05	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	375	0.52	C	456	0.63	C	414	0.58	C	469	0.65	C	0.05	0.02	No
2 . between Huntsman Avenue and Reedley City Limit (Northbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	332	0.46	C	377	0.52	C	348	0.48	C	383	0.53	C	0.02	0.01	No
between Huntsman Avenue and Reedley City Limit (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	304	0.42	C	414	0.58	C	309	0.43	C	430	0.60	C	0.01	0.02	No
3 . between Reedley City limits and Floral Avenue (Northbound)	Fresno County	1-Lane Undivided Major Arterial Road	720	336	0.47	C	375	0.52	C	352	0.49	C	381	0.53	C	0.02	0.01	No
between Reedley City limits and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Major Arterial Road	720	302	0.42	C	376	0.52	C	307	0.43	C	392	0.54	C	0.01	0.02	No
Segments on Englehart Avenue																		
4 . between Dinuba Avenue and Huntsman Avenue (Northbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	116	0.16	C	116	0.16	C	120	0.17	C	128	0.18	C	0.01	0.02	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	98	0.14	C	136	0.19	C	112	0.16	C	140	0.19	C	0.02	0.01	No
5 . between Huntsmen Avenue and Floral Avenue (Northbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	120	0.17	C	118	0.16	C	132	0.18	C	122	0.17	C	0.02	0.01	No
between Huntsmen Avenue and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	87	0.12	C	143	0.20	C	90	0.13	C	155	0.22	C	0.00	0.02	No
Segments on Dinuba Avenue																		
6 . between Buttonwillow Avenue and Englehart Avenue (Eastbound)	City of Reedley	1-Lane Undivided Arterial Road	720	388	0.54	C	489	0.68	C	388	0.54	C	489	0.68	C	0.00	0.00	No
between Buttonwillow Avenue and Englehart Avenue (Westbound)	City of Reedley	1-Lane Undivided Arterial Road	720	573	0.80	C	372	0.52	C	573	0.80	C	372	0.52	C	0.00	0.00	No
Segments on Huntsman Avenue																		
7 . between Buttonwillow Avenue and the project site (Eastbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	35	0.05	C	14	0.02	C	90	0.13	C	33	0.05	C	**0.08**	0.03	No
between Buttonwillow Avenue and the project site (Westbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	13	0.02	C	7	0.01	C	28	0.04	C	61	0.08	C	0.02	**0.08**	No
8 . between the project site and Englehart Avenue (Eastbound)	Fresno County	1-Lane Undivided Collector	720	11	0.02	C	19	0.03	C	55	0.08	C	43	0.06	C	**0.06**	0.03	No
between the project site and Englehart Avenue (Westbound)	Fresno County	1-Lane Undivided Collector	720	20	0.03	C	17	0.02	C	44	0.06	C	60	0.08	C	0.03	**0.06**	No

Notes:

LOS = Level of Service; v/c = Volume to Capacity Ratio

[1] Classification obtained from the Figure 3.1 - Circulation Diagram, *City of Reedley, General Plan 2030*.

[2] Roadway Capacity obtained from Motor Vehicle Arterial Generalized Service Volume Tables (C2T-Rural Town) State of Florida 2023 Multimodal Quality/Level of Service Handbook, January 2023

* Exceeds LOS Standard

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Table 7-E - Cumulative Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project					With Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS			
1 . Buttonwillow Avenue/Dinuba Avenue	City of Reedley	C	RND	20.2	C	19.8	C	RND	22.4	C	21.6	C	2.2	1.8	No
2 . Buttonwillow Avenue/Huntsman Avenue	City of Reedley	C	OWSC	16.8	C	15.6	C	OWSC	20.2	C	18.2	C	3.4	2.6	No
3 . Englehart Avenue/Dinuba Avenue	County of Fresno	C	TWSC	24.8	C	31.8	**D** *	TWSC	26.7	**D** *	33.4	**D** *	1.9	1.6	**Yes**
4 . Englehart Avenue/Huntsman Avenue	County of Fresno	C	OWSC	9.9	A	10.2	B	OWSC	9.9	A	10.4	B	0.0	0.2	No
5 . Project Driveway 1/Huntsman Avenue	County of Fresno	C	OWSC	*Future Intersection*		*Future Intersection*		OWSC	8.6	A	8.6	A	8.6	8.6	No
6 . Project Driveway 2/Huntsman Avenue	County of Fresno	C	OWSC	*Future Intersection*		*Future Intersection*		OWSC	9.0	A	9.0	A	9.0	9.0	No

Notes:

RND = Roundabout; TWSC= Two-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement). Delay for LOS calculations for intersection with roundabout was obtained from SIDRA.

* Exceeds LOS Standard

LSA

Table 7-F: Cumulative Roadway Segments Peak Hour Levels of Service

Roadway Segment	Jurisdiction	Functional Classification[1]	Peak Hour Roadway Capacity[2]	Without Project						Plus Project						Increase in v/c		Improvement Required?
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour	P.M. Peak Hour	
				Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS			
Segments on Buttonwillow Avenue																		
1 . between Dinuba Avenue and Huntsman Avenue (Northbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	392	0.54	C	449	0.62	C	402	0.56	C	487	0.68	C	0.01	0.05	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	440	0.61	C	495	0.69	C	479	0.67	C	508	0.71	C	0.05	0.02	No
2 . between Huntsman Avenue and Reedley City Limit (Northbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	370	0.51	C	410	0.57	C	386	0.54	C	416	0.58	C	0.02	0.01	No
between Huntsman Avenue and Reedley City Limit (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	337	0.47	C	461	0.64	C	342	0.48	C	477	0.66	C	0.01	0.02	No
3 . between Reedley City limits and Floral Avenue (Northbound)	Fresno County	1-Lane Undivided Major Arterial Road	720	350	0.49	C	411	0.57	C	366	0.51	C	417	0.58	C	0.02	0.01	No
between Reedley City limits and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Major Arterial Road	720	311	0.43	C	388	0.54	C	316	0.44	C	404	0.56	C	0.01	0.02	No
Segments on Englehart Avenue																		
4 . between Dinuba Avenue and Huntsman Avenue (Northbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	122	0.17	C	152	0.21	C	126	0.18	C	164	0.23	C	0.01	0.02	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	141	0.20	C	144	0.20	C	155	0.22	C	148	0.21	C	0.02	0.01	No
5 . between Huntsmen Avenue and Floral Avenue (Northbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	125	0.17	C	124	0.17	C	137	0.19	C	128	0.18	C	0.02	0.01	No
between Huntsmen Avenue and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	91	0.13	C	150	0.21	C	94	0.13	C	162	0.23	C	0.00	0.02	No
Segments on Dinuba Avenue																		
6 . between Buttonwillow Avenue and Englehart Avenue (Eastbound)	City of Reedley	1-Lane Undivided Arterial Road	720	395	0.55	C	386	0.54	C	395	0.55	C	386	0.54	C	0.00	0.00	No
between Buttonwillow Avenue and Englehart Avenue (Westbound)	City of Reedley	1-Lane Undivided Arterial Road	720	591	0.82	C	502	0.70	C	591	0.82	C	502	0.70	C	0.00	0.00	No
Segments on Huntsman Avenue																		
7 . between Buttonwillow Avenue and the project site (Eastbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	137	0.19	C	83	0.12	C	192	0.27	C	102	0.14	C	**0.08**	0.03	No
between Buttonwillow Avenue and the project site (Westbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	69	0.10	C	90	0.13	C	84	0.12	C	144	0.20	C	0.02	**0.08**	No
8 . between the project site and Englehart Avenue (Eastbound)	Fresno County	1-Lane Undivided Collector	720	11	0.02	C	48	0.07	C	55	0.08	C	72	0.10	C	**0.06**	0.03	No
between the project site and Englehart Avenue (Westbound)	Fresno County	1-Lane Undivided Collector	720	59	0.08	C	18	0.03	C	83	0.12	C	61	0.08	C	0.03	**0.06**	No

Notes:

LOS = Level of Service; v/c = Volume to Capacity Ratio

[1] Classification obtained from the Figure 3.1 - Circulation Diagram, *City of Reedley, General Plan 2030* .

[2] Roadway Capacity obtained from Motor Vehicle Arterial Generalized Service Volume Tables (C2T-Rural Town) State of Florida 2023 Multimodal Quality/Level of Service Handbook, January 2023

* Exceeds LOS Standard

8.0 DRIVEWAY ACCESS ANALYSIS

Tables 8-A, 8-B, and 8-C shows the available turn-pocket storage lengths and summarize the 95th percentile back-of-queue lengths at the project driveways under existing, near-term, and cumulative without project and plus project conditions. The queues have been reported from SimTraffic since Synchro does not appropriately report queues at unsignalized intersections.

As shown in these tables, the queues at the project driveways are nominal. Additionally, as shown in the detailed report for these queuing and blocking analysis, the project traffic does not create any blockages for the through traffic along Huntsman Avenue.

Detailed queuing worksheets are included in Appendix E

Both the project driveways are proposed to be stop controlled. Therefore, project vehicles exiting from the project site will stop and yield to the traffic along Huntsman Avenue. Along the project frontage, currently there is no dedicated on-street parking provision. Additionally, there's no other large objects present or proposed as part of the project frontage improvement to obstruct the sight distance of vehicles exiting the project site. Therefore, both the driveways would have adequate sight distance for safe maneuvers of project traffic.

8.1 LIST OF CHAPTER 8.0 TABLES

- Table 8-A: Existing Queuing Analysis
- Table 8-B: Near-Term Queuing Analysis
- Table 8-C: Cumulative Year Queuing Analysis

LSA

Table 8-A - Existing Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Existing			
			No Project[2]		Plus Project [2]	
			AM	PM	AM	PM
5 . Project Driveway 1/Huntsman Avenue	**SBLR**	280	0	0	30	45
OWSC						
6 . Project Driveway 2/Huntsman Avenue	**SBLR**	70	0	0	25	35
OWSC						

Notes:

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

1 Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

2 All queues reported are 95th percentile queues. Queues for unsignalized intersections have been taken from SimTraffic.

LSA

Table 8-B - Near-Term Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Near Term			
			No Project[2]		Plus Project [2]	
			AM	PM	AM	PM
5 . Project Driveway 1/Huntsman Avenue	**SBLR**	280	0	0	30	45
OWSC						
6 . Project Driveway 2/Huntsman Avenue	**SBLR**	70	0	0	**30**	45
OWSC						

Notes:

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

1 Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

2 All queues reported are 95th percentile queues. Queues for unsignalized intersections have been taken from SimTraffic.

LSA

Table 8-C - Cumulative Year Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Cumulative			
			No Project[2]		Plus Project [2]	
			AM	PM	AM	PM
5 . Project Driveway 1/Huntsman Avenue	**SBLR**	280	0	0	55	75
OWSC						
6 . Project Driveway 2/Huntsman Avenue	**SBLR**	70	0	0	25	65
OWSC						

Notes:

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

1 Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

2 All queues reported are 95th percentile queues. Queues for unsignalized intersections have been taken from SimTraffic.

9.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

9.1 RECOMMENDED IMPROVEMENTS

Improvements have been recommended at the study intersection where an operational deficiency has been identified based on the results of the LOS analysis. Figure 9-1 illustrates the study intersection geometrics and traffic control under 'plus project' conditions with recommended improvements.

For the intersection at Dinuba Avenue/Englehart Avenue, converting the existing two-way stop control (TWSC) to all-way stop control (AWSC) is being proposed to eliminate the forecasted operational deficiency under near-term and cumulative conditions. Tables 9-A and 9-B summarize the post-improvement intersection LOS under near-term and cumulative conditions, respectively.

Detailed LOS worksheets are included in Appendix D.

9.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project-related operational deficiencies. At study locations where the addition of project traffic creates an operational deficiency (existing plus project conditions) and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place, the project is responsible for its fair-share payment. As such, the project will be paying its fair share for the recommended improvement at the intersection of Dinuba Avenue/Englehart Avenue.

9.2.1 Project Fair Share

In the absence of a fee program where the project has an impact on the roadway network, the project will pay its respective fair share for the proposed improvements. The project's fair share has been calculated based on project traffic as a percentage of total growth of existing traffic plus project volumes. The fair share calculation formula may be found below:

$$Fair\ Share\ \% = \frac{Project\ Trips}{Project\ Trips + Total\ Growth}$$

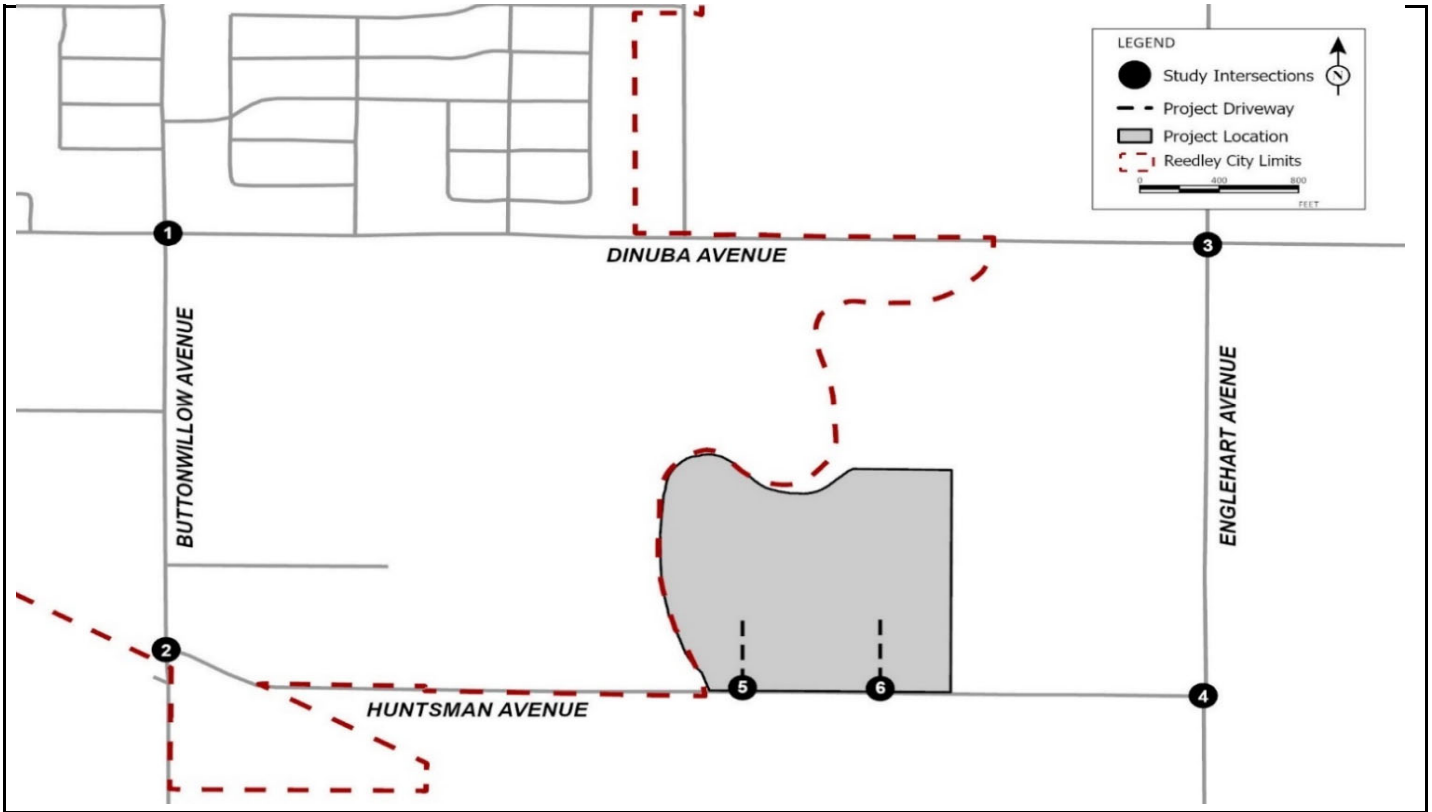
The project will be paying its fair share for the recommended improvements at the intersection of Englehart Avenue/Dinuba Avenue.

Table 9-C summarizes the recommended improvement for the deficient intersection and its fair share percentage for the improvement.

9.3 LIST OF CHAPTER 9.0 FIGURES AND TABLES

- Figure 9-1: Study Intersection Geometrics and Traffic Control under 'Plus Project' Conditions with Improvements

- Table 9-A: Near-Term Plus Project with Recommended Improvements Intersection Levels of Service
- Table 9-B: Cumulative Plus Project with Recommended Improvements Intersection Levels of Service
- Table 9-C: Recommended Improvements for Intersections and Fair Share



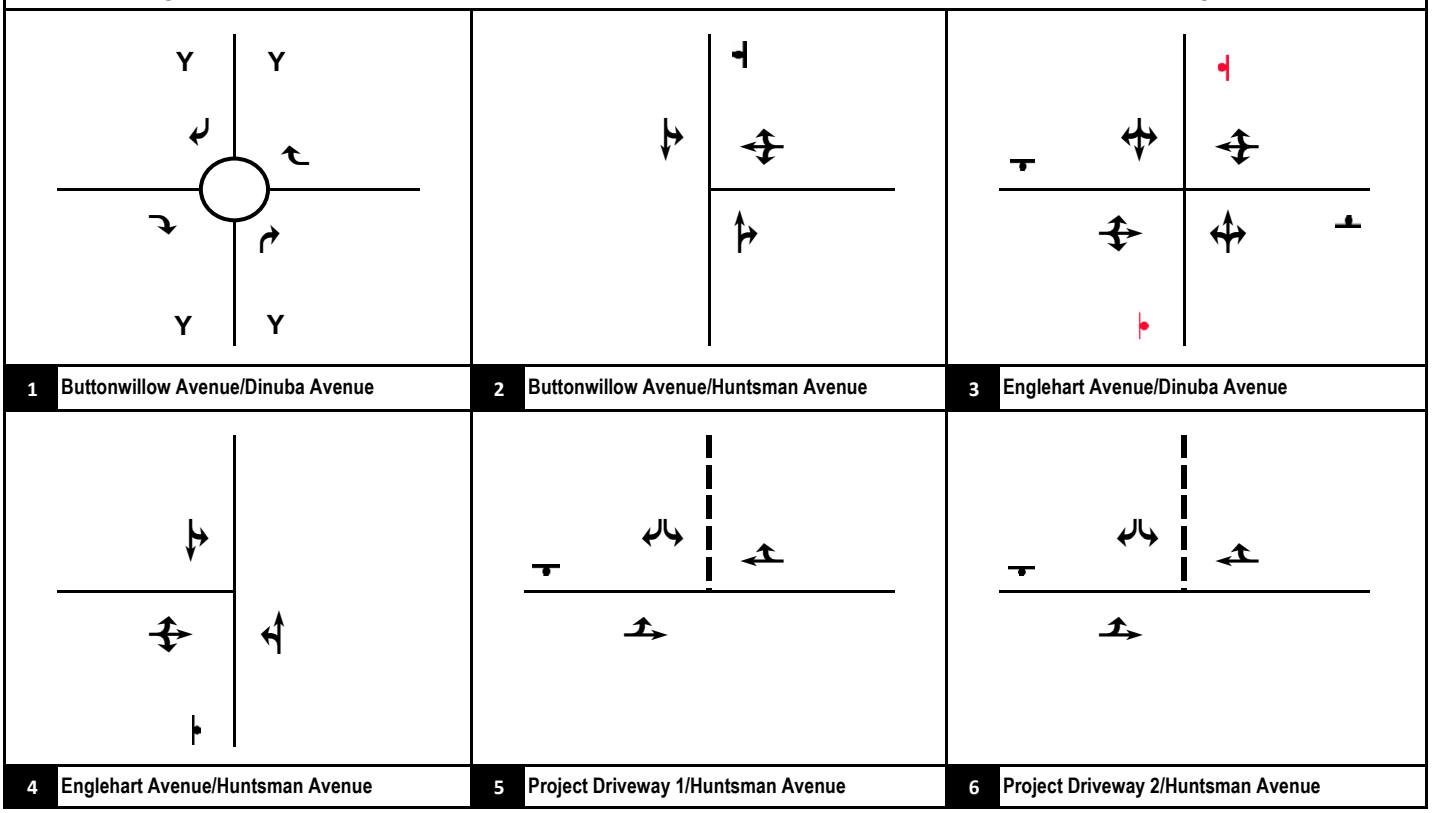


FIGURE 9-1

LSA

Legend

Stop Sign

Roundabout

Y Yield

Recommended Improvements

Project Driveway

East Huntsman Industrial Park Project

Traffic Impact Study

Study Intersection Geometrics and Traffic Control with Recommended Improvements

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LSA

Table 9-A - Near-Term Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements							Plus Project With Improvements				
			Control	A.M. Peak Hour			P.M. Peak Hour			Control	A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec.)	LOS		Delay (sec.)	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS
3 . Englehart Avenue/Dinuba Avenue	County of Fresno	C	TWSC	25.3	D	*	24.9	24.9	C	AWSC	14.7	B	15.1	C

Notes:

AWSC = All way Stop control; TWSC= Two-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement). Delay for LOS calculations for intersection with roundabout was obtained from SIDRA.

* Exceeds LOS Standard

LSA

Table 9-B - Cumulative Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements							Plus Project With Improvements				
			Control	A.M. Peak Hour			P.M. Peak Hour			Control	A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec.)	LOS		Delay (sec.)	LOS			Delay (sec.)	LOS	Delay (sec.)	LOS
3 . Englehart Avenue/Dinuba Avenue	County of Fresno	C	TWSC	26.7	D	*	33.4	D	*	AWSC	16.3	C	17.6	C

Notes:

AWSC = All way Stop control; TWSC= Two-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement). Delay for LOS calculations for intersection with roundabout was obtained from SIDRA.

* Exceeds LOS Standard

LSA

Table 9-C - Recommended Improvements for Intersections and Fair Share

Intersection	Near Term (2026) Plus Project Improvements	Cumulative (2046) Plus Project Improvements	Funding Mechanism	Improvements Covered by Fair Share	Fair Share Percentage[1]
3 . Englehart Avenue/Dinuba Avenue	Convert TWSC to AWSC	Convert TWSC to AWSC	Fair Share	Convert TWSC to AWSC	18.75%

Notes:

AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control

[1] Project Fair Share Percentage is the highest fair share value of the AM and PM peak hour when both peak hours require improvements, or only in the peak hour that require improvements.

10.0 VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

The City is one of the member jurisdictions of Fresno County Association of Governments (Fresno COG) and follows the *Fresno County SB 743 Implementation Regional Guidelines*, dated January 2021 (VMT Guidelines) that includes recommended screening criteria, methodology and significant threshold criteria for projects within Fresno COG member jurisdictions, including the City. Substantial evidence is also included in the implementation guidelines for these screening criteria, recommended methodologies, and significant impact criteria. Therefore, the VMT evaluation was conducted using the recommended screening criteria, methodology and significant threshold criteria included in the VMT Guidelines.

10.1 Methodology

Fresno COG's VMT analysis guidelines provide multiple screening criteria for land use projects. Each of these criteria was evaluated for the project to determine if the project can be screened out. Following is a brief description about the applicability of each of these screening criteria for the proposed project:

- **Transit Priority Area (TPA) Screening**: As per the VMT Guideline, TPAs are defined as an area within one-half mile of a major transit stop that is existing or planned. As discussed in Section 3 of this report, currently there is no transit facilities in the vicinity of the project. Additionally, based on information within the City of Reedley General Plan (2030), the project is not estimated to be within any future TPA. Therefore, this screening criteria does not apply to the project.
- **Low Trip Generator**: The VMT analysis guidelines identify that projects generating less than 500 daily trips could be screened out. As shown in Table 5-A in the project trip generation section, the project is estimated to generate 561 daily trips. Therefore, this screening criteria does not apply to the project.
- **Other Screening Criteria:** The project land use does not include only residential or office land uses. Therefore, it cannot be screened out using low VMT area maps. Additionally, it is neither an affordable housing project nor can it be classified as retail, institutional/government uses, or public service uses. As such, these screening criteria do not apply to the project.

Based on the reasons stated above, the project cannot be screened out from a detailed VMT analysis. As such, pursuant to the VMT Guidelines, a detailed VMT analysis was conducted using the regional travel demand model.

10.1.1 Thresholds of Significance

As previously stated, the project includes non-residential land uses only. However, it is a mixed-use project with primarily industrial and office uses that would require a General Plan Amendment.

Pursuant to the VMT Guidelines, VMT per employee was used as the VMT metric to determine project impacts. Therefore, as recommended in the VMT Guidelines, the threshold for determining VMT impacts has been considered as 13 percent below the region's current baseline VMT per employee.

As recommended in the VMT Guidelines, the entire Fresno County was identified as the region for VMT analysis for non-residential projects. Additionally, since the Fresno COG Activity Based Model (ABM), is the regional travel demand model for the entire county. Therefore, this model was used to determine the project VMT. The project VMT was calculated from the Fresno COG ABM model run as described below:

10.1.2 Project Traffic Analysis Zone Update

The first step was to update the traffic analysis zones (TAZs) in the model that include the project area. The project was isolated to estimate the project VMT. As such, two separate TAZ was used for the warehouse and the office land use. The project employee estimate was obtained from project site plan. The Fresno COG ABM socioeconomic database for the baseline (2019) scenario was updated with the project socioeconomic data within the project TAZs. Model run was conducted for this updated model and the outputs from this model run was used to estimate project VMT per employee for both the office and warehouse uses.

10.1.3 Model Runs and Project Vehicle Miles Traveled Estimation

A model run was conducted for this updated model upon completion of the socioeconomic data update. The outputs from this updated model run were used to calculate the project VMT per employee office and warehouse uses.

10.2 PROJECT VEHICLE MILES TRAVELED ANALYSIS

As previously mentioned, the baseline (2019) regional VMT per employee was obtained from the Fresno COG ABM "without project" run. The Regional Average VMT per Employee is 25.6. Further, as stated above, 13 percent below the baseline regional VMT per employee, or 22.3, was considered as the VMT threshold. Table 10-A shows the regional threshold and project VMT per employee for both the office and warehouse land uses. As shown in Table 10-A, the project VMT per employee for the proposed office use is 12.4, which is 44.39 percent lower than the VMT threshold. Similarly, the VMT per employee for the proposed warehouse use is 12.8, which is 42.60 percent lower than the VMT threshold. As such, both the project component is estimated to have no significant VMT impact. Therefore, the proposed project would not have any significant VMT impact.

Detailed VMT calculation worksheets for the project are included in Appendix F

10.3 LIST OF CHAPTER 10.0 TABLES

- Table 10-A: Baseline (2019) Regional and Project VMT per Employee

Table 10-A: Baseline (2020) Regional and Project VMT per Employee

Project Land Use	VMT Threshold (13% Below Regional Average)	Project VMT per Employee	Percentage Difference	Significant Impact?
Office	22.3	12.4	44.39%	NO
Warehouse	22.3	12.8	42.60%	NO

Source: Fresno COG Activity Based Model
VMT = Vehicle Miles Traveled

11.0 SUMMARY AND CONCLUSIONS

The proposed project site will be developed into an industrial park with office/retail, warehouse, and truck maintenance facilities with an estimated completion date of 2026. Access to the site will be provided via two driveways on Huntsman Avenue. Overall, the project is estimated to generate 970 daily PCE trips, with 100 trips occurring during the a.m. peak hour and 105 trips occurring during the p.m. peak hour.

11.1 EXISTING CONDITIONS SUMMARY

All study intersections and all roadway segments operate at a satisfactory LOS under existing and existing plus project conditions.

11.2 NEAR-TERM CONDITIONS SUMMARY

All study intersections and roadway segments are forecast to operate at a satisfactory LOS under near-term without project conditions while five study intersections are forecast to operate at a satisfactory LOS under near-term plus project conditions. One study intersection is forecast to operate at a deficient LOS under near-term plus project condition. All roadway segments are forecast to operate at a satisfactory LOS under near-term plus project conditions.

11.3 CUMULATIVE YEAR CONDITIONS SUMMARY

Five study intersections and all roadway segments are forecast to operate at a satisfactory LOS under cumulative year 'without project' and 'plus project' conditions. One study intersection is forecast to operate at a deficient LOS under cumulative 'without project' and 'plus project' conditions.

11.4 IMPROVEMENTS SUMMARY

Based on the improvements discussed in Section 9.1 "Recommended Improvements" of this report the recommended improvements include converting the existing two-way stop control to an all-way stop control at the deficient intersection. The project will pay its fair share for intersections where improvements are not covered by a fee program.

11.5 DRIVEWAY ACCESS ANALYSIS SUMMARY

The stop control at the project driveways will be one-way stop control (OWSC). Based on the locations of the project driveway, the project is not anticipated to create deficiency in the neighborhood traffic flow pattern.

11.6 VEHICLE MILES TRAVELED SUMMARY

Based on the recommended screening criteria included in the VMT Guidelines, the project is not expected to have any significant VMT impact.

APPENDIX A

SCOPING AGREEMENT

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

December 21, 2023

Rodney L. Horton, MPA
Community Development Director
Community Development Department; City of Reedley
1733 9th Street
Reedley, CA 93654

Subject: Scope of Work for the East Huntsman Avenue Industrial Park Project Traffic Impact Study (LSA Project No. 20231045.02)

Dear Rodney:

LSA will be preparing a Traffic Impact Study (TIS) for the proposed East Huntsman Avenue Industrial Park Project (project) to be located within Fresno County (County) and proposed to be annexed in the City of Reedley (City). The project site is bounded by Huntsman Avenue on the south and agricultural lands on the east and north. Figure 1 (all figures and tables attached) illustrates the regional and project location.

The project site is currently used for growing agricultural crops and contains agricultural support buildings and one single-family residence. The proposed project would divide the 42-acre project site into 26 lots, which would be developed with office/retail, warehouse, and truck maintenance facilities. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.

Access to the site will be provided via two driveways on Huntsman Avenue. A third driveway is proposed in the site plan on the northern side of the project. However, since it is not currently connected to the existing circulation system, this driveway is not anticipated to have any project trips. Figure 2 illustrates the conceptual site plan for the project.

LSA anticipates that the following scope of work will be required for preparation of the TIS.

SCOPE OF WORK: LEVEL OF SERVICE ANALYSIS

While Level of Service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, the project will need to demonstrate consistency with the General Plan goals and policies since project traffic will be affecting the surrounding roadway circulation network under the jurisdiction of the County. Therefore, an LOS analysis will be prepared for the project. It is LSA's understanding that the City does not have its own LOS study guidelines but follows the *Draft Guidelines for the Preparation of Traffic Impact Studies within the County of Fresno* (TIS Guidelines), dated May 2018. Therefore, the TIS scope has been prepared in accordance with the recommendations included in the County's TIS Guidelines.

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Study Intersections

As previously mentioned, the TIS for the proposed project will be prepared to meet the requirements of the County's TIS Guidelines. As per the County's TIS Guidelines, any intersection where the project is anticipated to add 10 or more peak hour trips should be included in the study. However, it should be noted that the County's TIS Guidelines were developed primarily to address traffic operations in rural areas. Since the project is located within the City's sphere of influence (suburban settings), intersections where the project is estimated to add 50 or more peak hour trips were considered for evaluation. Using this criterion, and based on recommendation from City and County of Fresno staff, the following intersections are being proposed for evaluation:

1. Buttonwillow Avenue/Dinuba Avenue (Reedley)
2. Englehart Avenue/Dinuba Avenue (County of Fresno)
3. Buttonwillow Avenue/Huntsman Avenue (Reedley)
4. Englehart Avenue/Huntsman Avenue (County of Fresno)
5. Project Driveway 1/Huntsman Avenue (County of Fresno)
6. Project Driveway 2/Huntsman Avenue (County of Fresno)

Figures 3 illustrate the study area intersection.

Traffic operations at all study intersections will be analyzed during the weekday a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m., while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Intersection LOS will be calculated using the Highway Capacity Manual 7th Edition (HCM 7) analysis methodologies and using Synchro 12 software for signalized and unsignalized intersections, and SIDRA software for roundabouts.

Roadway Segments

Based on recommendation from City and County staff, the following roadway segments are being proposed for evaluation:

1. Buttonwillow Avenue, between Dinuba Avenue and Huntsman Avenue,
2. Buttonwillow Avenue, between Huntsman Avenue and Reedley City Limit,
3. Buttonwillow Avenue, between Reedley City limits and Floral Avenue,
4. Englehart Avenue, between Dinuba Avenue and Huntsman Avenue,
5. Englehart Avenue, between Huntsmen Avenue and Floral Avenue
6. Dinuba Avenue, between Buttonwillow Avenue and Englehart Avenue,
7. Huntsman Avenue, between Buttonwillow Avenue and the project site, and
8. Huntsman Avenue, between the project site and Englehart Avenue.

Analysis Scenarios

As per the County's TIS Guidelines, the following scenarios will be included in the TIS:

- Existing Conditions;
- Existing Plus Project Conditions;
- Near-Term Without Project Conditions;

- Near-Term Plus Project Conditions;
- Cumulative Without Project Conditions; and
- Cumulative Plus Project Conditions.

Trip Generation

The trip generation for the proposed project was developed using the following rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition):

- Land Use 150 - " Warehousing "
- Land Use 710 - "General Office Building"

It should be noted that as shown in the conceptual site plan, Parcel 1 has been proposed either as a retail or an office facility. However, given the location of the project and location of parcel 1 within the project, it is estimated that Parcel 1 would be developed as a commercial office facility. Therefore, for purposes of this analysis, Parcel 1 has been considered as an office facility to develop the project trip generation.

Additionally, as shown in the site plan, a truck repair facility has been proposed. However, this facility is estimated to provide truck repair services to trucks that are accessing the project's industrial buildings. Therefore, no external trips were accounted for this use as part of the project trip generation.

Warehouse facilities typically generate a significant number of truck trips along with passenger vehicles (PV). Therefore, the total amount of trips generated by the warehouse facilities were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. Based on our prior experience working on industrial projects within the County, SCAQMD vehicle splits is an acceptable methodology to develop vehicle mix estimates. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated December 2014, the truck mix was considered as 18.7% 4- or more axle, 5.5% 3-axle, and 6.8% 2-axle trucks. The concept of passenger car equivalent (PCE) accounts for the larger impact of trucks on traffic operations. HCM recommends applying a PCE factor of 2.0 to convert truck trips to equivalent passenger car trips. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. However, as a conservative approach, all truck trips were converted to PCE using a 2.0 PCE factor for 2-axle and 3-axle trucks, and 3.0 for 4- and more axle trucks.

Table A summarizes the project trip generation. As shown in Table A, the project is estimated to generate 517 daily PV trips, with 56 PV trips during the a.m. peak hour, and 58 PV trips during the p.m. peak hour. Additionally, the project is estimated to generate 174 daily truck trips, with 17 truck trips during the a.m. peak hour, and 18 truck trips during the p.m. peak hour. After converting the truck trips into PCE, the project is estimated to generate 970 daily PCE trips, with 100 trips occurring during the a.m. peak hour and 105 trips occurring during the p.m. peak hour.

Generalized trip distribution patterns were developed based on the location of the proposed project in relation to surrounding land uses and the roadway network. Figure 4 illustrates the project trip distribution for the passenger vehicles. Figure 5 illustrates the project trip distribution for trucks. The project trip assignment at the study intersections is the product of the project trip generation and the corresponding trip distribution percentages. Figure 6 and Figure 7 illustrates the project trip assignments at the study area intersections for passenger vehicles and trucks, respectively. Figure 8 illustrates the total peak hour project trip assignment (In PCE) at the study intersections.

Volume Development and Analysis Methodology

Traffic volumes for existing conditions will be developed using existing count data collected at study intersections and roadway segments.

Traffic volumes for near-term without project conditions will be developed by adding traffic volumes from approved and pending development projects in the vicinity of the project to existing traffic volumes. Cumulative project information will be obtained from the City of Reedley, County of Fresno and other adjacent jurisdictions.

Traffic volumes for cumulative without project conditions will be developed using forecast volumes obtained from the latest version of the Fresno Council of Governments' (Fresno COG's) Activity-Based Model (ABM) and by applying the Fresno COG's recommended post-processing methodologies.

Traffic volumes for existing, near-term, and cumulative plus project conditions will be developed by adding project traffic to the traffic volumes for the respective without project scenarios.

As previously stated, all study intersections will be analyzed during the a.m. and p.m. peak hours. Intersection LOS will be calculated using *Highway Capacity* Manual 7th Edition (HCM 7) analysis methodologies by using the Synchro 12 software for signalized and unsignalized intersections, and SIDRA software for roundabouts. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Roadway segments will be analyzed for the highest volume on any part of the segment during the peak hours. Roadway segment analysis will be conducted using the latest version of Florida tables.

Analysis of Traffic Operations and Recommended Circulation Improvements

LOS and delay will be analyzed under all analysis scenarios to determine operational deficiencies at the study intersection and roadway segments. Determination of operational deficiencies will be made based on the City's LOS standards and operational deficiency criteria.

Improvements will be recommended at locations where the project creates an operational deficiency. Improvements may include addition of intersection turn lanes, roadway widening, traffic signal installation and modification, local street striping and channelization improvements, and signage. The LOS with improvements will be calculated and summarized along with a comparison of the LOS without improvements.

Signal Warrant Analysis (if required)

A signal warrant analysis will be conducted at unsignalized intersections if it is determined that a signal is required at this intersection as an operational improvement. Peak hour approach volumes for the intersection will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD).

RTMF/Fair Share Contributions

LSA will evaluate whether the improvements identified in the TIS are included as part of the Fresno COG *Regional Transportation Mitigation Fee* (RTMF) program or any other fee program. If it is determined that the improvement is not covered through any such fee program, then the project's fair share contribution will be calculated based on the project traffic as a percentage of total growth from existing to cumulative conditions, as outlined in the County's guidelines.

Active Transportation and Public Transit Analysis

In this analysis, potential project impacts on public transit, bicycle, and pedestrian facilities will be evaluated and significant impacts would be determined based on whether the project conflicts with adopted policies, plans, or programs for these facilities, or whether the project decreases the performance or safety of these facilities.

Left-Turn Pocket at Site Entrance Analysis

The County's TIS Guidelines require an analysis to examine the need for left-turn pockets at the project site entrances to be included in the TIS to address safe and acceptable traffic operations. The analysis will be conducted using the American Association of State and Highway Transportation Officials (AASHTO) tables, Harmelink tables, or similar analysis methodologies.

SCOPE OF WORK: PROJECT VMT ANALYSIS

The City follows the *Fresno County SB 743 implementation Regional Guidelines*, dated January 2021 (Fresno COG Guidelines), for California Environmental Quality Act (CEQA) Vehicle Miles Traveled (VMT) Analysis. Therefore, the VMT analysis will be based on the recommended methodology and significant threshold criteria included in the Fresno COG Guidelines. Based on the project size and estimated trip generation, a detailed VMT analysis will be required for the project. LSA will utilize the Fresno COG ABM for the VMT calculations for the project. The detailed scope of work for the project is as follows:

Project Traffic Analysis Zone Update

The first step in preparation of this analysis will be to update the traffic analysis zones (TAZs) in the model that includes the project area. LSA will convert the project land use into model socioeconomic categories using regional conversion factors. The socioeconomic data for the project TAZ in the existing year model scenario will be updated.

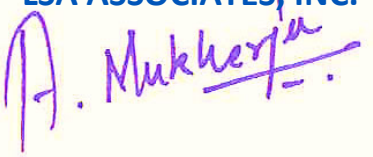
Project VMT Analysis

Upon completion of the socioeconomic data update, LSA will conduct model run for the existing scenario. LSA will utilize the outputs from the model runs to calculate the project VMT for the different land uses of the project. Since this is a mixed-use project, individual land uses will be evaluated separately as recommended in the Fresno COG guidelines. Project VMT rate for separate land uses will be compared to the appropriate threshold to determine whether the project would create any significant VMT impact.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at ambarish.mukherjee@lsa.net

Sincerely,

LSA ASSOCIATES, INC.



Ambarish Mukherjee, PE, AICP
Principal

ATTACHMENTS

Tables:

Table A: Project Trip Generation

Figures:

Figure 1: Regional and Project Location
Figure 2: Conceptual Site Plan
Figure 3: Study Area Intersections
Figure 4: Project Trip Distribution - Passenger Vehicles
Figure 5: Project Trip Distribution - Trucks
Figure 6: Project Trip Assignment - Passenger Vehicles
Figure 7: Project Trip Assignment – Trucks
Figure 8: Total Project Trip Assignment

TABLES

LSA

Table A: Project Trip Generation

Land Uses	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Warehousing[1]								
	328.000 tsf							
Trips/Unit (Cars)		0.089	0.028	0.117	0.034	0.090	0.124	1.180
Trips/Unit (2-Axle Trucks)		0.009	0.003	0.012	0.003	0.009	0.012	0.116
Trips/Unit (3-Axle Trucks)		0.007	0.002	0.009	0.003	0.007	0.010	0.094
Trips/Unit (4+ Axle Trucks)		0.025	0.007	0.032	0.010	0.024	0.034	0.320
Trips/Unit (Total)		0.130	0.040	0.170	0.050	0.130	0.180	1.710
Trip Generation (Cars)		29	9	38	11	30	41	387
Trip Generation (2-Axle Trucks)		3	1	4	1	3	4	38
Trip Generation (3-Axle Trucks)		2	1	3	1	2	3	31
Trip Generation (4+ Axle Trucks)		8	2	10	3	8	11	105
Trip Generation (Total)		42	13	55	16	43	59	561
Trip Generation (Cars)		29	9	38	11	30	41	387
PCE Trip Generation (2-Axle Trucks)		6	2	8	2	6	8	76
PCE Trip Generation (3-Axle Trucks)		4	2	6	2	4	6	62
PCE Trip Generation (4+ Axle Trucks)		24	6	30	9	24	33	315
PCE Trip Generation (Total)		**63**	**19**	**82**	**24**	**64**	**88**	**840**
Office	12.00 tsf							
Trips/Unit[2]		1.34	0.18	1.52	0.24	1.20	1.44	10.84
Trip Generation		16	2	18	3	14	17	130
Total Trip Generation (Passenger Vehicles)		**45**	**11**	**56**	**14**	**44**	**58**	**517**
Total Trip Generation (Trucks)		**13**	**4**	**17**	**5**	**13**	**18**	**174**
Total Gross Trip Generation (Passenger Vehicles + Trucks)		**58**	**15**	**73**	**19**	**57**	**76**	**691**
Total Truck PCE Trip Generation		**34**	**10**	**44**	**13**	**34**	**47**	**453**
Total Net PCE Trip Generation		**79**	**21**	**100**	**27**	**78**	**105**	**970**

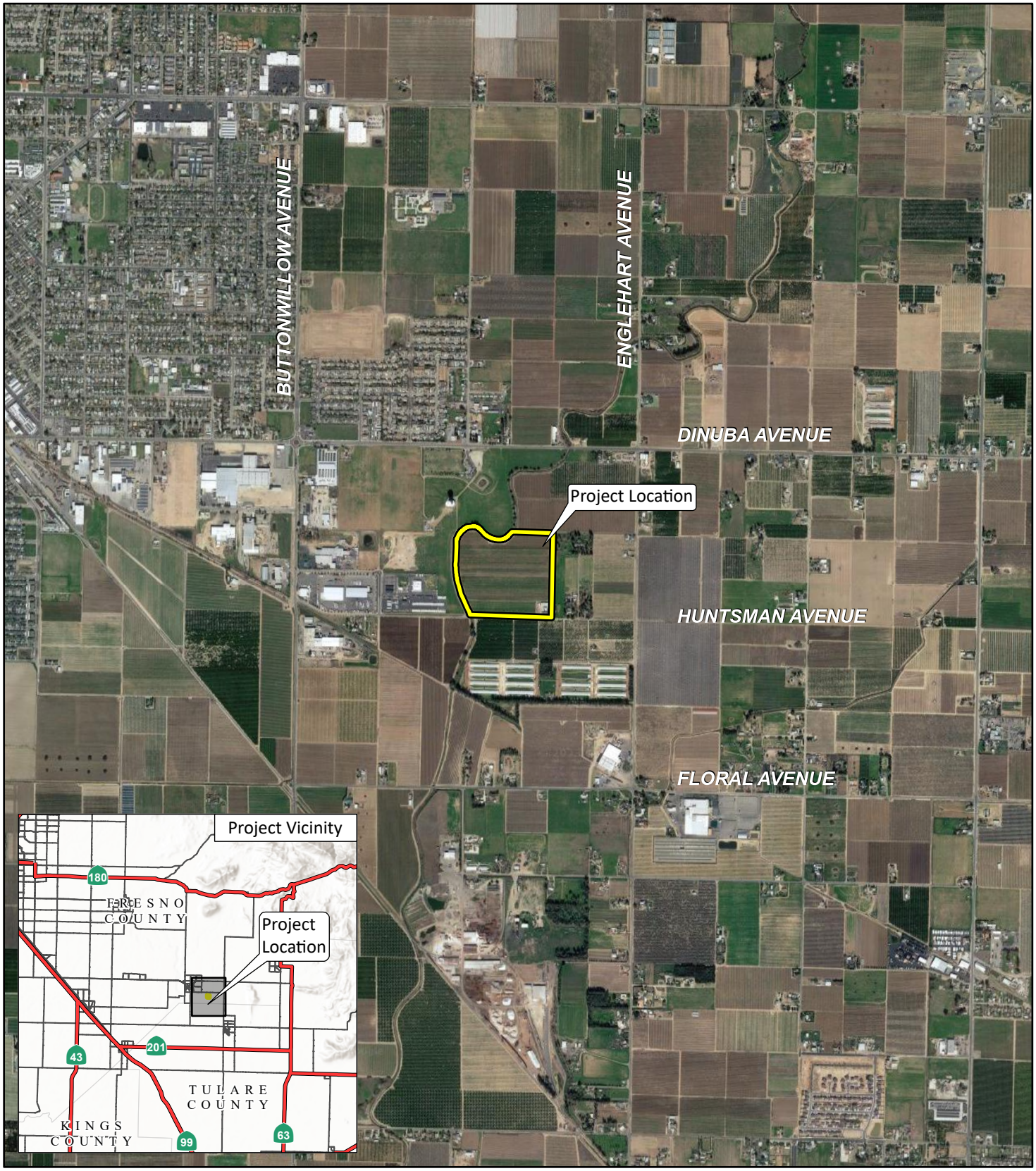
Notes:

tsf = thousand square-feet

[1] The trip generation was developed based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) rates for Land Use 150 – "Warehousing." The resulting trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated July 2014, the truck mix was considered as 18.7% 4-axle, 5.5% 3-axle, and 6.8% 2-axle trucks. Finally, all truck trips were converted to passenger car equivalents (PCEs) using a 2.0 PCE factor for 2-axle trucks and 3-axle trucks, and 3.0 for 4- and more axle trucks.

[2] Rates based on the ITE *Trip Generation Manual* (11th Edition) for Land Use 710 - "General Office Building", Setting/Location - "General Urban/Suburban."

FIGURES



LSA

Project Location

FIGURE 1

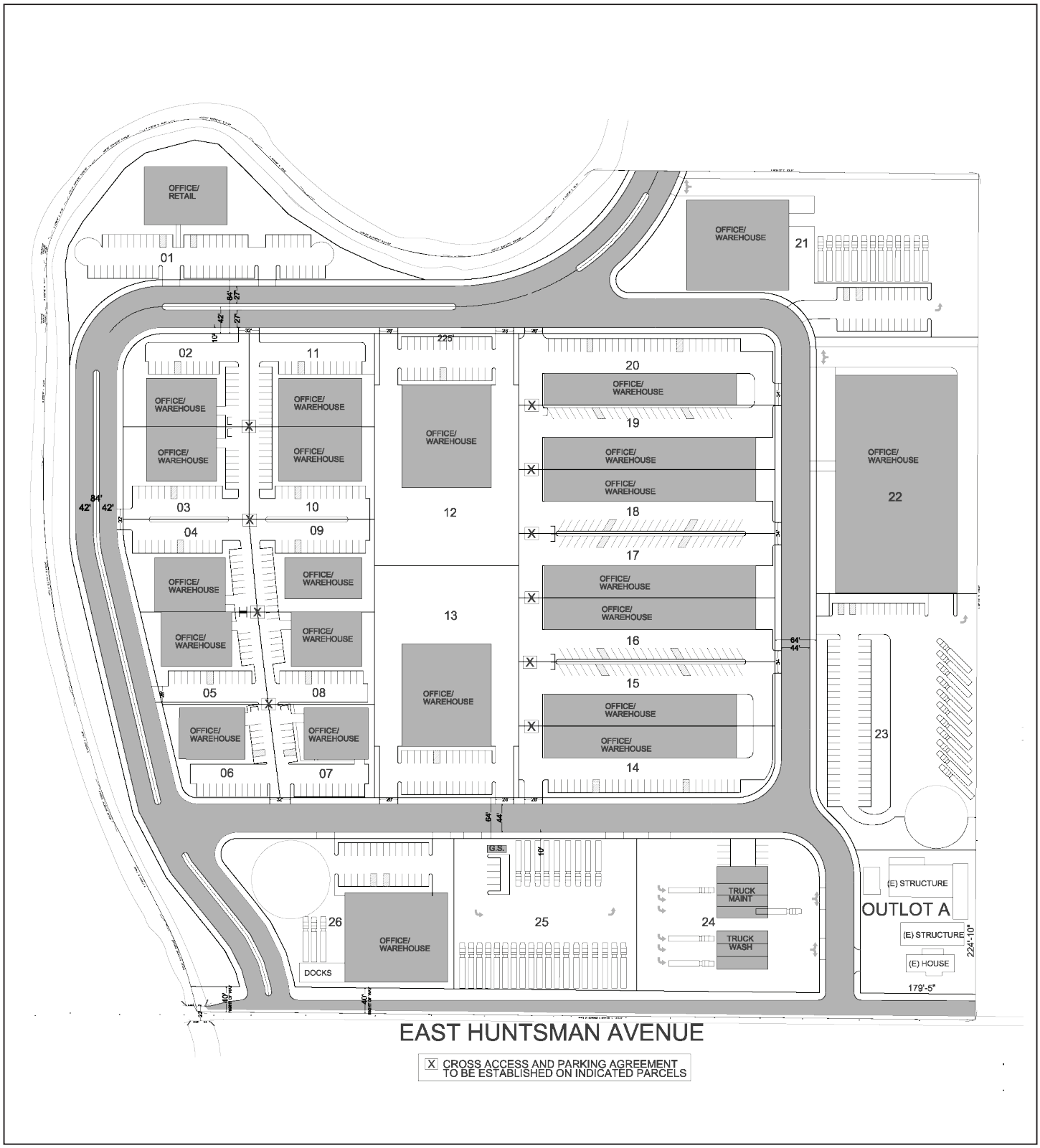
N

0 1000 2000
FEET

SOURCE: Google Earth, 2022.

Huntsman Industrial Park
Traffic Impact Study
Regional and Project Location

P:\20231045.02 Huntsman\PRODUCTS\Traffic\GIS and Graphics\Report\Huntsman.aprx (9/20/2023)



LSA

FIGURE 2

N

0 40 80 160

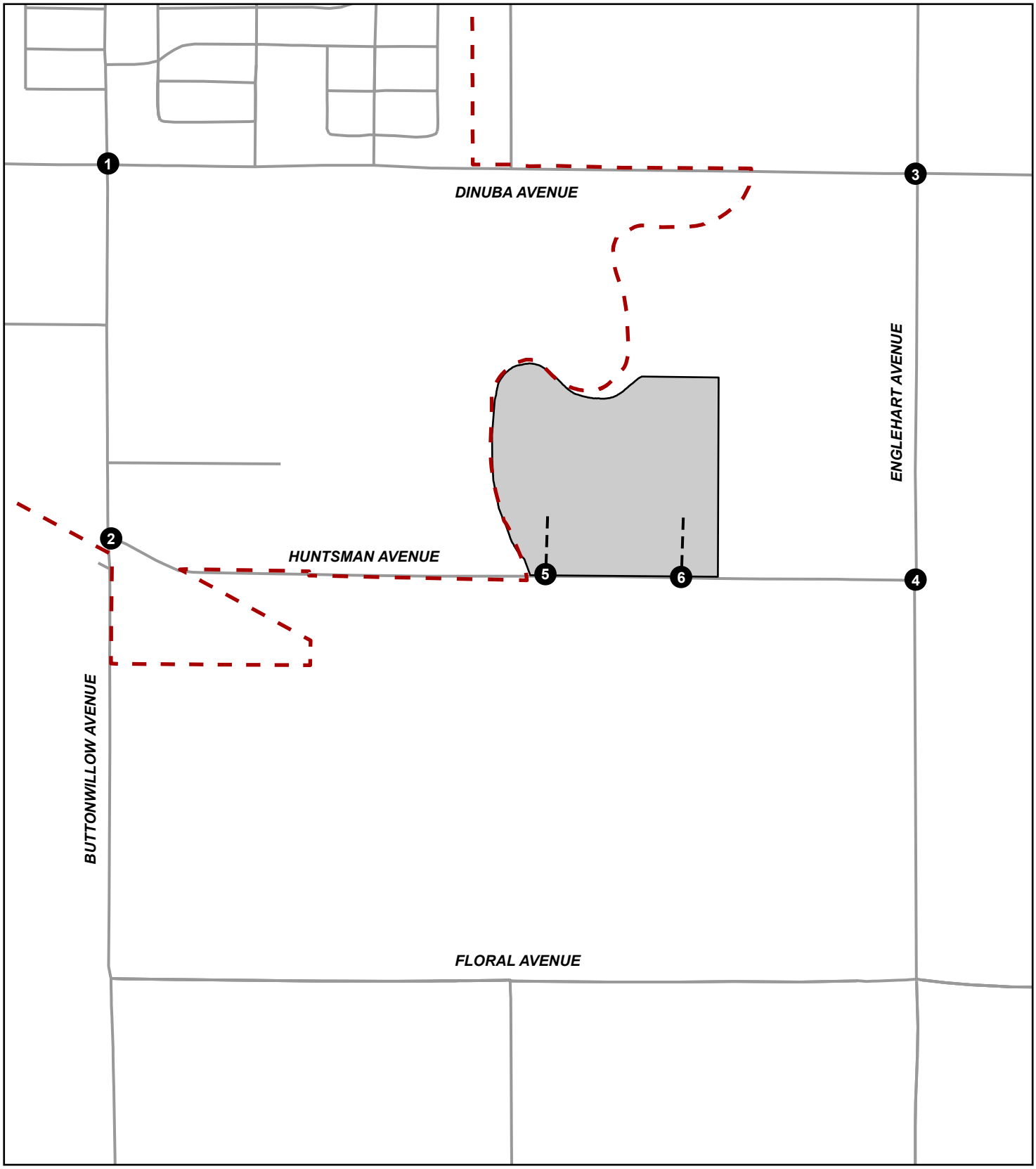
FEET

Huntsman Industrial Park
Traffic Impact Study

Conceptual Site Plan

SOURCE: Excel Engineering, Inc., July, 2023.

P:\20231045.02 Huntsman\PRODUCTS\Traffic\GIS and Graphics\Report\fig2_SitePlan.ai (09/11/2023)



LSA

LEGEND

- Study Intersections
- Project Driveway
- Project Location
- Reedley City Limits

N

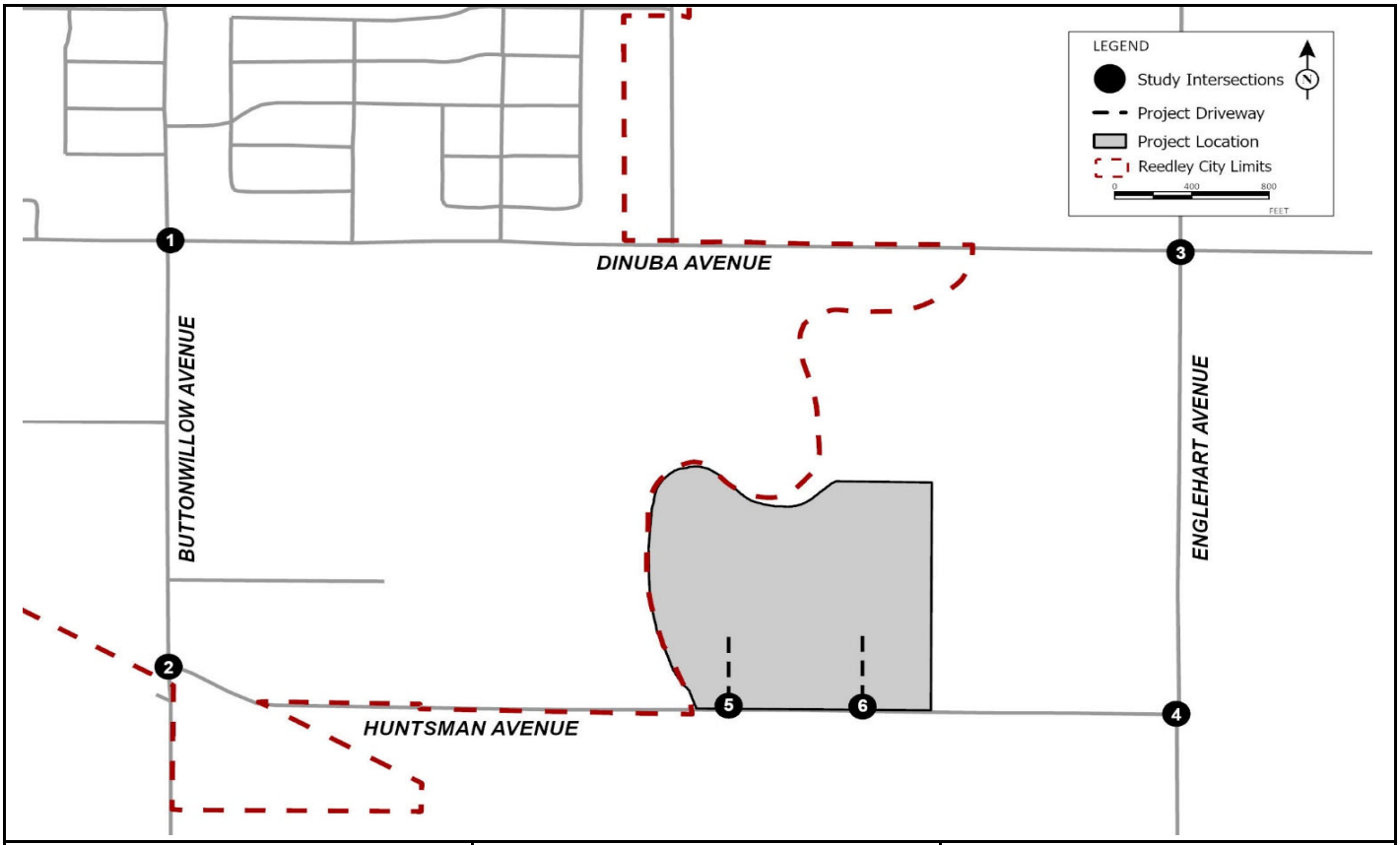
0 500 1000
FEET

Google Earth, 2022

FIGURE 3

Huntsman Industrial Park
Traffic Impact Study
Study Area Intersections

P:\20231045.02 Huntsman\PRODUCTS\Traffic\GIS and Graphics\Report\Huntsman.aprx (10/13/2023)



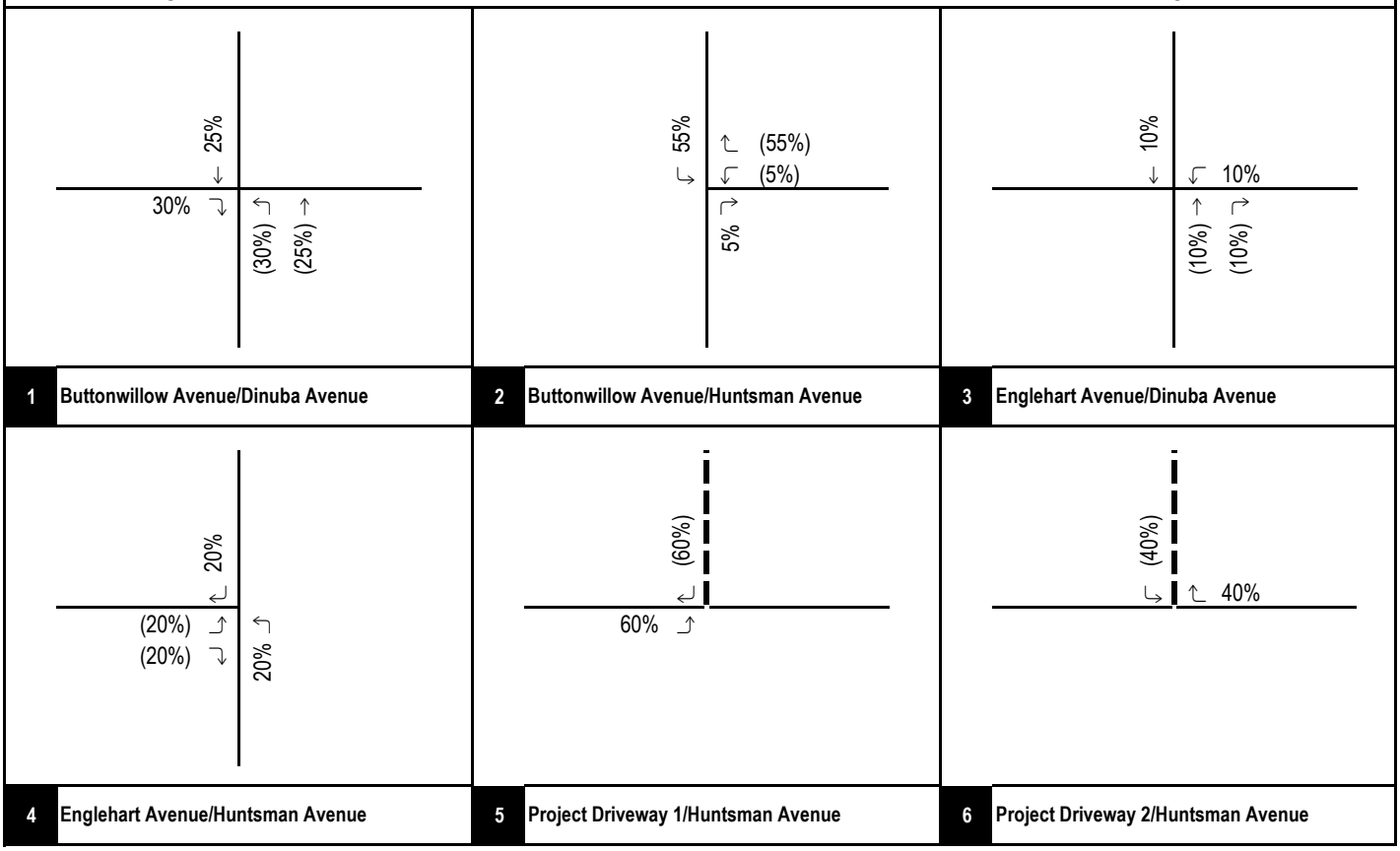


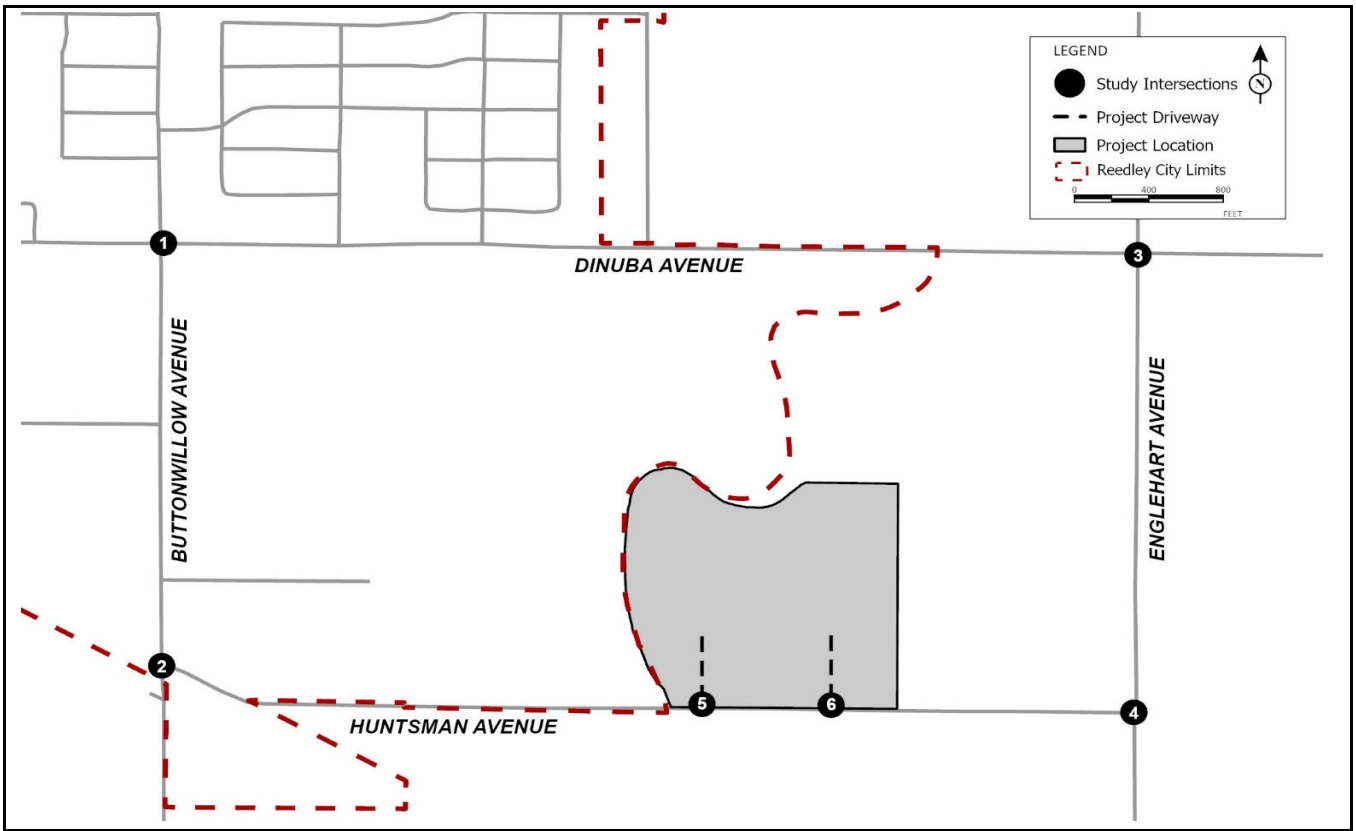
FIGURE 4

LSA

XX% (YY%)
Inbound% (Outbound%) Distribution

Huntsman Industrial Park
Traffic Impact Study

Project Trip Distribution - Passenger Vehicles



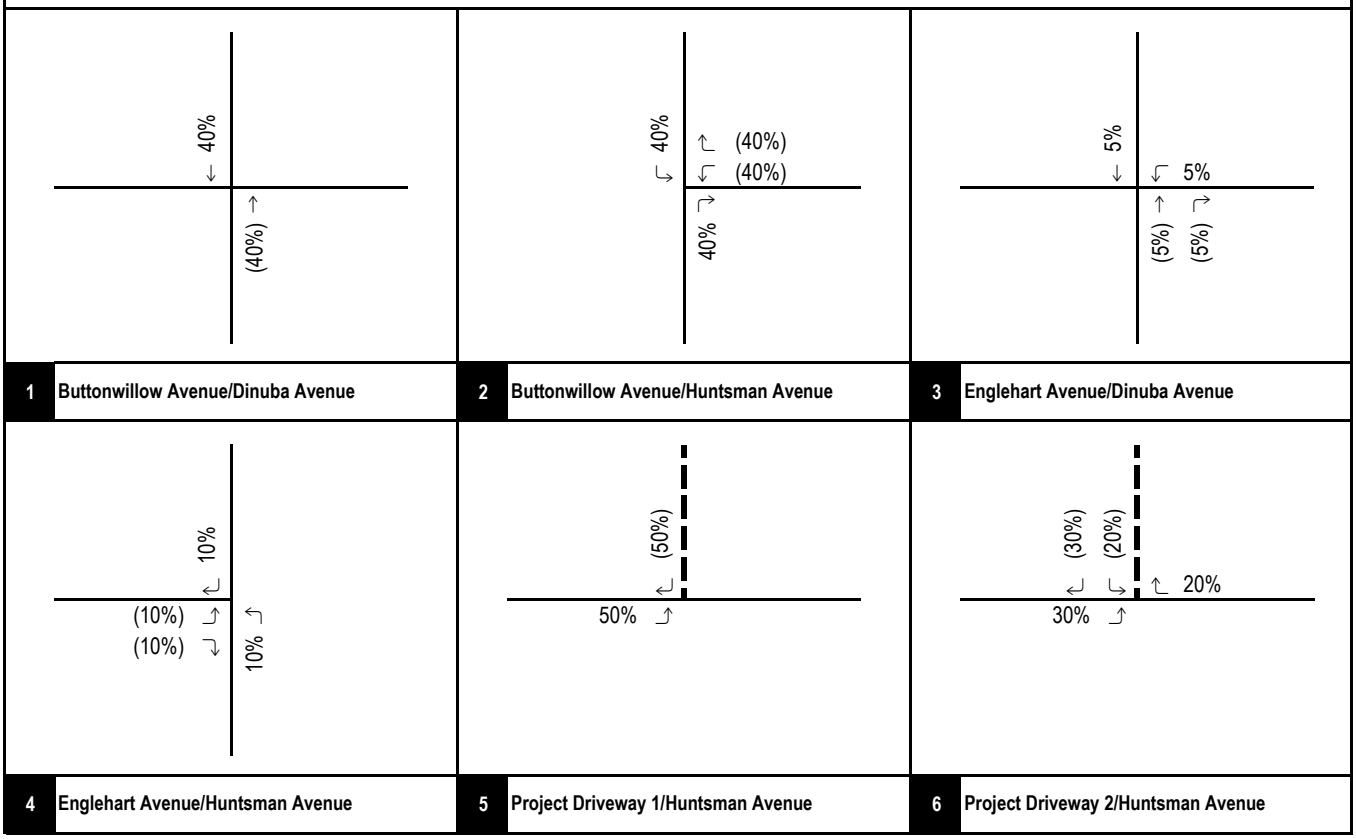


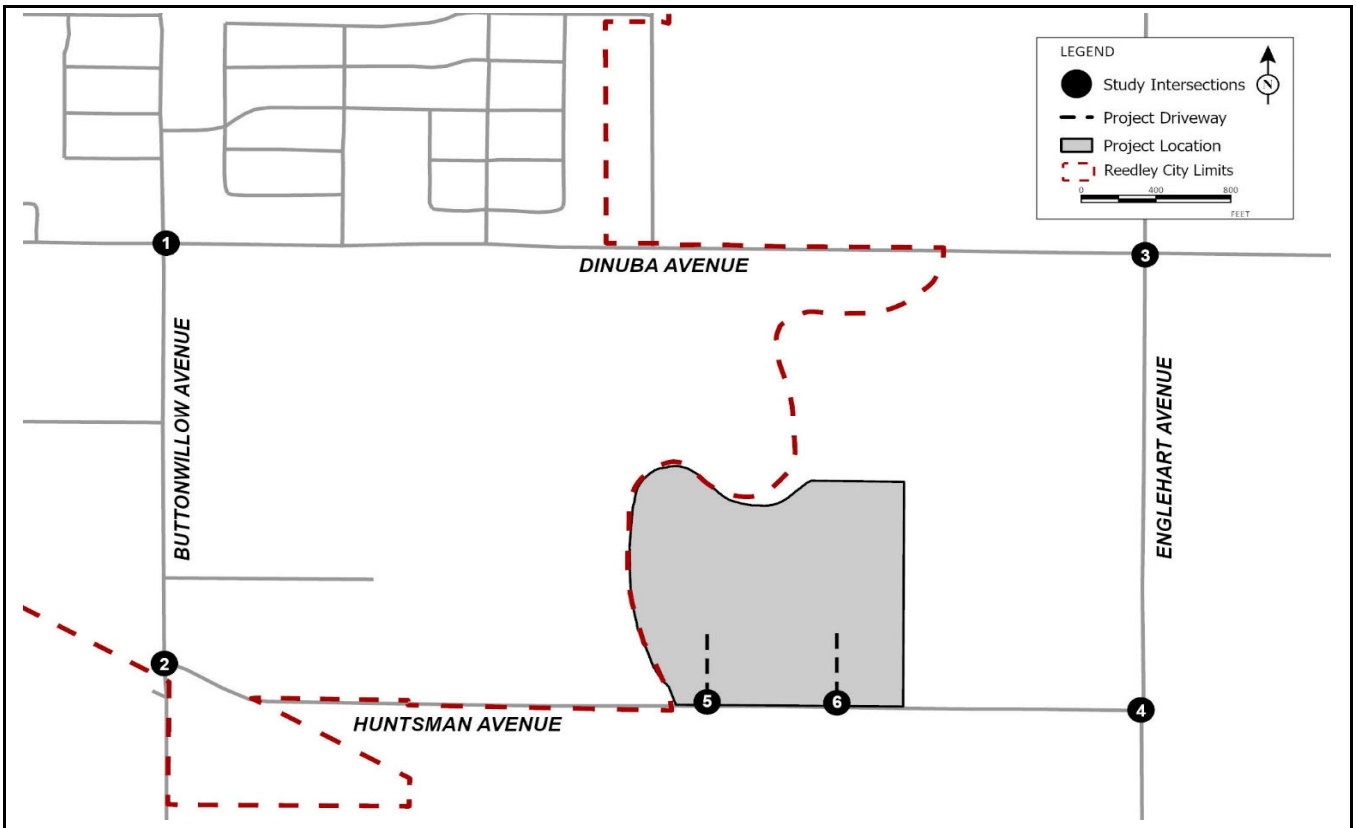
FIGURE 5

LSA

XX% (YY%)
Inbound% (Outbound%) Distribution

Huntsman Industrial Park
Traffic Impact Study

Project Trip Distribution - Trucks



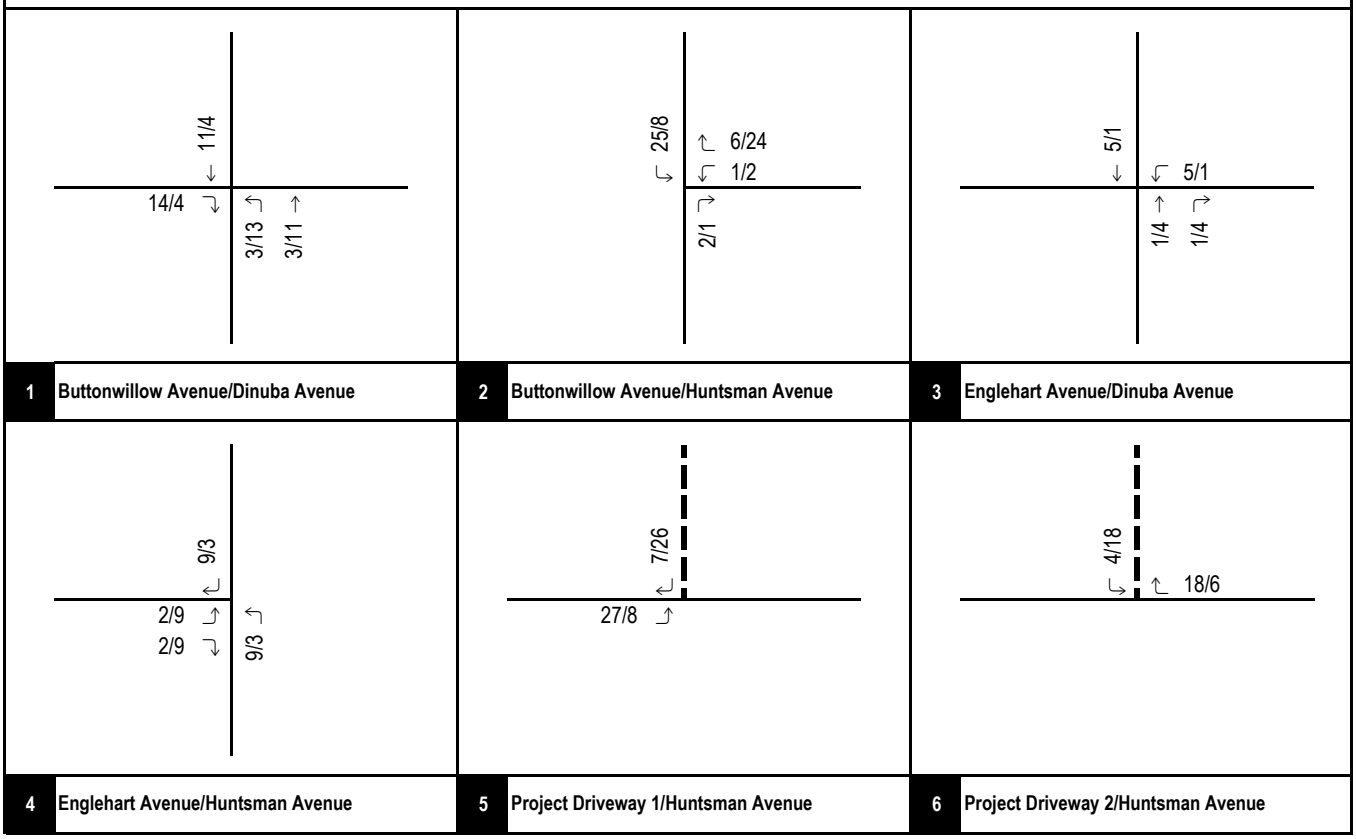


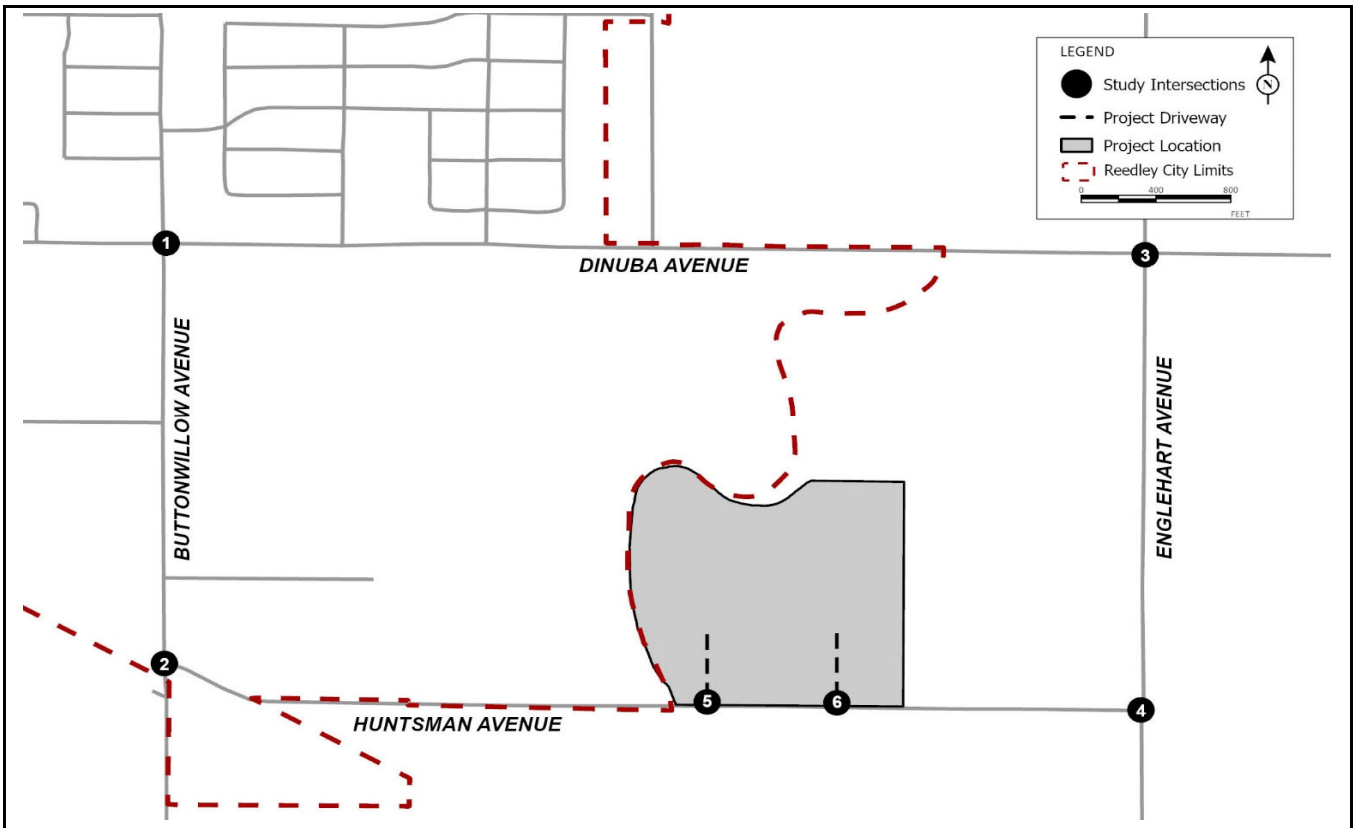
FIGURE 6

LSA

XX/YY
AM/PM Peak Hour Trips

Huntsman Industrial Park
Traffic Impact Study

Project Trip Assignment - Passenger Vehicles



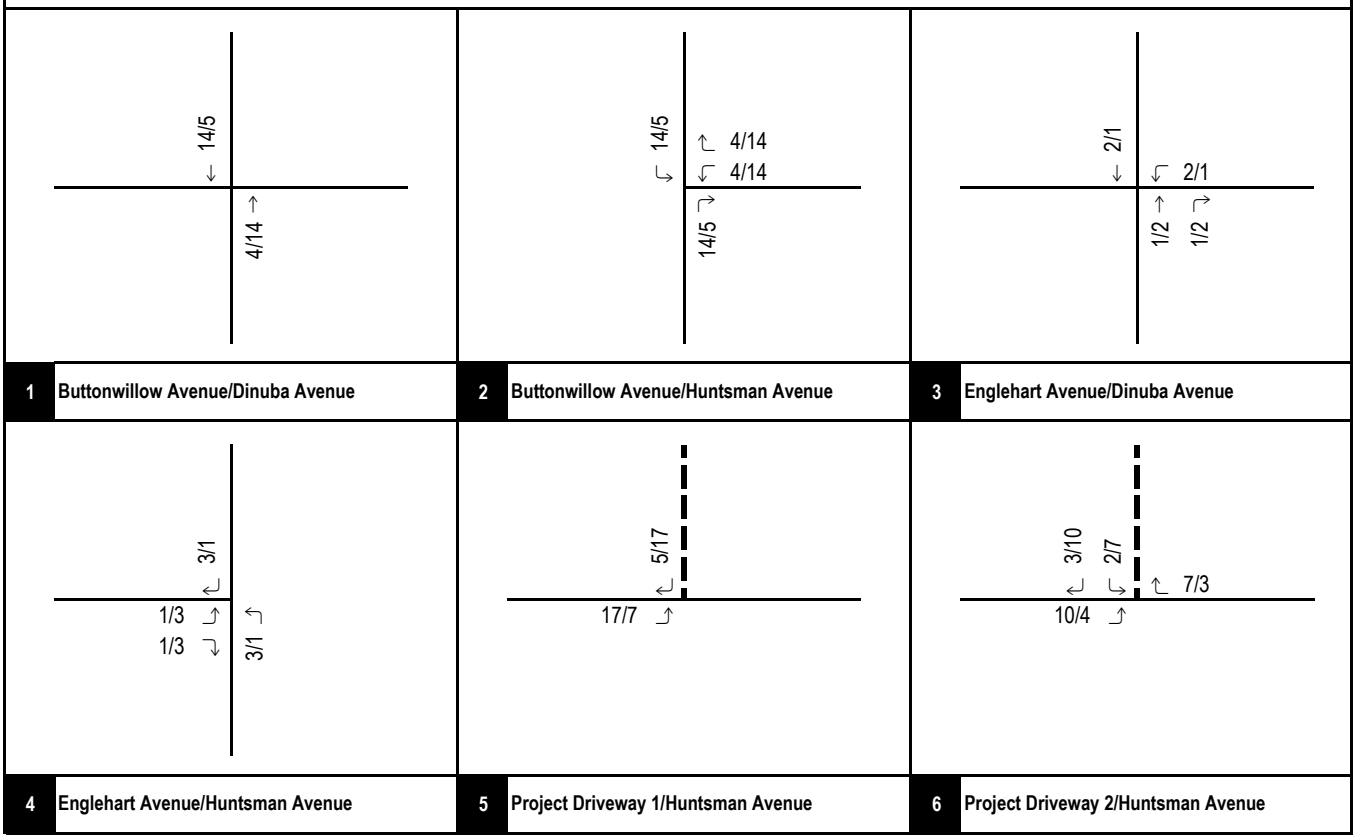


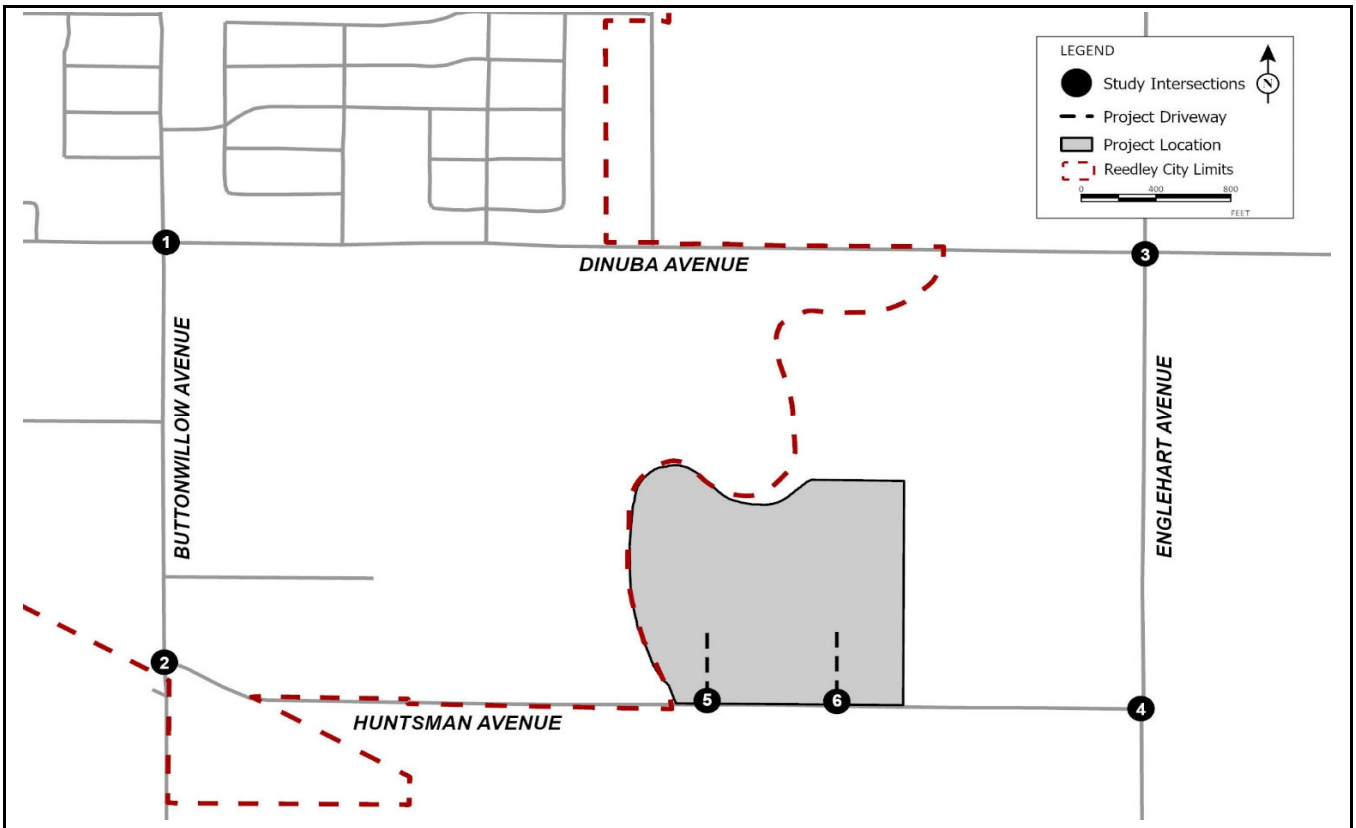
FIGURE 7

LSA

XX/YY
AM/PM Peak Hour Trips (In PCE)

Huntsman Industrial Park
Traffic Impact Study

Project Trip Assignment - Trucks



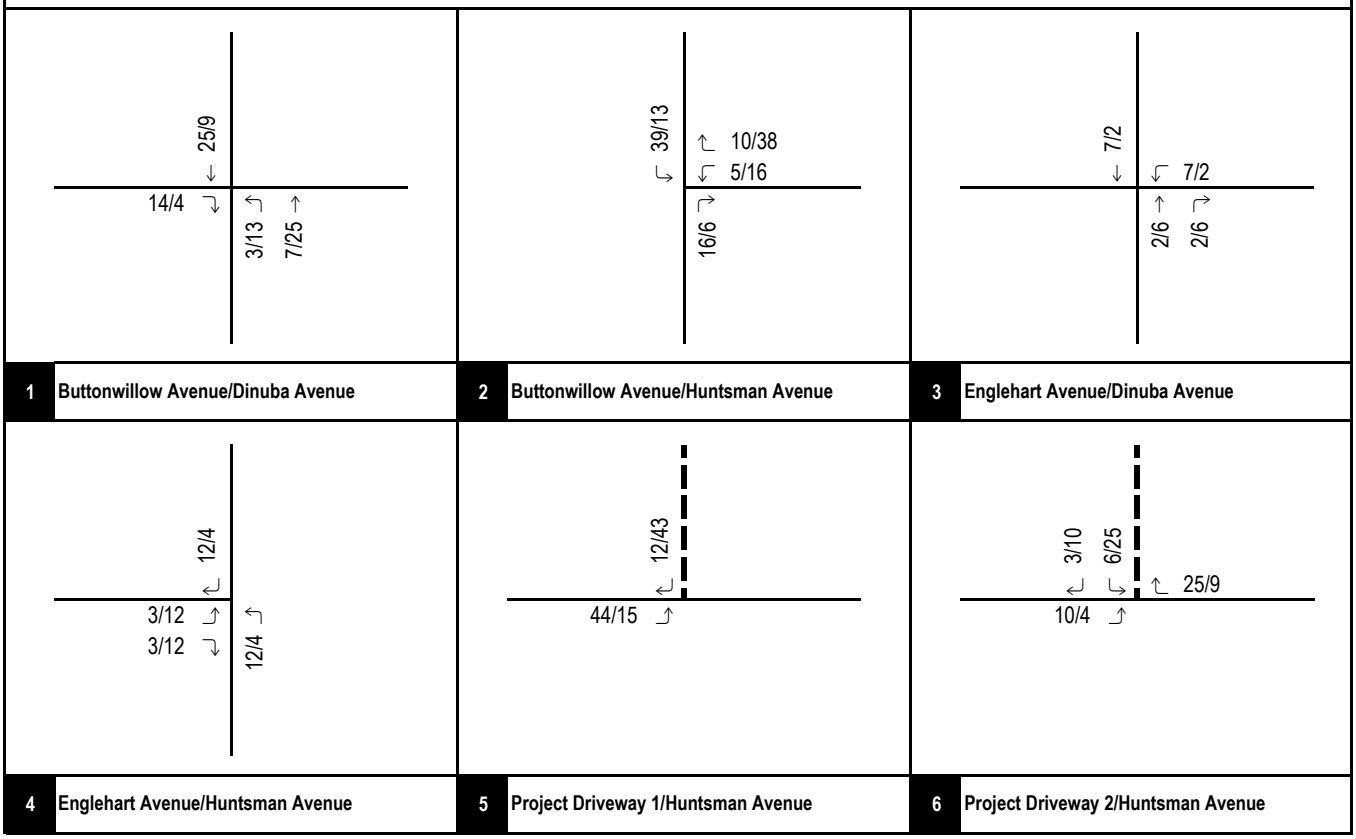


FIGURE 8

LSA

XX/YY
AM/PM Peak Hour Trips (In PCE)

Huntsman Industrial Park
Traffic Impact Study

Total Project Trip Assignment

APPENDIX B

TRAFFIC COUNT AND SIGNAL TIMING SHEETS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Reedley
N/S: Buttonwillow Avenue
E/W: Dinuba Avenue
Weather: Clear

File Name : 01_RDY_BW_Din AM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	31	13	53	8	43	12	63	17	18	2	37	11	28	17	56	209
07:15 AM	11	43	29	83	4	64	13	81	19	44	7	70	12	42	8	62	296
07:30 AM	18	46	26	90	22	100	25	147	40	27	16	83	16	75	24	115	435
07:45 AM	13	39	47	99	20	130	27	177	44	40	12	96	24	90	34	148	520
Total	51	159	115	325	54	337	77	468	120	129	37	286	63	235	83	381	1460
08:00 AM	11	40	29	80	16	103	14	133	36	28	9	73	25	59	42	126	412
08:15 AM	5	28	25	58	10	55	10	75	30	32	2	64	21	32	23	76	273
08:30 AM	10	36	16	62	8	45	7	60	13	27	2	42	15	40	20	75	239
08:45 AM	7	27	13	47	8	59	17	84	38	30	2	70	12	31	23	66	267
Total	33	131	83	247	42	262	48	352	117	117	15	249	73	162	108	343	1191
Grand Total	84	290	198	572	96	599	125	820	237	246	52	535	136	397	191	724	2651
Apprch %	14.7	50.7	34.6		11.7	73	15.2		44.3	46	9.7		18.8	54.8	26.4		
Total %	3.2	10.9	7.5	21.6	3.6	22.6	4.7	30.9	8.9	9.3	2	20.2	5.1	15	7.2	27.3	
Passenger Vehicles	81	275	187	543	90	588	122	800	213	231	47	491	133	385	167	685	2519
% Passenger Vehicles	96.4	94.8	94.4	94.9	93.8	98.2	97.6	97.6	89.9	93.9	90.4	91.8	97.8	97	87.4	94.6	95
Large 2 Axle Vehicles	3	13	9	25	5	9	1	15	13	9	3	25	2	7	19	28	93
% Large 2 Axle Vehicles	3.6	4.5	4.5	4.4	5.2	1.5	0.8	1.8	5.5	3.7	5.8	4.7	1.5	1.8	9.9	3.9	3.5
3 Axle Vehicles	0	0	2	2	0	1	0	1	0	2	0	2	0	1	1	2	7
% 3 Axle Vehicles	0	0	1	0.3	0	0.2	0	0.1	0	0.8	0	0.4	0	0.3	0.5	0.3	0.3
4+ Axle Trucks	0	2	0	2	1	1	2	4	11	4	2	17	1	4	4	9	32
% 4+ Axle Trucks	0	0.7	0	0.3	1	0.2	1.6	0.5	4.6	1.6	3.8	3.2	0.7	1	2.1	1.2	1.2

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	43	29	83	4	64	13	81	19	**44**	7	70	12	42	8	62	296
07:30 AM	**18**	**46**	26	90	**22**	100	25	147	40	27	**16**	83	16	75	24	115	435
07:45 AM	13	39	**47**	**99**	20	**130**	**27**	**177**	**44**	40	12	**96**	24	**90**	34	**148**	**520**
08:00 AM	11	40	29	80	16	103	14	133	36	28	9	73	**25**	59	**42**	126	412
Total Volume	53	168	131	352	62	397	79	538	139	139	44	322	77	266	108	451	1663
% App. Total	15.1	47.7	37.2		11.5	73.8	14.7		43.2	43.2	13.7		17.1	59	23.9		
PHF	.736	.913	.697	.889	.705	.763	.731	.760	.790	.790	.688	.839	.770	.739	.643	.762	.800

Counts Unlimited, Inc.
PO Box 1178
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(951) 268-6268

City of Reedley
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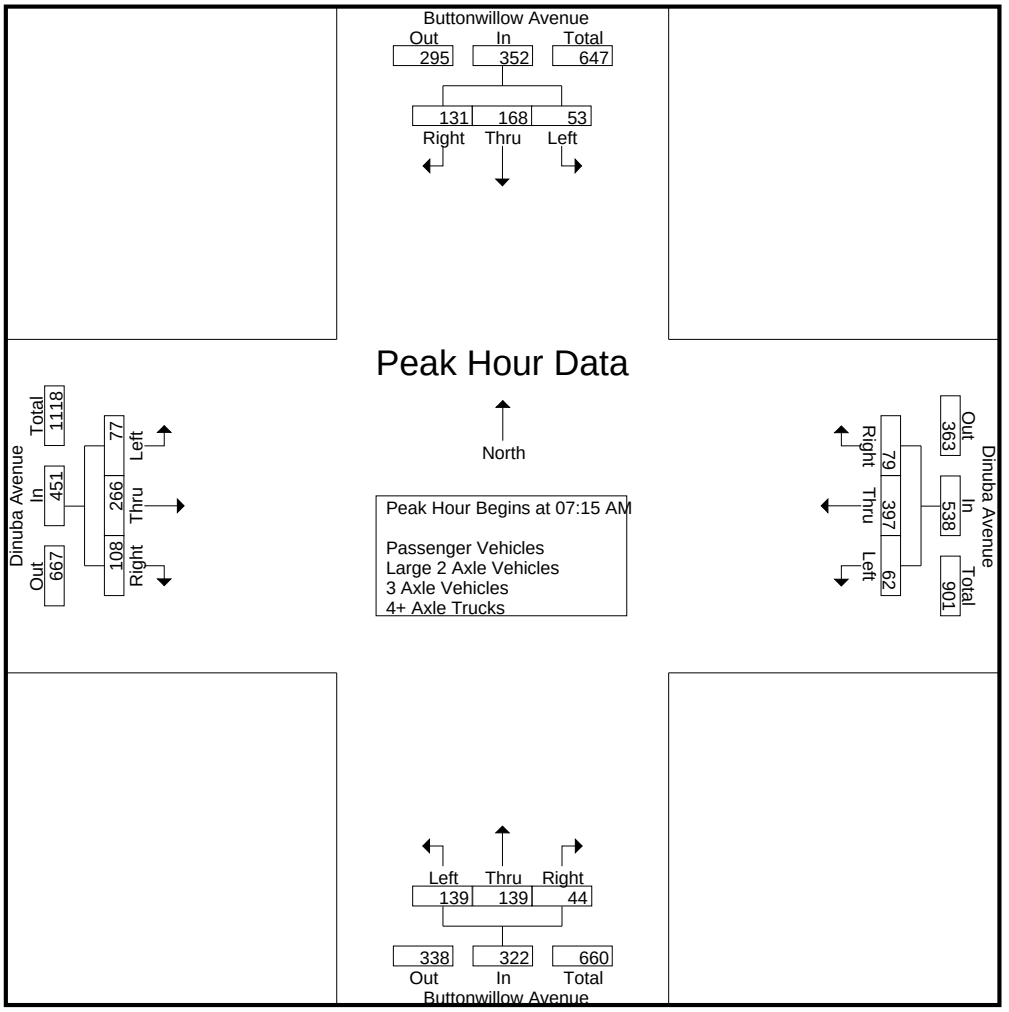
E/W: Dinuba Avenue
Weather: Clear

File Name : 01_RDY_BW_Din AM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	11	43	29	83	4	64	13	81	19	**44**	7	70	16	75	24	115
+15 mins.	**18**	**46**	26	90	**22**	100	25	147	40	27	**16**	83	24	**90**	34	**148**
+30 mins.	13	39	**47**	**99**	20	**130**	**27**	**177**	**44**	40	12	**96**	**25**	59	**42**	126
+45 mins.	11	40	29	80	16	103	14	133	36	28	9	73	21	32	23	76
Total Volume	53	168	131	352	62	397	79	538	139	139	44	322	86	256	123	465
% App. Total	15.1	47.7	37.2		11.5	73.8	14.7		43.2	43.2	13.7		18.5	55.1	26.5	
PHF	.736	.913	.697	.889	.705	.763	.731	.760	.790	.790	.688	.839	.860	.711	.732	.785

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Groups Printed- Passenger Vehicles

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	30	13	52	8	42	12	62	11	17	1	29	10	28	16	54	197
07:15 AM	11	43	28	82	4	62	11	77	17	39	7	63	12	39	7	58	280
07:30 AM	17	46	23	86	21	97	25	143	39	25	16	80	15	74	19	108	417
07:45 AM	12	38	46	96	19	129	26	174	40	38	11	89	24	88	29	141	500
Total	49	157	110	316	52	330	74	456	107	119	35	261	61	229	71	361	1394
08:00 AM	11	32	27	70	15	101	14	130	33	26	8	67	25	59	36	120	387
08:15 AM	4	25	22	51	9	54	10	73	28	31	1	60	21	29	21	71	255
08:30 AM	10	35	15	60	6	45	7	58	9	27	2	38	14	38	17	69	225
08:45 AM	7	26	13	46	8	58	17	83	36	28	1	65	12	30	22	64	258
Total	32	118	77	227	38	258	48	344	106	112	12	230	72	156	96	324	1125
Grand Total	81	275	187	543	90	588	122	800	213	231	47	491	133	385	167	685	2519
Apprch %	14.9	50.6	34.4		11.2	73.5	15.2		43.4	47	9.6		19.4	56.2	24.4		
Total %	3.2	10.9	7.4	21.6	3.6	23.3	4.8	31.8	8.5	9.2	1.9	19.5	5.3	15.3	6.6	27.2	

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	43	28	82	4	62	11	77	17	**39**	7	63	12	39	7	58	280
07:30 AM	**17**	**46**	23	86	**21**	97	25	143	39	25	**16**	80	15	74	19	108	417
07:45 AM	12	38	**46**	**96**	19	**129**	**26**	**174**	**40**	38	11	**89**	24	**88**	29	**141**	**500**
08:00 AM	11	32	27	70	15	101	14	130	33	26	8	67	**25**	59	**36**	120	387
Total Volume	51	159	124	334	59	389	76	524	129	128	42	299	76	260	91	427	1584
% App. Total	15.3	47.6	37.1		11.3	74.2	14.5		43.1	42.8	14		17.8	60.9	21.3		
PHF	.750	.864	.674	.870	.702	.754	.731	.753	.806	.821	.656	.840	.760	.739	.632	.757	.792

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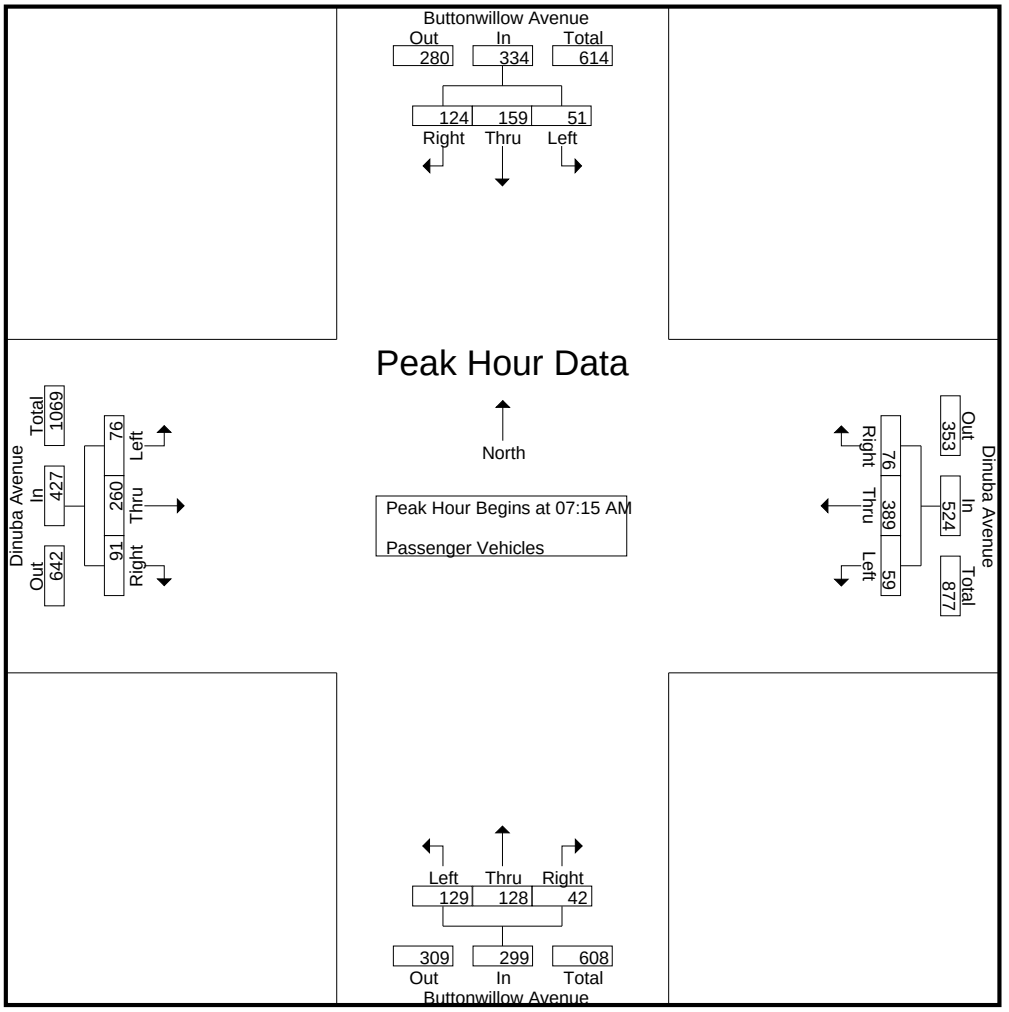

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	11	43	28	82	4	62	11	77	17	**39**	7	63	12	39	7	58
+15 mins.	**17**	**46**	23	86	**21**	97	25	143	39	25	**16**	80	15	74	19	108
+30 mins.	12	38	**46**	**96**	19	**129**	**26**	**174**	**40**	38	11	**89**	24	**88**	29	**141**
+45 mins.	11	32	27	70	15	101	14	130	33	26	8	67	**25**	59	**36**	120
Total Volume	51	159	124	334	59	389	76	524	129	128	42	299	76	260	91	427
% App. Total	15.3	47.6	37.1		11.3	74.2	14.5		43.1	42.8	14		17.8	60.9	21.3	
PHF	.750	.864	.674	.870	.702	.754	.731	.753	.806	.821	.656	.840	.760	.739	.632	.757

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City of Reedley
N/S: Buttonwillow Avenue
E/W: Dinuba Avenue
Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	2	0	0	2	1	0	1	2	5
07:15 AM	0	0	1	1	0	1	1	2	1	5	0	6	0	2	0	2	11
07:30 AM	1	0	3	4	1	2	0	3	1	1	0	2	1	1	2	4	13
07:45 AM	1	0	1	2	1	1	0	2	1	0	1	2	0	2	5	7	13
Total	2	0	5	7	2	5	1	8	5	6	1	12	2	5	8	15	42
08:00 AM	0	8	2	10	1	2	0	3	2	1	1	4	0	0	6	6	23
08:15 AM	1	3	1	5	1	1	0	2	2	0	0	2	0	1	2	3	12
08:30 AM	0	1	1	2	1	0	0	1	3	0	0	3	0	0	2	2	8
08:45 AM	0	1	0	1	0	1	0	1	1	2	1	4	0	1	1	2	8
Total	1	13	4	18	3	4	0	7	8	3	2	13	0	2	11	13	51
Grand Total	3	13	9	25	5	9	1	15	13	9	3	25	2	7	19	28	93
Apprch %	12	52	36		33.3	60	6.7		52	36	12		7.1	25	67.9		
Total %	3.2	14	9.7	26.9	5.4	9.7	1.1	16.1	14	9.7	3.2	26.9	2.2	7.5	20.4	30.1	

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	1	**1**	2	1	**5**	0	**6**	0	**2**	0	2	11
07:30 AM	**1**	0	**3**	4	**1**	**2**	0	**3**	1	1	0	2	**1**	1	2	4	13
07:45 AM	1	0	1	2	1	1	0	2	1	0	**1**	2	0	2	5	**7**	13
08:00 AM	0	**8**	2	**10**	1	2	0	3	**2**	1	1	4	0	0	**6**	6	**23**
Total Volume	2	8	7	17	3	6	1	10	5	7	2	14	1	5	13	19	60
% App. Total	11.8	47.1	41.2		30	60	10		35.7	50	14.3		5.3	26.3	68.4		
PHF	.500	.250	.583	.425	.750	.750	.250	.833	.625	.350	.500	.583	.250	.625	.542	.679	.652

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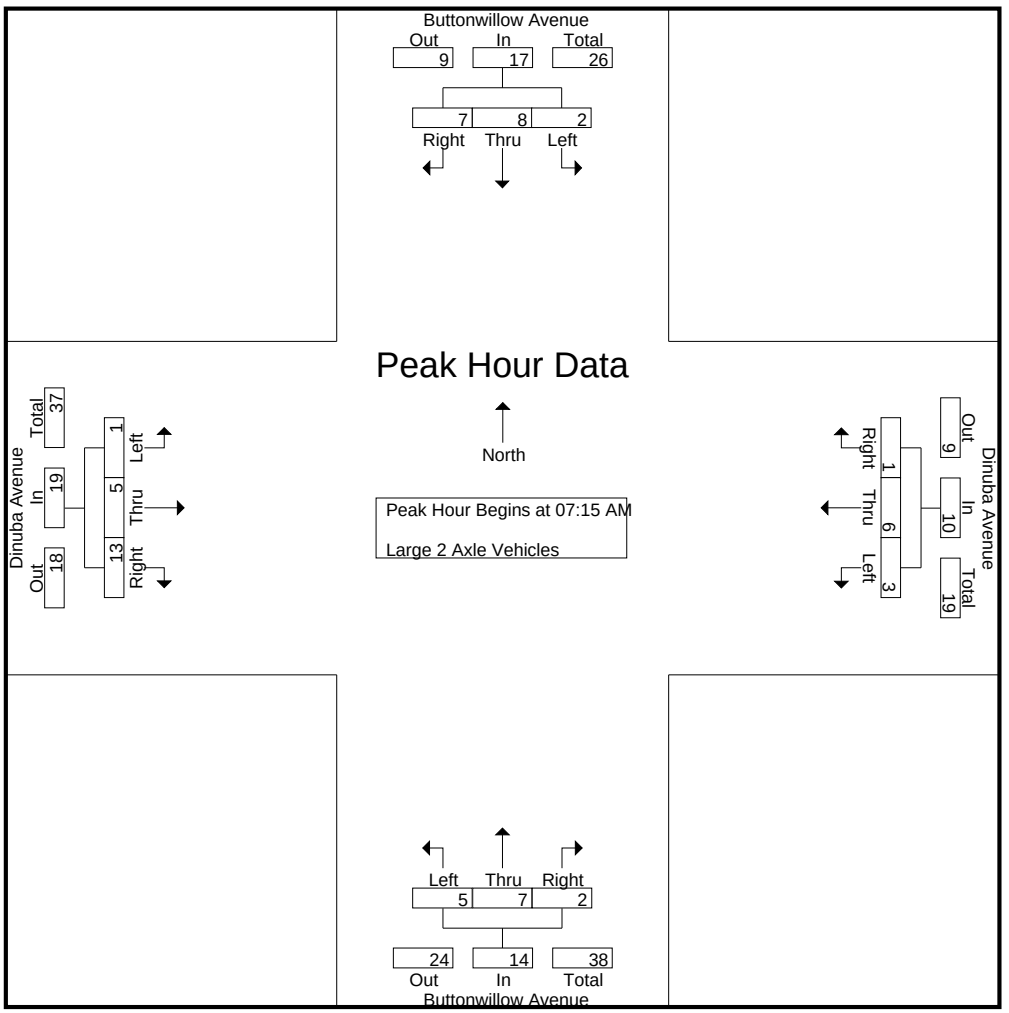

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	1	**1**	2	1	**5**	0	**6**	0	**2**	0	2
+15 mins.	**1**	0	**3**	4	**1**	**2**	0	**3**	1	1	0	2	**1**	1	2	4
+30 mins.	1	0	1	2	1	1	0	2	1	0	**1**	2	0	2	5	**7**
+45 mins.	0	**8**	2	**10**	1	2	0	3	**2**	1	1	4	0	0	**6**	6
Total Volume	2	8	7	17	3	6	1	10	5	7	2	14	1	5	13	19
% App. Total	11.8	47.1	41.2		30	60	10		35.7	50	14.3		5.3	26.3	68.4	
PHF	.500	.250	.583	.425	.750	.750	.250	.833	.625	.350	.500	.583	.250	.625	.542	.679

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Groups Printed- 3 Axle Vehicles

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	2	0	2	0	0	1	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Grand Total	0	0	2	2	0	1	0	1	0	2	0	2	0	1	1	2	7
Apprch %	0	0	100		0	100	0		0	100	0		0	50	50		
Total %	0	0	28.6	28.6	0	14.3	0	14.3	0	28.6	0	28.6	0	14.3	14.3	28.6	

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	3
% App. Total	0	0	0		0	100	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250	.375

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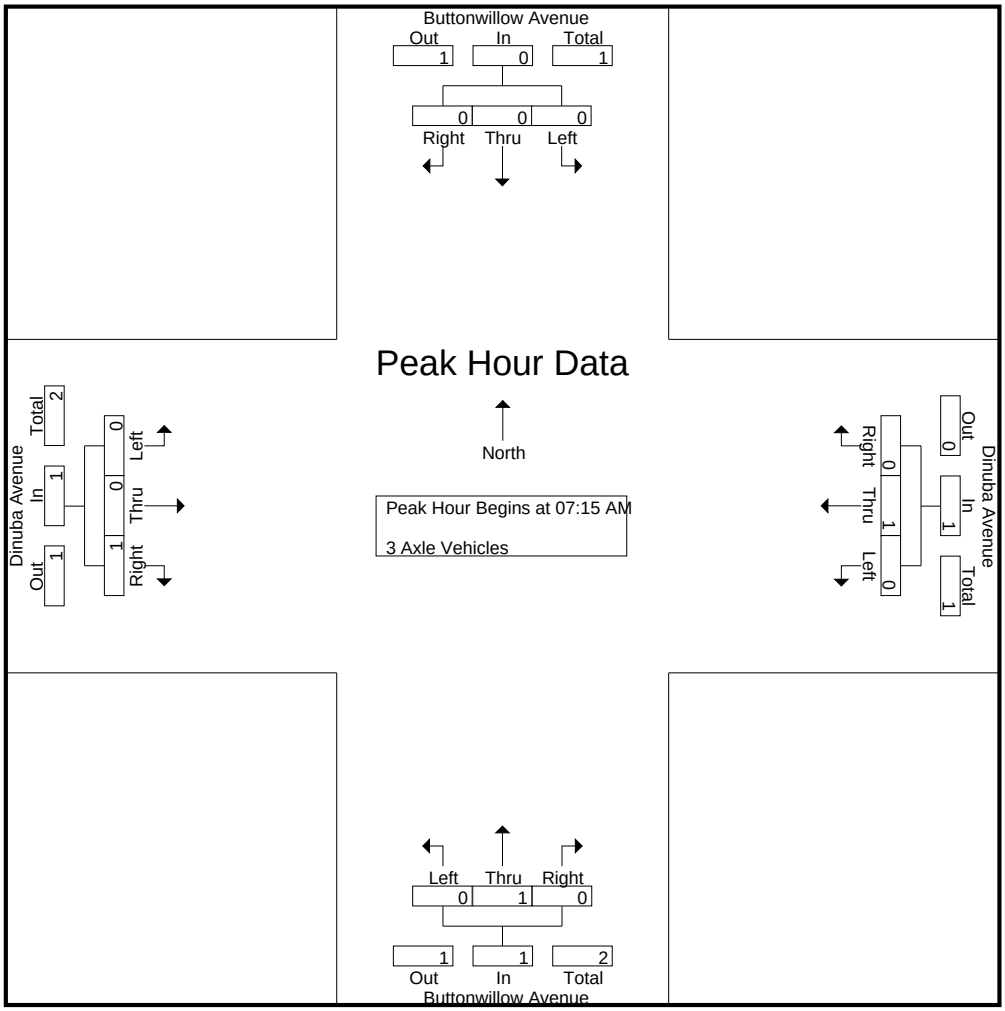

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1
% App. Total	0	0	0		0	100	0		0	100	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	4	0	1	5	0	0	0	0	6
07:15 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	1	1	2	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
07:45 AM	0	1	0	1	0	0	1	1	3	2	0	5	0	0	0	0	7
Total	0	2	0	2	0	1	2	3	8	2	1	11	0	1	3	4	20
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	2	0	2	4
08:30 AM	0	0	0	0	1	0	0	1	1	0	0	1	1	1	1	3	5
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	3	2	1	6	1	3	1	5	12
Grand Total	0	2	0	2	1	1	2	4	11	4	2	17	1	4	4	9	32
Apprch %	0	100	0		25	25	50		64.7	23.5	11.8		11.1	44.4	44.4		
Total %	0	6.2	0	6.2	3.1	3.1	6.2	12.5	34.4	12.5	6.2	53.1	3.1	12.5	12.5	28.1	

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	**1**	**1**	1	0	0	1	0	**1**	1	**2**	4
07:30 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	**2**	2	3
07:45 AM	0	**1**	0	**1**	0	0	1	1	**3**	**2**	0	**5**	0	0	0	0	**7**
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
Total Volume	0	1	0	1	0	1	2	3	5	3	0	8	0	1	3	4	16
% App. Total	0	100	0		0	33.3	66.7		62.5	37.5	0		0	25	75		
PHF	.000	.250	.000	.250	.000	.250	.500	.750	.417	.375	.000	.400	.000	.250	.375	.500	.571

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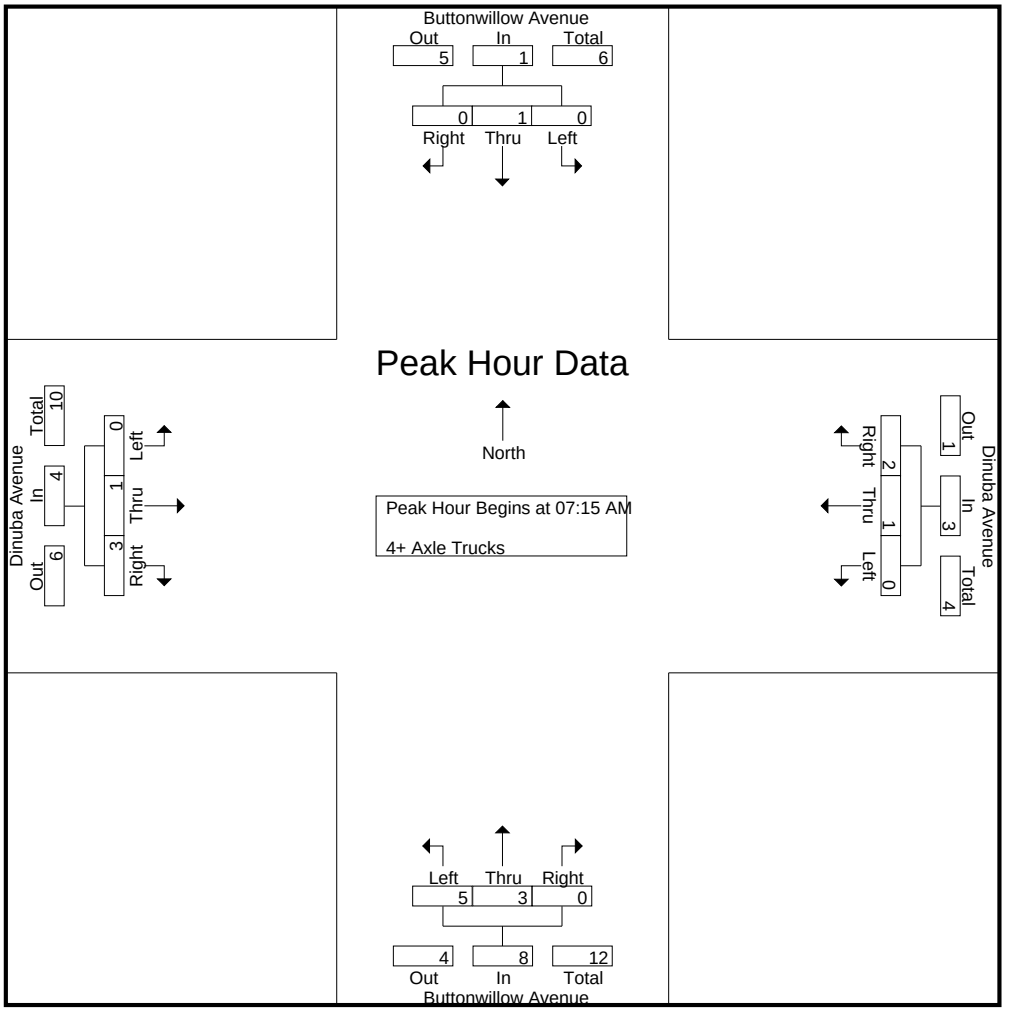

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	1	0	0	1	0	**1**	1	**2**
+15 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	**2**	2
+30 mins.	0	**1**	0	**1**	0	0	1	1	**3**	**2**	0	**5**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
Total Volume	0	1	0	1	0	1	2	3	5	3	0	8	0	1	3	4
% App. Total	0	100	0		0	33.3	66.7		62.5	37.5	0		0	25	75	
PHF	.000	.250	.000	.250	.000	.250	.500	.750	.417	.375	.000	.400	.000	.250	.375	.500

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	42	42	98	13	49	22	84	28	51	12	91	21	69	42	132	405
04:15 PM	22	49	37	108	10	55	17	82	22	59	13	94	21	69	41	131	415
04:30 PM	24	42	25	91	10	50	22	82	28	48	9	85	38	83	57	178	436
04:45 PM	37	46	32	115	19	47	24	90	26	58	16	100	29	72	44	145	450
Total	97	179	136	412	52	201	85	338	104	216	50	370	109	293	184	586	1706
05:00 PM	16	37	24	77	13	61	19	93	21	47	6	74	40	85	42	167	411
05:15 PM	31	42	30	103	11	55	31	97	20	40	9	69	29	80	36	145	414
05:30 PM	29	34	33	96	12	57	22	91	31	47	10	88	20	57	30	107	382
05:45 PM	28	53	29	110	10	66	29	105	24	56	7	87	28	60	20	108	410
Total	104	166	116	386	46	239	101	386	96	190	32	318	117	282	128	527	1617
Grand Total	201	345	252	798	98	440	186	724	200	406	82	688	226	575	312	1113	3323
Apprch %	25.2	43.2	31.6		13.5	60.8	25.7		29.1	59	11.9		20.3	51.7	28		
Total %	6	10.4	7.6	24	2.9	13.2	5.6	21.8	6	12.2	2.5	20.7	6.8	17.3	9.4	33.5	
Passenger Vehicles	198	332	248	778	94	433	186	713	191	398	75	664	220	568	287	1075	3230
% Passenger Vehicles	98.5	96.2	98.4	97.5	95.9	98.4	100	98.5	95.5	98	91.5	96.5	97.3	98.8	92	96.6	97.2
Large 2 Axle Vehicles	2	8	4	14	2	5	0	7	4	3	5	12	5	4	18	27	60
% Large 2 Axle Vehicles	1	2.3	1.6	1.8	2	1.1	0	1	2	0.7	6.1	1.7	2.2	0.7	5.8	2.4	1.8
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	1	1	0	1	1	2	4
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.1	0	0	1.2	0.1	0	0.2	0.3	0.2	0.1
4+ Axle Trucks	1	5	0	6	2	1	0	3	5	5	1	11	1	2	6	9	29
% 4+ Axle Trucks	0.5	1.4	0	0.8	2	0.2	0	0.4	2.5	1.2	1.2	1.6	0.4	0.3	1.9	0.8	0.9

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	22	**49**	**37**	108	10	55	17	82	22	**59**	13	94	21	69	41	131	415
04:30 PM	24	42	25	91	10	50	22	82	**28**	48	9	85	38	83	**57**	**178**	436
04:45 PM	**37**	46	32	**115**	**19**	47	**24**	90	26	58	**16**	**100**	29	72	44	145	**450**
05:00 PM	16	37	24	77	13	**61**	19	**93**	21	47	6	74	**40**	**85**	42	167	411
Total Volume	99	174	118	391	52	213	82	347	97	212	44	353	128	309	184	621	1712
% App. Total	25.3	44.5	30.2		15	61.4	23.6		27.5	60.1	12.5		20.6	49.8	29.6		
PHF	.669	.888	.797	.850	.684	.873	.854	.933	.866	.898	.688	.883	.800	.909	.807	.872	.951

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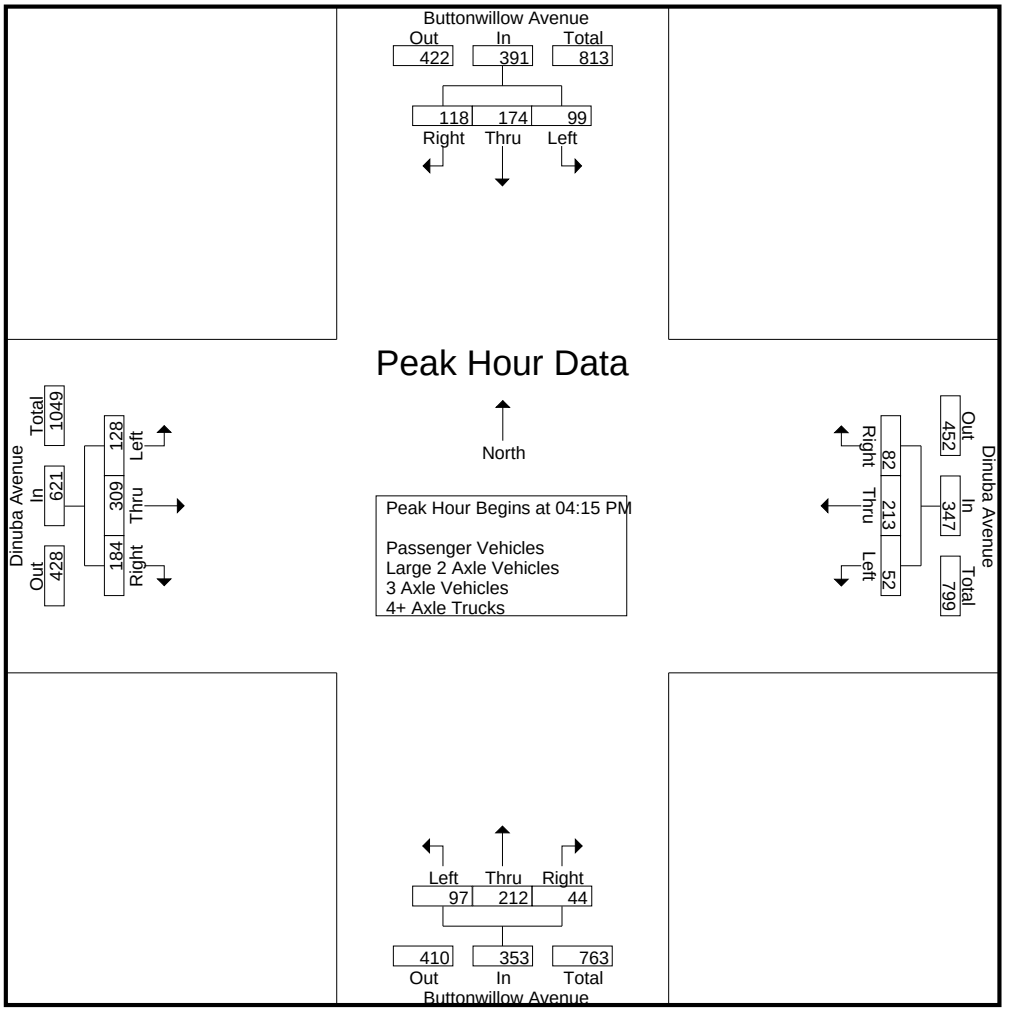

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:30 PM			
+0 mins.	14	42	**42**	98	**13**	61	19	93	**28**	51	12	91	38	83	**57**	**178**
+15 mins.	22	**49**	37	108	11	55	**31**	97	22	**59**	13	94	29	72	44	145
+30 mins.	24	42	25	91	12	57	22	91	28	48	9	85	**40**	**85**	42	167
+45 mins.	**37**	46	32	**115**	10	**66**	29	**105**	26	58	**16**	**100**	29	80	36	145
Total Volume	97	179	136	412	46	239	101	386	104	216	50	370	136	320	179	635
% App. Total	23.5	43.4	33		11.9	61.9	26.2		28.1	58.4	13.5		21.4	50.4	28.2	
PHF	.655	.913	.810	.896	.885	.905	.815	.919	.929	.915	.781	.925	.850	.941	.785	.892

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Groups Printed- Passenger Vehicles

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	41	42	96	13	46	22	81	26	50	12	88	20	68	37	125	390
04:15 PM	22	43	36	101	9	55	17	81	22	58	13	93	21	67	32	120	395
04:30 PM	24	40	25	89	9	48	22	79	25	47	8	80	37	82	52	171	419
04:45 PM	37	45	32	114	18	45	24	87	25	57	12	94	29	72	42	143	438
Total	96	169	135	400	49	194	85	328	98	212	45	355	107	289	163	559	1642
05:00 PM	15	37	24	76	12	61	19	92	19	47	6	72	38	82	40	160	400
05:15 PM	30	42	30	102	11	55	31	97	19	39	8	66	28	80	36	144	409
05:30 PM	29	32	30	91	12	57	22	91	31	45	9	85	19	57	30	106	373
05:45 PM	28	52	29	109	10	66	29	105	24	55	7	86	28	60	18	106	406
Total	102	163	113	378	45	239	101	385	93	186	30	309	113	279	124	516	1588
Grand Total	198	332	248	778	94	433	186	713	191	398	75	664	220	568	287	1075	3230
Apprch %	25.4	42.7	31.9		13.2	60.7	26.1		28.8	59.9	11.3		20.5	52.8	26.7		
Total %	6.1	10.3	7.7	24.1	2.9	13.4	5.8	22.1	5.9	12.3	2.3	20.6	6.8	17.6	8.9	33.3	

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	22	43	**36**	101	9	55	17	81	22	**58**	**13**	93	21	67	32	120	395
04:30 PM	24	40	25	89	9	48	22	79	**25**	47	8	80	37	**82**	**52**	**171**	419
04:45 PM	**37**	**45**	32	**114**	**18**	45	**24**	87	25	57	12	**94**	29	72	42	143	**438**
05:00 PM	15	37	24	76	12	**61**	19	**92**	19	47	6	72	**38**	82	40	160	400
Total Volume	98	165	117	380	48	209	82	339	91	209	39	339	125	303	166	594	1652
% App. Total	25.8	43.4	30.8		14.2	61.7	24.2		26.8	61.7	11.5		21	51	27.9		
PHF	.662	.917	.813	.833	.667	.857	.854	.921	.910	.901	.750	.902	.822	.924	.798	.868	.943

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City of Reedley
N/S: Buttonwillow Avenue
E/W: Dinuba Avenue
Weather: Clear

File Name : 01_RDY_BW_Din PM
Site Code : 00323989
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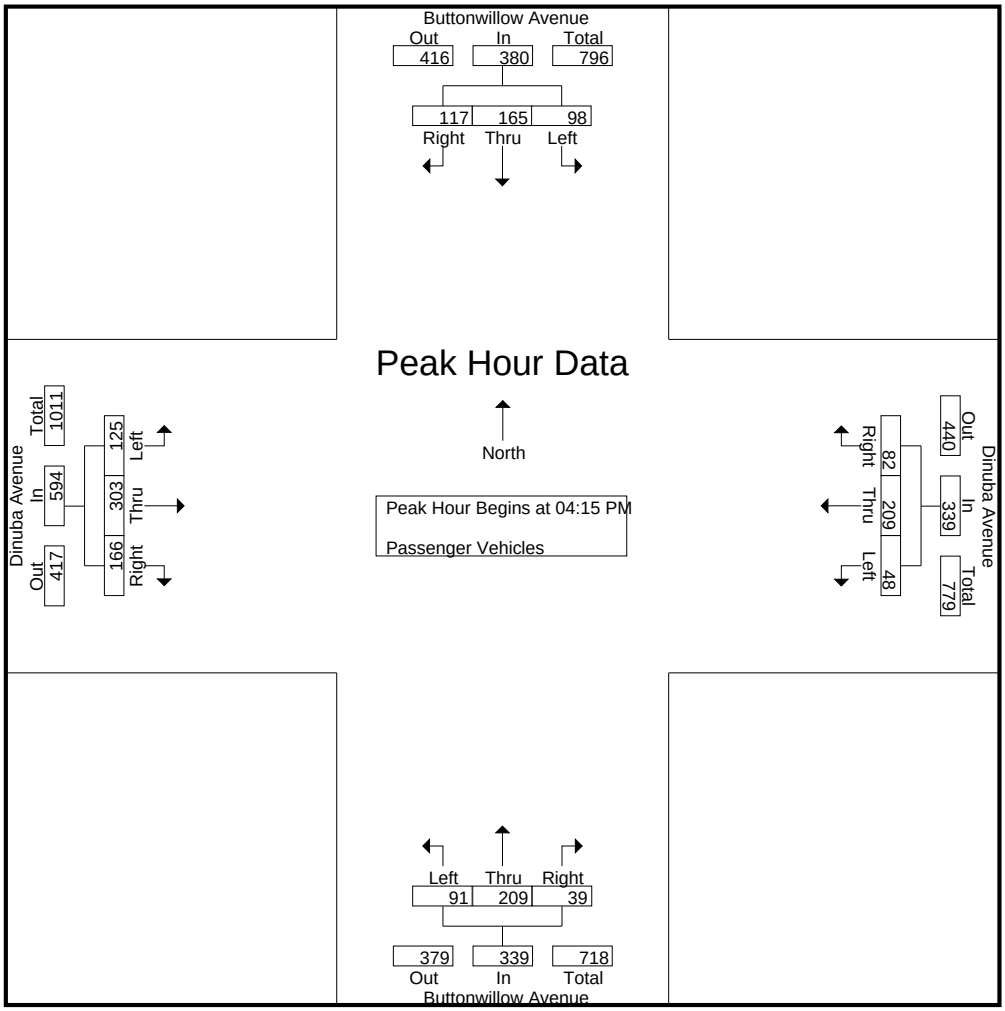

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	22	43	**36**	101	9	55	17	81	22	**58**	**13**	93	21	67	32	120
+15 mins.	24	40	25	89	9	48	22	79	**25**	47	8	80	37	**82**	**52**	**171**
+30 mins.	**37**	**45**	32	**114**	**18**	45	**24**	87	25	57	12	**94**	29	72	42	143
+45 mins.	15	37	24	76	12	**61**	19	**92**	19	47	6	72	**38**	82	40	160
Total Volume	98	165	117	380	48	209	82	339	91	209	39	339	125	303	166	594
% App. Total	25.8	43.4	30.8		14.2	61.7	24.2		26.8	61.7	11.5		21	51	27.9	
PHF	.662	.917	.813	.833	.667	.857	.854	.921	.910	.901	.750	.902	.822	.924	.798	.868

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City of Reedley
N/S: Buttonwillow Avenue
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Weather: Clear

File Name : 01_RDY_BW_Din PM
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Groups Printed- Large 2 Axle Vehicles

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	2	0	2	1	1	0	2	0	0	4	4	10
04:15 PM	0	3	1	4	1	0	0	1	0	0	0	0	0	1	5	6	11
04:30 PM	0	2	0	2	1	1	0	2	2	1	1	4	1	0	4	5	13
04:45 PM	0	0	0	0	0	2	0	2	1	0	3	4	0	0	2	2	8
Total	1	6	1	8	2	5	0	7	4	2	4	10	1	1	15	17	42
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	6	6
05:15 PM	1	0	0	1	0	0	0	0	0	0	1	1	1	0	0	1	3
05:30 PM	0	1	3	4	0	0	0	0	0	1	0	1	1	0	0	1	6
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
Total	1	2	3	6	0	0	0	0	0	1	1	2	4	3	3	10	18
Grand Total	2	8	4	14	2	5	0	7	4	3	5	12	5	4	18	27	60
Apprch %	14.3	57.1	28.6		28.6	71.4	0		33.3	25	41.7		18.5	14.8	66.7		
Total %	3.3	13.3	6.7	23.3	3.3	8.3	0	11.7	6.7	5	8.3	20	8.3	6.7	30	45	

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**3**	**1**	**4**	**1**	0	0	1	0	0	0	0	0	1	**5**	**6**	11
04:30 PM	0	2	0	2	1	1	0	**2**	**2**	**1**	1	**4**	1	0	4	5	**13**
04:45 PM	0	0	0	0	0	**2**	0	2	1	0	**3**	4	0	0	2	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**3**	1	6	6
Total Volume	0	5	1	6	2	3	0	5	3	1	4	8	3	4	12	19	38
% App. Total	0	83.3	16.7		40	60	0		37.5	12.5	50		15.8	21.1	63.2		
PHF	.000	.417	.250	.375	.500	.375	.000	.625	.375	.250	.333	.500	.375	.333	.600	.792	.731

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City of Reedley
N/S: Buttonwillow Avenue
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Weather: Clear

File Name : 01_RDY_BW_Din PM
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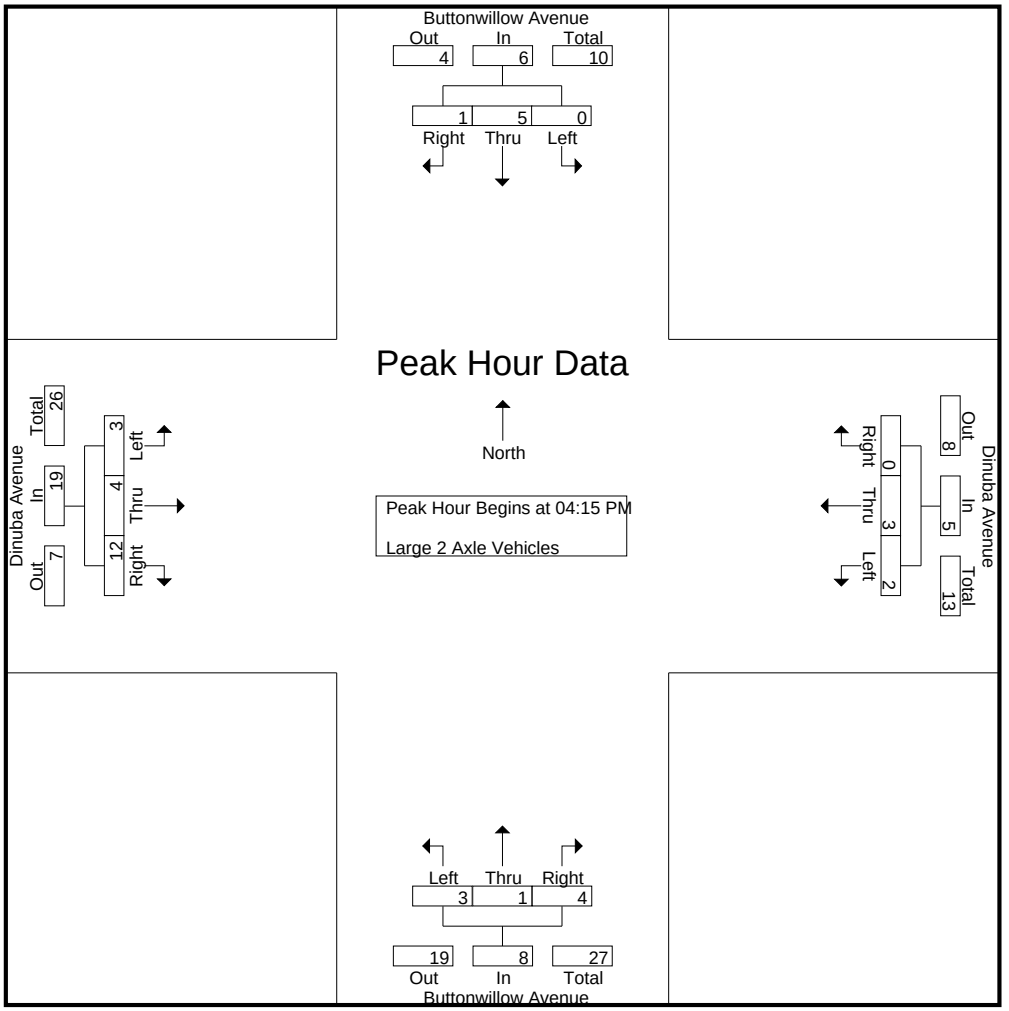

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**3**	**1**	**4**	**1**	0	0	1	0	0	0	0	0	1	**5**	**6**
+15 mins.	0	2	0	2	1	1	0	**2**	**2**	**1**	1	**4**	1	0	4	5
+30 mins.	0	0	0	0	0	**2**	0	2	1	0	**3**	4	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**3**	1	6
Total Volume	0	5	1	6	2	3	0	5	3	1	4	8	3	4	12	19
% App. Total	0	83.3	16.7		40	60	0		37.5	12.5	50		15.8	21.1	63.2	
PHF	.000	.417	.250	.375	.500	.375	.000	.625	.375	.250	.333	.500	.375	.333	.600	.792

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City of Reedley
N/S: Buttonwillow Avenue
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Groups Printed- 3 Axle Vehicles

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Grand Total	0	0	0	0	0	1	0	1	0	0	1	1	0	1	1	2	4
Apprch %	0	0	0		0	100	0		0	0	100		0	50	50		
Total %	0	0	0	0	0	25	0	25	0	0	25	25	0	25	25	50	

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	50	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500

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City of Reedley
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E/W: Dinuba Avenue
Weather: Clear

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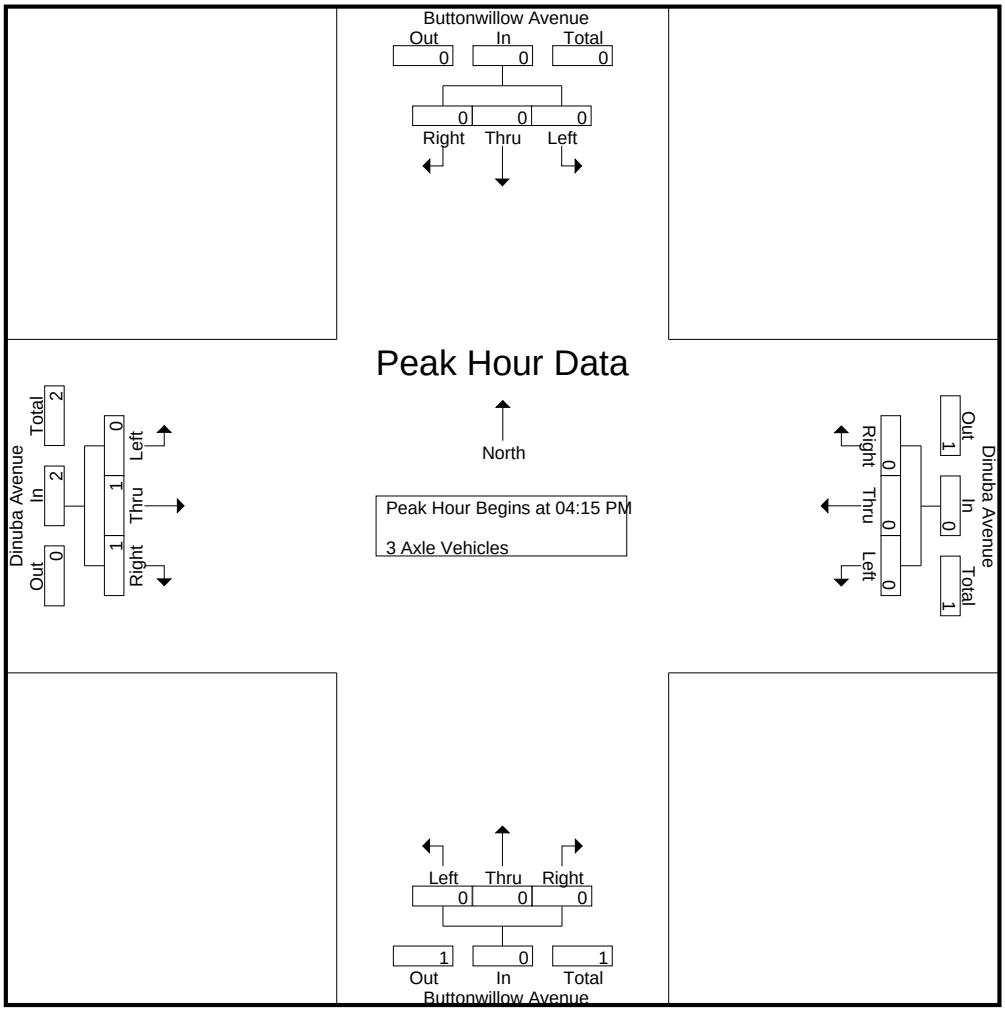

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
% App. Total	0	0	0		0	0	0		0	0	0		0	50	50	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500

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City of Reedley
N/S: Buttonwillow Avenue
E/W: Dinuba Avenue
Weather: Clear

File Name : 01_RDY_BW_Din PM
Site Code : 00323989
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Groups Printed- 4+ Axle Trucks

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	3	4
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	1	4	5	9
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1	3
04:45 PM	0	1	0	1	1	0	0	1	0	1	1	2	0	0	0	0	4
Total	0	4	0	4	1	1	0	2	2	2	1	5	1	2	6	9	20
05:00 PM	1	0	0	1	1	0	0	1	2	0	0	2	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	1	0	2	1	0	0	1	3	3	0	6	0	0	0	0	9
Grand Total	1	5	0	6	2	1	0	3	5	5	1	11	1	2	6	9	29
Apprch %	16.7	83.3	0		66.7	33.3	0		45.5	45.5	9.1		11.1	22.2	66.7		
Total %	3.4	17.2	0	20.7	6.9	3.4	0	10.3	17.2	17.2	3.4	37.9	3.4	6.9	20.7	31	

	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**3**	0	**3**	0	0	0	0	0	**1**	0	1	0	**1**	**4**	**5**	**9**
04:30 PM	0	0	0	0	0	**1**	0	**1**	1	0	0	1	0	0	1	1	3
04:45 PM	0	1	0	1	**1**	0	0	1	0	1	**1**	**2**	0	0	0	0	4
05:00 PM	**1**	0	0	1	1	0	0	1	**2**	0	0	2	0	0	0	0	4
Total Volume	1	4	0	5	2	1	0	3	3	2	1	6	0	1	5	6	20
% App. Total	20	80	0		66.7	33.3	0		50	33.3	16.7		0	16.7	83.3		
PHF	.250	.333	.000	.417	.500	.250	.000	.750	.375	.500	.250	.750	.000	.250	.313	.300	.556

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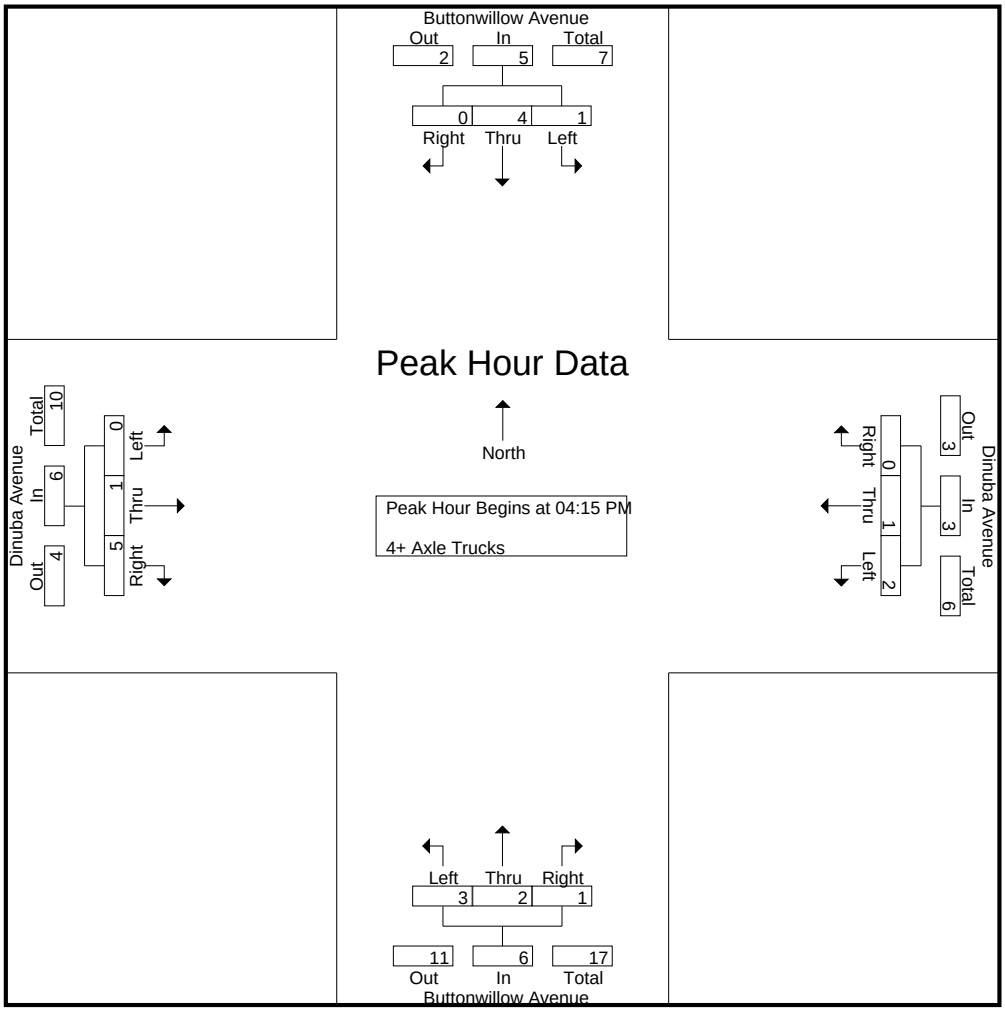

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	**1**	0	1	0	**1**	**4**	**5**
+15 mins.	0	0	0	0	0	**1**	0	**1**	1	0	0	1	0	0	1	1
+30 mins.	0	1	0	1	**1**	0	0	1	0	1	**1**	**2**	0	0	0	0
+45 mins.	**1**	0	0	1	1	0	0	1	**2**	0	0	2	0	0	0	0
Total Volume	1	4	0	5	2	1	0	3	3	2	1	6	0	1	5	6
% App. Total	20	80	0		66.7	33.3	0		50	33.3	16.7		0	16.7	83.3	
PHF	.250	.333	.000	.417	.500	.250	.000	.750	.375	.500	.250	.750	.000	.250	.313	.300

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City of Reedley
N/S: Buttonwillow Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 03_RDY_BW_Hunt AM
Site Code : 00323989
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	50	52	0	1	1	37	0	37	90
07:15 AM	1	54	55	0	4	4	64	1	65	124
07:30 AM	1	76	77	0	2	2	86	1	87	166
07:45 AM	4	70	74	0	3	3	94	1	95	172
Total	8	250	258	0	10	10	281	3	284	552
08:00 AM	9	90	99	2	1	3	65	1	66	168
08:15 AM	7	48	55	0	0	0	53	0	53	108
08:30 AM	0	57	57	1	2	3	38	0	38	98
08:45 AM	1	48	49	0	1	1	56	2	58	108
Total	17	243	260	3	4	7	212	3	215	482
Grand Total	25	493	518	3	14	17	493	6	499	1034
Apprch %	4.8	95.2		17.6	82.4		98.8	1.2		
Total %	2.4	47.7	50.1	0.3	1.4	1.6	47.7	0.6	48.3	
Passenger Vehicles	8	473	481	2	14	16	470	6	476	973
% Passenger Vehicles	32	95.9	92.9	66.7	100	94.1	95.3	100	95.4	94.1
Large 2 Axle Vehicles	16	12	28	1	0	1	12	0	12	41
% Large 2 Axle Vehicles	64	2.4	5.4	33.3	0	5.9	2.4	0	2.4	4
3 Axle Vehicles	1	2	3	0	0	0	3	0	3	6
% 3 Axle Vehicles	4	0.4	0.6	0	0	0	0.6	0	0.6	0.6
4+ Axle Trucks	0	6	6	0	0	0	8	0	8	14
% 4+ Axle Trucks	0	1.2	1.2	0	0	0	1.6	0	1.6	1.4

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	54	55	0	**4**	**4**	64	**1**	65	124
07:30 AM	1	76	77	0	2	2	86	1	87	166
07:45 AM	4	70	74	0	3	3	**94**	1	**95**	**172**
08:00 AM	**9**	**90**	**99**	**2**	1	3	65	1	66	168
Total Volume	15	290	305	2	10	12	309	4	313	630
% App. Total	4.9	95.1		16.7	83.3		98.7	1.3		
PHF	.417	.806	.770	.250	.625	.750	.822	1.00	.824	.916

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City of Reedley
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E/W: Huntsman Avenue
Weather: Clear

File Name : 03_RDY_BW_Hunt AM
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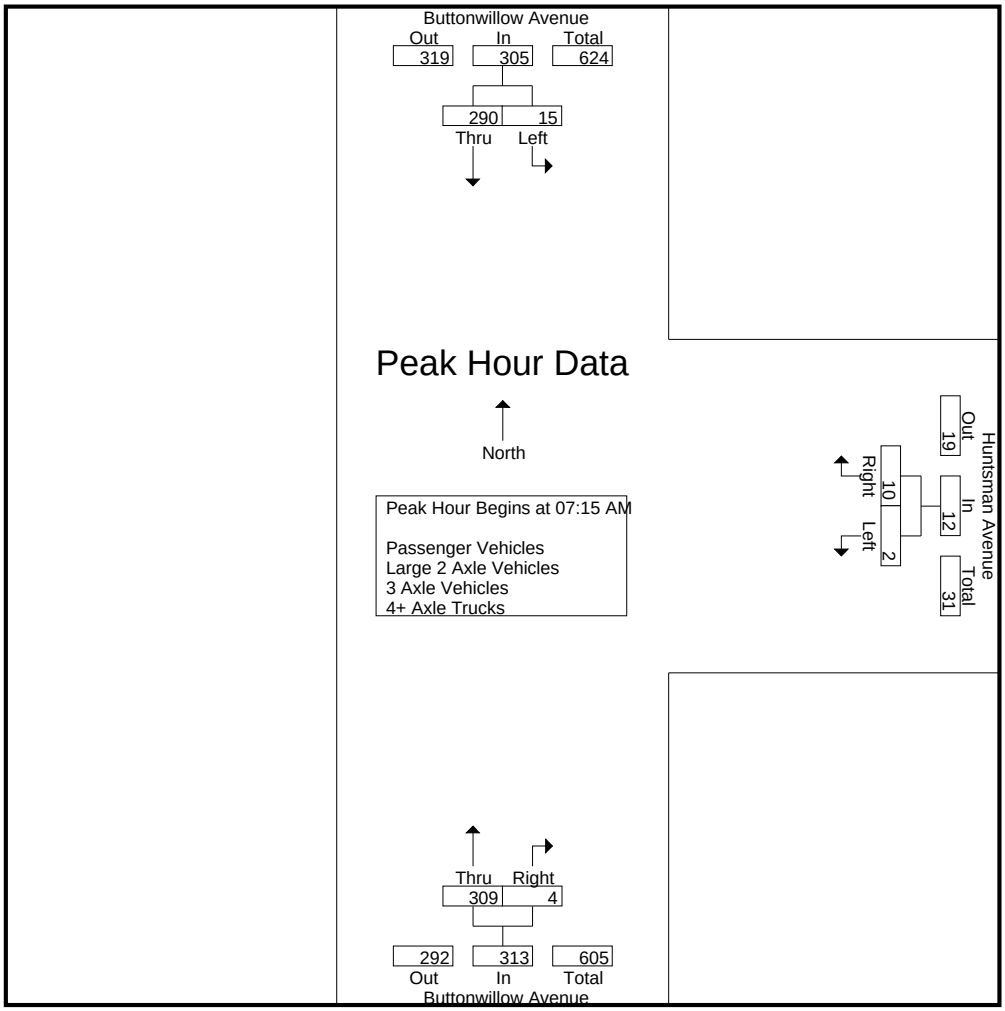

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	54	55	0	**4**	**4**	64	**1**	65
+15 mins.	1	76	77	0	2	2	86	1	87
+30 mins.	4	70	74	0	3	3	**94**	1	**95**
+45 mins.	**9**	**90**	**99**	**2**	1	3	65	1	66
Total Volume	15	290	305	2	10	12	309	4	313
% App. Total	4.9	95.1		16.7	83.3		98.7	1.3	
PHF	.417	.806	.770	.250	.625	.750	.822	1.000	.824

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Groups Printed- Passenger Vehicles

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	46	46	0	1	1	33	0	33	80
07:15 AM	1	53	54	0	4	4	60	1	61	119
07:30 AM	0	74	74	0	2	2	85	1	86	162
07:45 AM	2	68	70	0	3	3	90	1	91	164
Total	3	241	244	0	10	10	268	3	271	525
08:00 AM	3	87	90	1	1	2	61	1	62	154
08:15 AM	2	46	48	0	0	0	51	0	51	99
08:30 AM	0	53	53	1	2	3	37	0	37	93
08:45 AM	0	46	46	0	1	1	53	2	55	102
Total	5	232	237	2	4	6	202	3	205	448
Grand Total	8	473	481	2	14	16	470	6	476	973
Apprch %	1.7	98.3		12.5	87.5		98.7	1.3		
Total %	0.8	48.6	49.4	0.2	1.4	1.6	48.3	0.6	48.9	

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	53	54	0	**4**	**4**	60	**1**	61	119
07:30 AM	0	74	74	0	2	2	85	1	86	162
07:45 AM	2	68	70	0	3	3	**90**	1	**91**	**164**
08:00 AM	**3**	**87**	**90**	**1**	1	2	61	1	62	154
Total Volume	6	282	288	1	10	11	296	4	300	599
% App. Total	2.1	97.9		9.1	90.9		98.7	1.3		
PHF	.500	.810	.800	.250	.625	.688	.822	1.00	.824	.913

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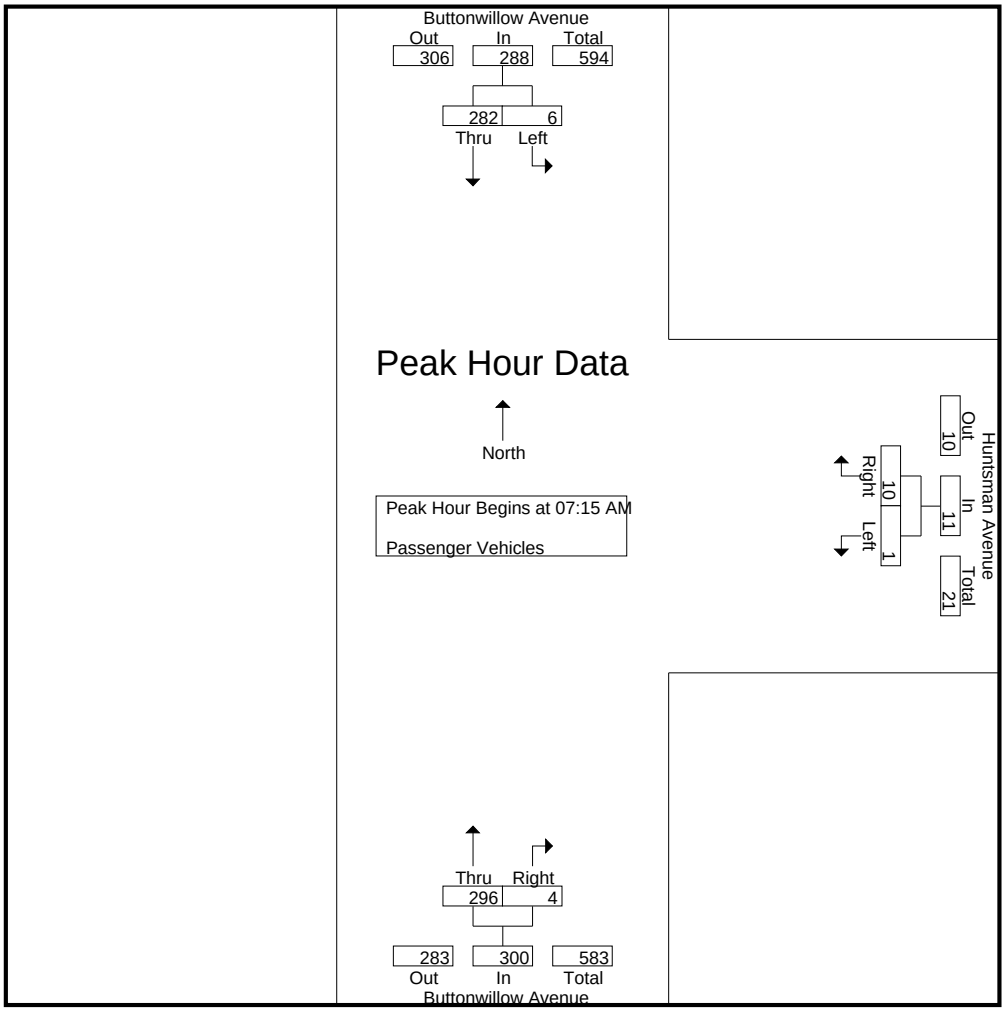

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	53	54	0	**4**	**4**	60	**1**	61
+15 mins.	0	74	74	0	2	2	85	1	86
+30 mins.	2	68	70	0	3	3	**90**	1	**91**
+45 mins.	**3**	**87**	**90**	**1**	1	2	61	1	62
Total Volume	6	282	288	1	10	11	296	4	300
% App. Total	2.1	97.9		9.1	90.9		98.7	1.3	
PHF	.500	.810	.800	.250	.625	.688	.822	1.000	.824

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Groups Printed- Large 2 Axle Vehicles

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	3	4	0	0	0	2	0	2	6
07:15 AM	0	1	1	0	0	0	4	0	4	5
07:30 AM	1	1	2	0	0	0	0	0	0	2
07:45 AM	2	2	4	0	0	0	0	0	0	4
Total	4	7	11	0	0	0	6	0	6	17
08:00 AM	6	2	8	1	0	1	3	0	3	12
08:15 AM	5	1	6	0	0	0	0	0	0	6
08:30 AM	0	1	1	0	0	0	1	0	1	2
08:45 AM	1	1	2	0	0	0	2	0	2	4
Total	12	5	17	1	0	1	6	0	6	24
Grand Total	16	12	28	1	0	1	12	0	12	41
Apprch %	57.1	42.9		100	0		100	0		
Total %	39	29.3	68.3	2.4	0	2.4	29.3	0	29.3	

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	**4**	0	**4**	5
07:30 AM	1	1	2	0	0	0	0	0	0	2
07:45 AM	2	**2**	4	0	0	0	0	0	0	4
08:00 AM	**6**	2	**8**	**1**	0	**1**	3	0	3	**12**
Total Volume	9	6	15	1	0	1	7	0	7	23
% App. Total	60	40		100	0		100	0		
PHF	.375	.750	.469	.250	.000	.250	.438	.000	.438	.479

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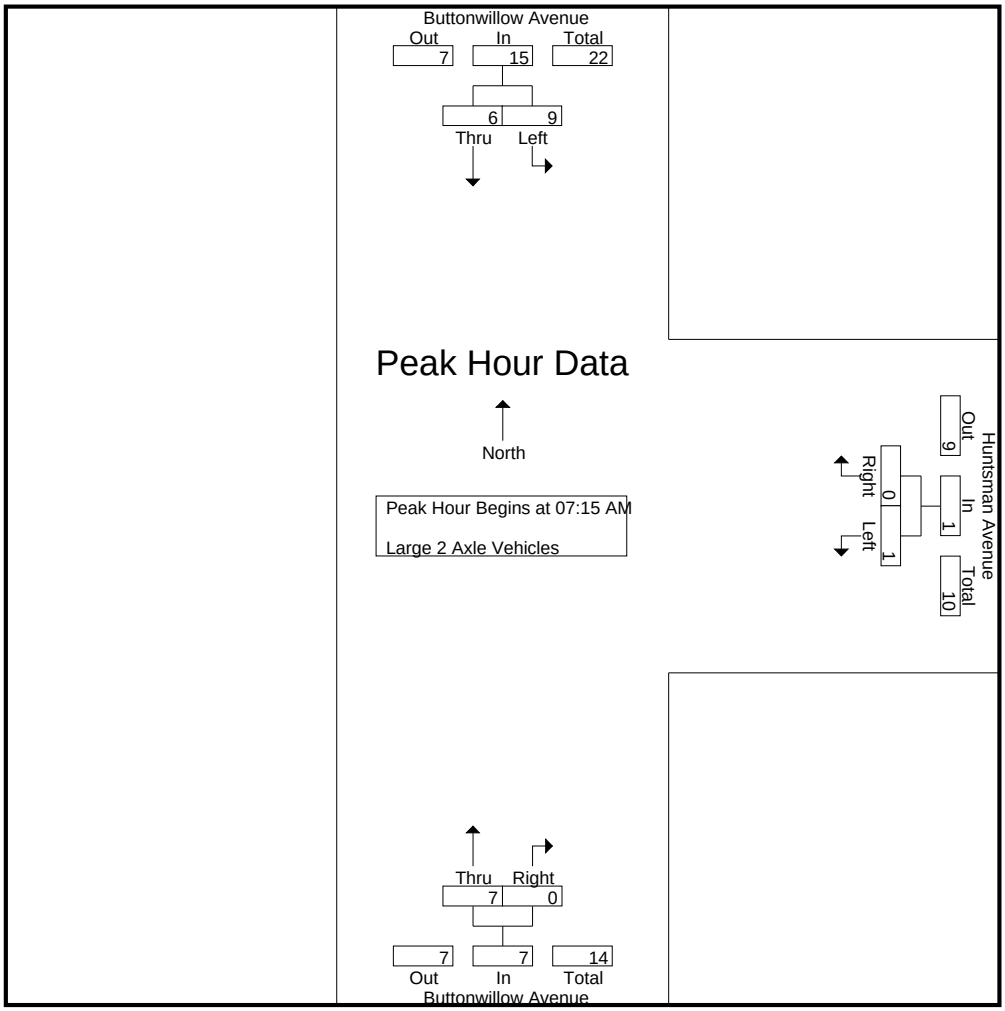

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	**4**	0	**4**
+15 mins.	1	1	2	0	0	0	0	0	0
+30 mins.	2	**2**	4	0	0	0	0	0	0
+45 mins.	**6**	2	**8**	**1**	0	**1**	3	0	3
Total Volume	9	6	15	1	0	1	7	0	7
% App. Total	60	40		100	0		100	0	
PHF	.375	.750	.469	.250	.000	.250	.438	.000	.438

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Groups Printed- 3 Axle Vehicles

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	0	0	0	2	0	2	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	1	2	3	0	0	0	3	0	3	6
Apprch %	33.3	66.7		0	0		100	0		
Total %	16.7	33.3	50	0	0	0	50	0	50	

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**1**	**1**	0	0	0	**1**	0	**1**	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.250

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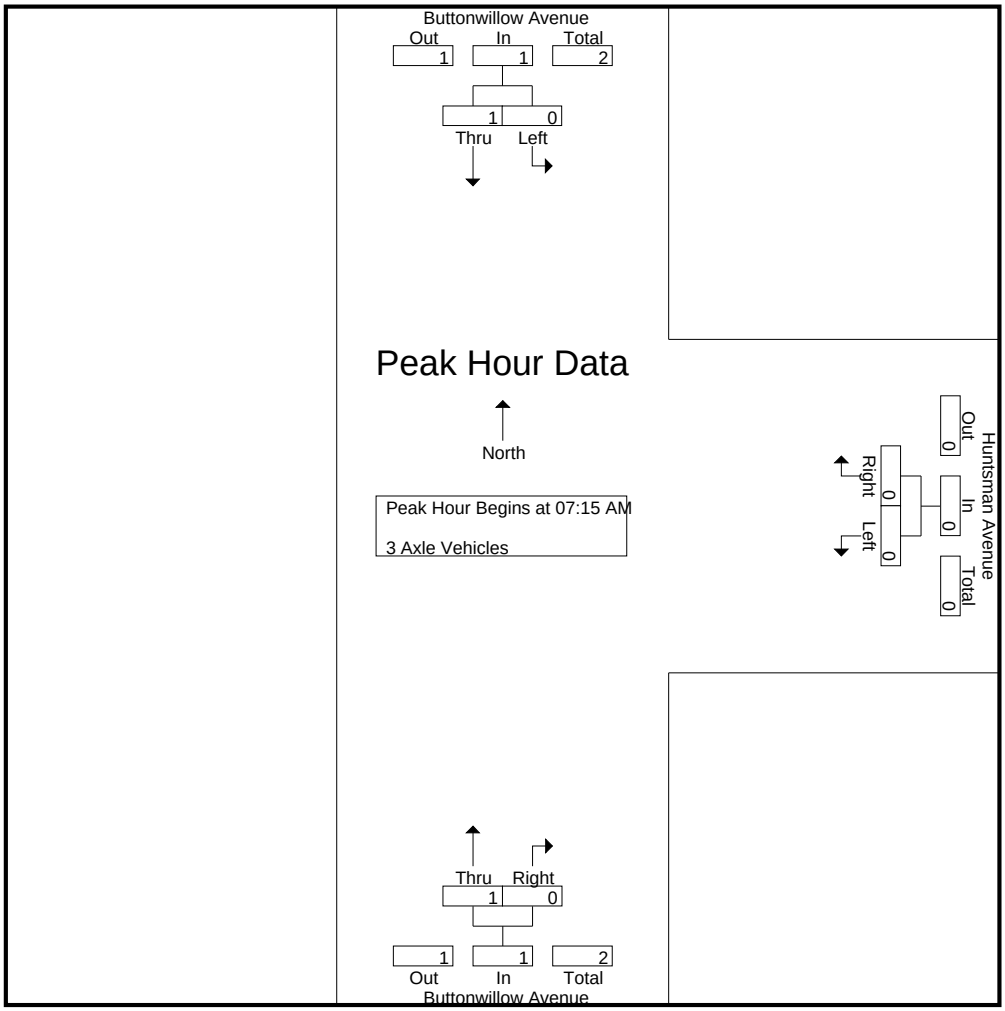

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	**1**	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	4	0	4	4
Total	0	1	1	0	0	0	5	0	5	6
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	2	2	0	0	0	0	0	0	2
08:45 AM	0	1	1	0	0	0	1	0	1	2
Total	0	5	5	0	0	0	3	0	3	8
Grand Total	0	6	6	0	0	0	8	0	8	14
Apprch %	0	100		0	0		100	0		
Total %	0	42.9	42.9	0	0	0	57.1	0	57.1	

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	**4**	0	**4**	**4**
08:00 AM	0	**1**	**1**	0	0	0	1	0	1	2
Total Volume	0	1	1	0	0	0	5	0	5	6
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.313	.000	.313	.375

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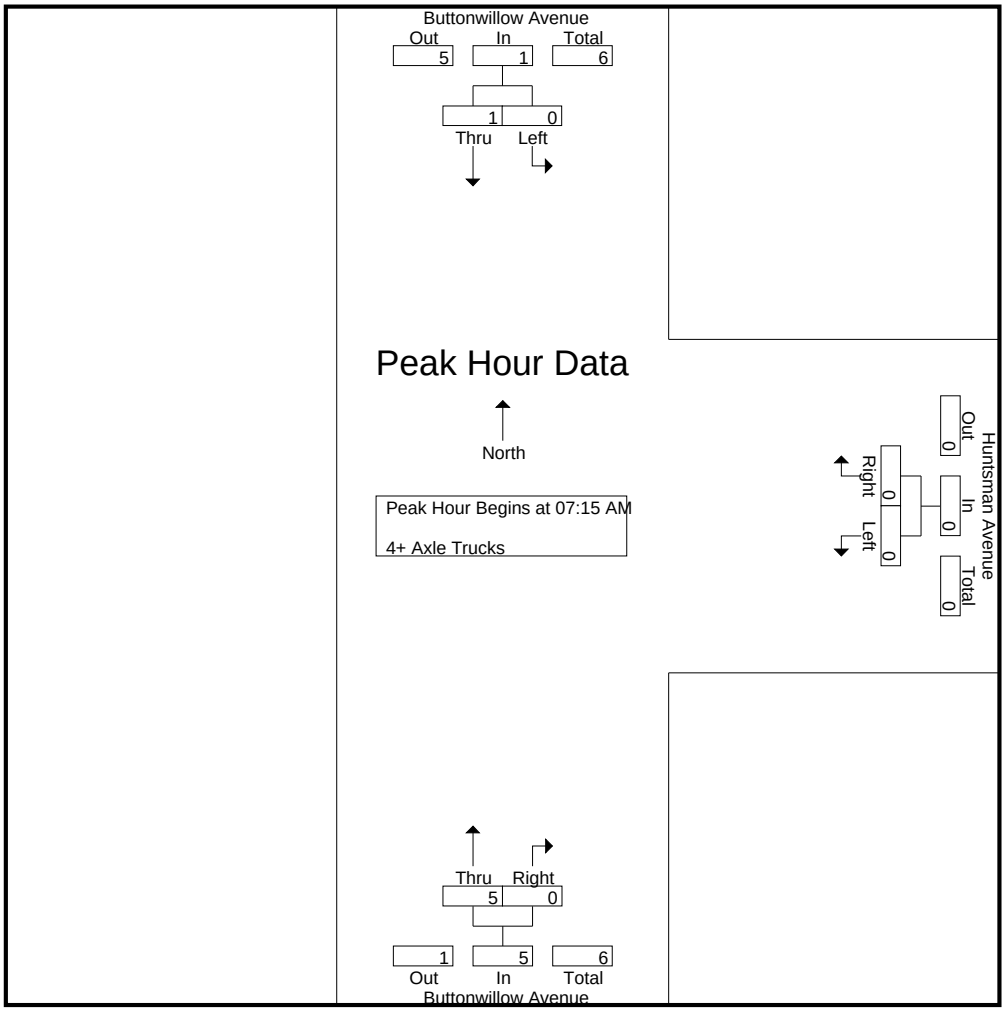

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**4**	0	**4**
+45 mins.	0	**1**	**1**	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	5	0	5
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.313	.000	.313

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	94	98	0	1	1	83	0	83	182
04:15 PM	3	88	91	1	1	2	89	1	90	183
04:30 PM	3	104	107	1	3	4	79	1	80	191
04:45 PM	0	87	87	0	0	0	89	0	89	176
Total	10	373	383	2	5	7	340	2	342	732
05:00 PM	2	86	88	0	2	2	64	0	64	154
05:15 PM	0	87	87	0	1	1	57	0	57	145
05:30 PM	2	75	77	2	5	7	70	1	71	155
05:45 PM	0	76	76	0	4	4	82	1	83	163
Total	4	324	328	2	12	14	273	2	275	617
Grand Total	14	697	711	4	17	21	613	4	617	1349
Apprch %	2	98		19	81		99.4	0.6		
Total %	1	51.7	52.7	0.3	1.3	1.6	45.4	0.3	45.7	
Passenger Vehicles	13	666	679	3	17	20	583	2	585	1284
% Passenger Vehicles	92.9	95.6	95.5	75	100	95.2	95.1	50	94.8	95.2
Large 2 Axle Vehicles	1	10	11	1	0	1	13	2	15	27
% Large 2 Axle Vehicles	7.1	1.4	1.5	25	0	4.8	2.1	50	2.4	2
3 Axle Vehicles	0	1	1	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0.2	0	0.2	0.1
4+ Axle Trucks	0	20	20	0	0	0	16	0	16	36
% 4+ Axle Trucks	0	2.9	2.8	0	0	0	2.6	0	2.6	2.7

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**4**	94	98	0	1	1	83	0	83	182
04:15 PM	3	88	91	**1**	1	2	**89**	**1**	**90**	183
04:30 PM	3	**104**	**107**	1	**3**	**4**	79	1	80	**191**
04:45 PM	0	87	87	0	0	0	89	0	89	176
Total Volume	10	373	383	2	5	7	340	2	342	732
% App. Total	2.6	97.4		28.6	71.4		99.4	0.6		
PHF	.625	.897	.895	.500	.417	.438	.955	.500	.950	.958

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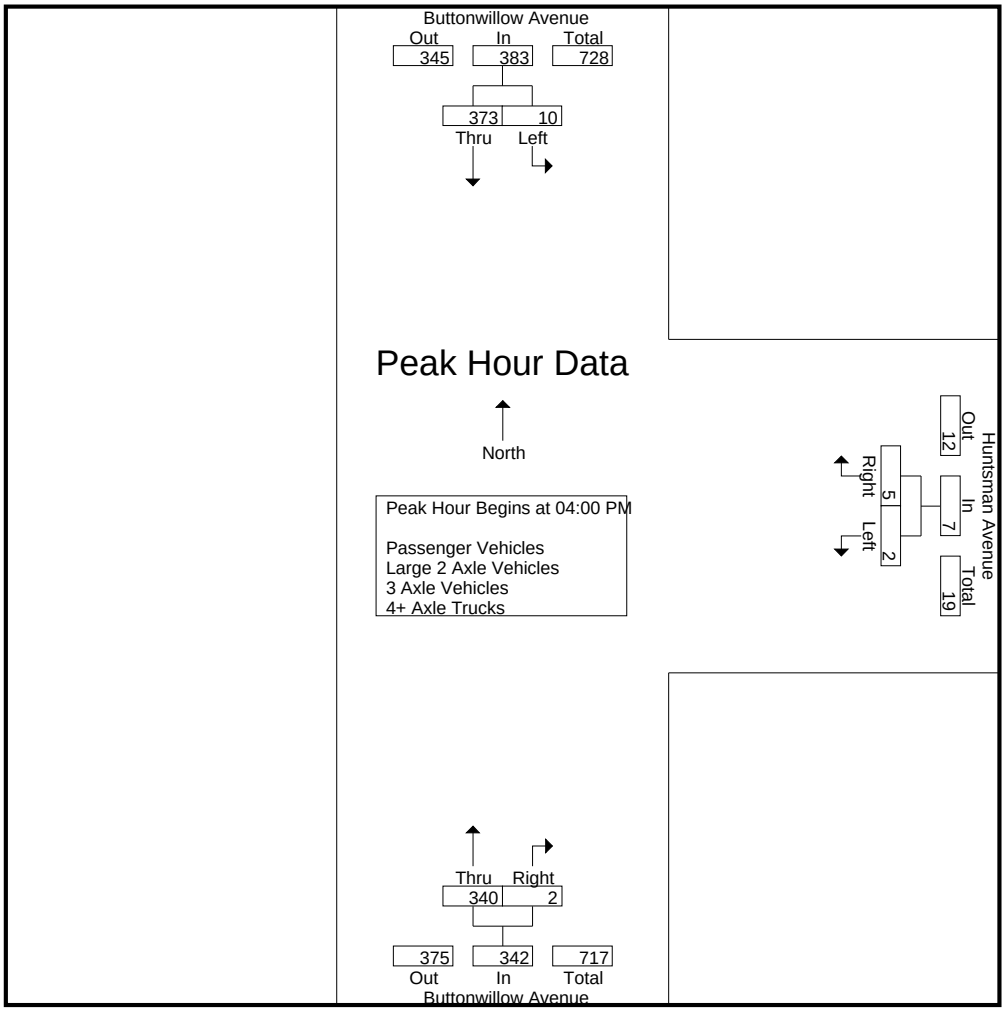

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:00 PM		
+0 mins.	**4**	94	98	0	2	2	83	0	83
+15 mins.	3	88	91	0	1	1	**89**	**1**	**90**
+30 mins.	3	**104**	**107**	**2**	**5**	**7**	79	1	80
+45 mins.	0	87	87	0	4	4	89	0	89
Total Volume	10	373	383	2	12	14	340	2	342
% App. Total	2.6	97.4		14.3	85.7		99.4	0.6	
PHF	.625	.897	.895	.250	.600	.500	.955	.500	.950

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Groups Printed- Passenger Vehicles

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	3	88	91	0	1	1	80	0	80	172
04:15 PM	3	81	84	1	1	2	86	0	86	172
04:30 PM	3	97	100	1	3	4	70	1	71	175
04:45 PM	0	84	84	0	0	0	83	0	83	167
Total	9	350	359	2	5	7	319	1	320	686
05:00 PM	2	82	84	0	2	2	61	0	61	147
05:15 PM	0	85	85	0	1	1	55	0	55	141
05:30 PM	2	74	76	1	5	6	67	1	68	150
05:45 PM	0	75	75	0	4	4	81	0	81	160
Total	4	316	320	1	12	13	264	1	265	598
Grand Total	13	666	679	3	17	20	583	2	585	1284
Apprch %	1.9	98.1		15	85		99.7	0.3		
Total %	1	51.9	52.9	0.2	1.3	1.6	45.4	0.2	45.6	

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	88	91	0	1	1	80	0	80	172
04:15 PM	3	81	84	**1**	1	2	**86**	0	**86**	172
04:30 PM	3	**97**	**100**	1	**3**	**4**	70	**1**	71	**175**
04:45 PM	0	84	84	0	0	0	83	0	83	167
Total Volume	9	350	359	2	5	7	319	1	320	686
% App. Total	2.5	97.5		28.6	71.4		99.7	0.3		
PHF	.750	.902	.898	.500	.417	.438	.927	.250	.930	.980

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City of Reedley
N/S: Buttonwillow Avenue
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Weather: Clear

File Name : 03_RDY_BW_Hunt PM
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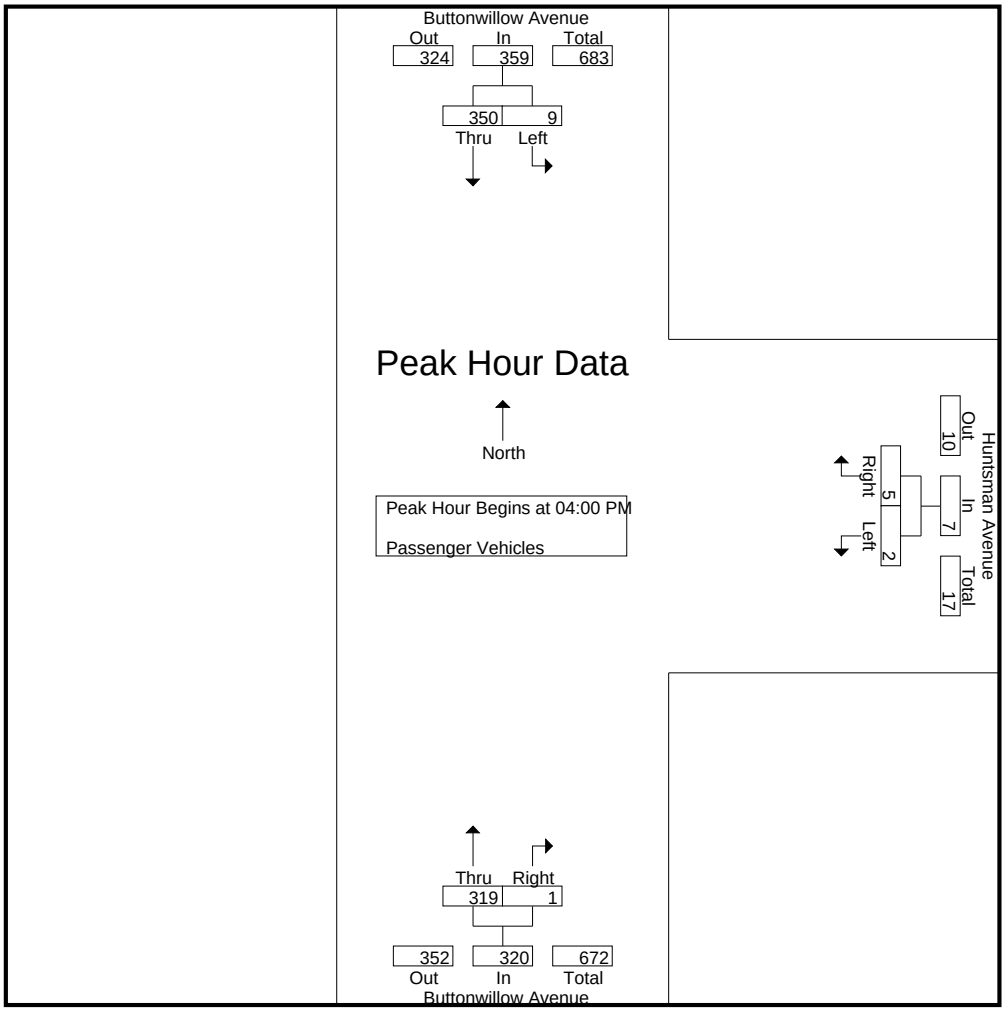

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**3**	88	91	0	1	1	80	0	80
+15 mins.	3	81	84	**1**	1	2	**86**	0	**86**
+30 mins.	3	**97**	**100**	1	**3**	**4**	70	**1**	71
+45 mins.	0	84	84	0	0	0	83	0	83
Total Volume	9	350	359	2	5	7	319	1	320
% App. Total	2.5	97.5		28.6	71.4		99.7	0.3	
PHF	.750	.902	.898	.500	.417	.438	.927	.250	.930

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File Name : 03_RDY_BW_Hunt PM
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Groups Printed- Large 2 Axle Vehicles

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	4	5	0	0	0	2	0	2	7
04:15 PM	0	2	2	0	0	0	2	1	3	5
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total	1	8	9	0	0	0	10	1	11	20
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	0	1	1	0	1	2
05:45 PM	0	1	1	0	0	0	1	1	2	3
Total	0	2	2	1	0	1	3	1	4	7
Grand Total	1	10	11	1	0	1	13	2	15	27
Apprch %	9.1	90.9		100	0		86.7	13.3		
Total %	3.7	37	40.7	3.7	0	3.7	48.1	7.4	55.6	

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	**4**	**5**	0	0	0	2	0	2	**7**
04:15 PM	0	2	2	0	0	0	2	**1**	3	5
04:30 PM	0	2	2	0	0	0	**4**	0	**4**	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	1	8	9	0	0	0	10	1	11	20
% App. Total	11.1	88.9		0	0		90.9	9.1		
PHF	.250	.500	.450	.000	.000	.000	.625	.250	.688	.714

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File Name : 03_RDY_BW_Hunt PM
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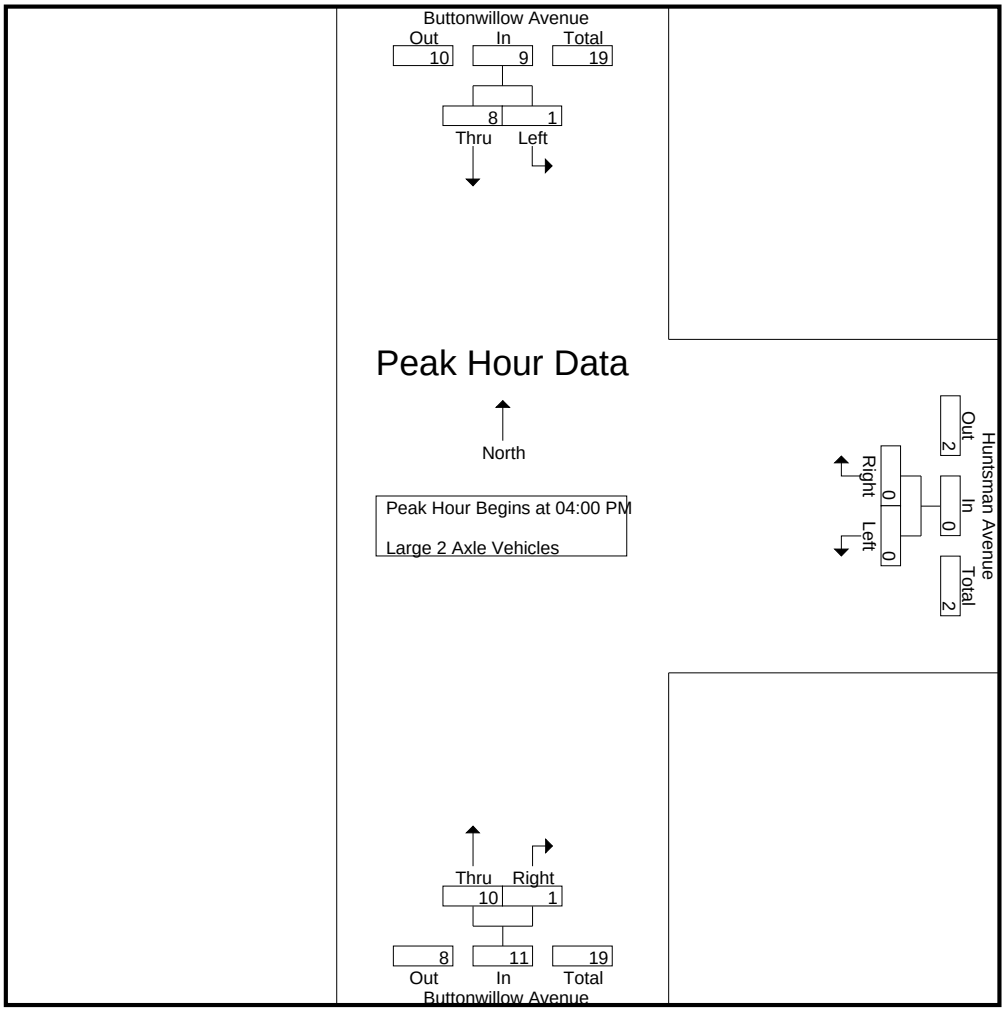

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	**4**	**5**	0	0	0	2	0	2
+15 mins.	0	2	2	0	0	0	2	**1**	3
+30 mins.	0	2	2	0	0	0	**4**	0	**4**
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	1	8	9	0	0	0	10	1	11
% App. Total	11.1	88.9		0	0		90.9	9.1	
PHF	.250	.500	.450	.000	.000	.000	.625	.250	.688

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Groups Printed- 3 Axle Vehicles

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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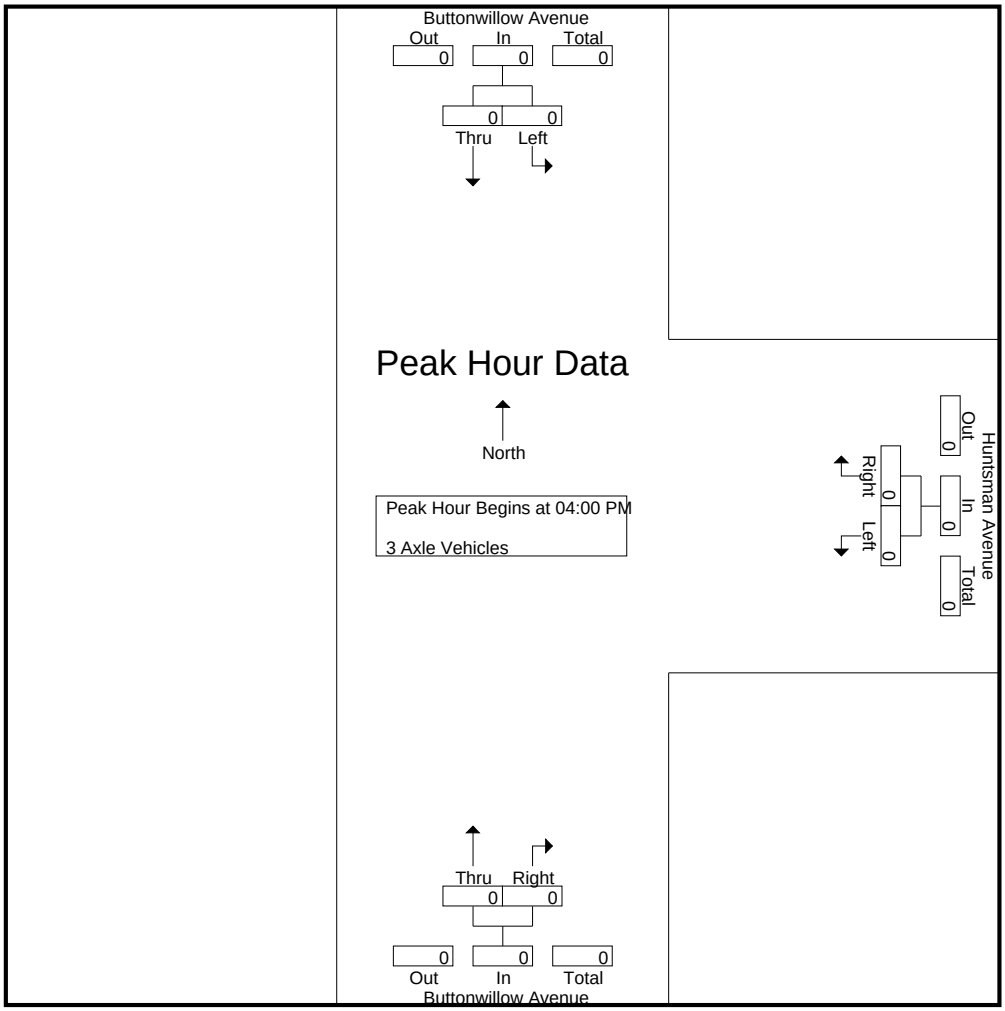

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	1	0	1	3
04:15 PM	0	5	5	0	0	0	1	0	1	6
04:30 PM	0	5	5	0	0	0	5	0	5	10
04:45 PM	0	3	3	0	0	0	4	0	4	7
Total	0	15	15	0	0	0	11	0	11	26
05:00 PM	0	3	3	0	0	0	2	0	2	5
05:15 PM	0	1	1	0	0	0	2	0	2	3
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	0	0	0	5	0	5	10
Grand Total	0	20	20	0	0	0	16	0	16	36
Apprch %	0	100		0	0		100	0		
Total %	0	55.6	55.6	0	0	0	44.4	0	44.4	

	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	2	2	0	0	0	1	0	1	3
04:15 PM	0	**5**	**5**	0	0	0	1	0	1	6
04:30 PM	0	5	5	0	0	0	**5**	0	**5**	**10**
04:45 PM	0	3	3	0	0	0	4	0	4	7
Total Volume	0	15	15	0	0	0	11	0	11	26
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.550	.000	.550	.650

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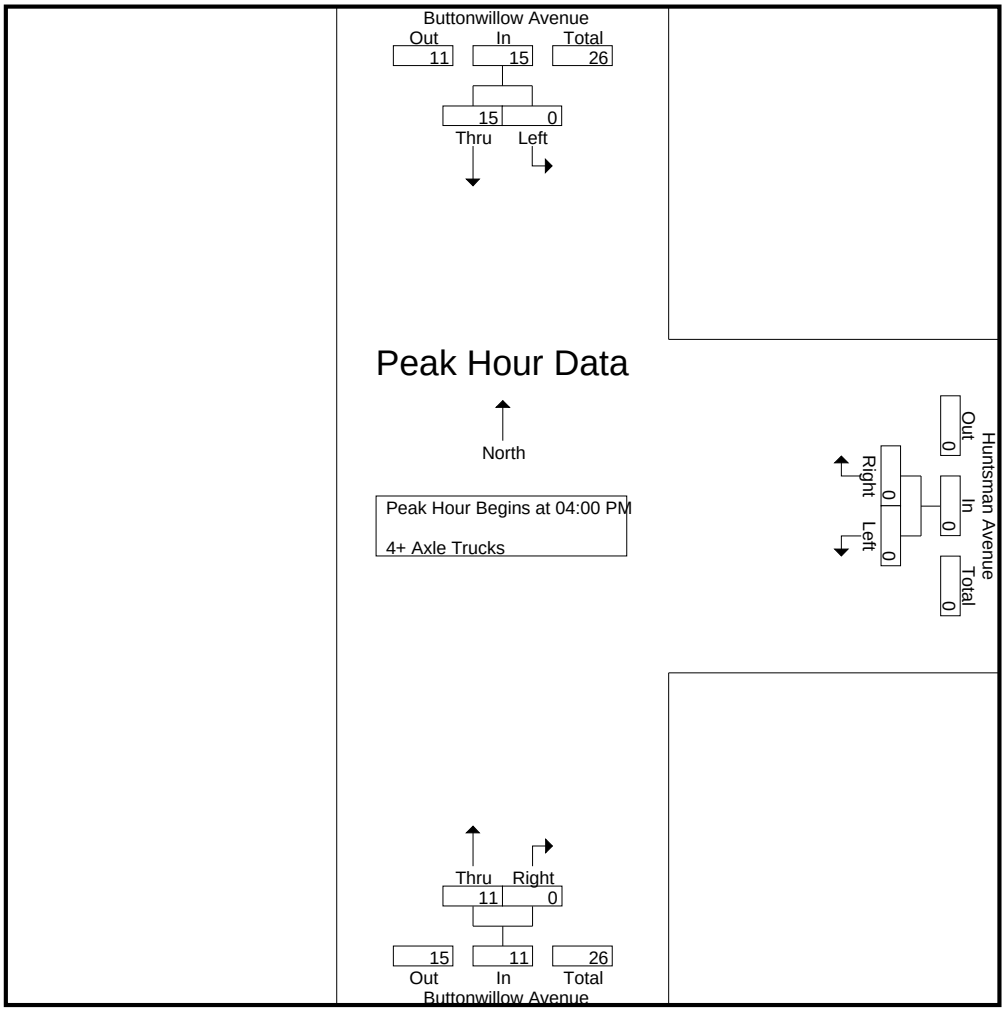

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	2	2	0	0	0	1	0	1
+15 mins.	0	**5**	**5**	0	0	0	1	0	1
+30 mins.	0	5	5	0	0	0	**5**	0	**5**
+45 mins.	0	3	3	0	0	0	4	0	4
Total Volume	0	15	15	0	0	0	11	0	11
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.550	.000	.550

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E/W: Dinuba Avenue
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	11	1	13	2	44	2	48	7	7	2	16	2	31	4	37	114
07:15 AM	1	8	4	13	3	53	0	56	8	22	3	33	3	43	7	53	155
07:30 AM	2	7	9	18	4	75	2	81	15	21	2	38	6	57	5	68	205
07:45 AM	1	16	7	24	4	89	0	93	10	9	1	20	7	70	15	92	229
Total	5	42	21	68	13	261	4	278	40	59	8	107	18	201	31	250	703
08:00 AM	0	7	8	15	6	67	0	73	7	7	5	19	0	53	8	61	168
08:15 AM	2	5	3	10	2	53	3	58	5	7	3	15	1	33	3	37	120
08:30 AM	3	10	1	14	1	41	1	43	4	16	5	25	1	34	9	44	126
08:45 AM	1	4	3	8	2	53	2	57	9	7	5	21	0	34	7	41	127
Total	6	26	15	47	11	214	6	231	25	37	18	80	2	154	27	183	541
Grand Total	11	68	36	115	24	475	10	509	65	96	26	187	20	355	58	433	1244
Apprch %	9.6	59.1	31.3		4.7	93.3	2		34.8	51.3	13.9		4.6	82	13.4		
Total %	0.9	5.5	2.9	9.2	1.9	38.2	0.8	40.9	5.2	7.7	2.1	15	1.6	28.5	4.7	34.8	
Passenger Vehicles	10	68	34	112	18	467	7	492	63	94	24	181	20	342	56	418	1203
% Passenger Vehicles	90.9	100	94.4	97.4	75	98.3	70	96.7	96.9	97.9	92.3	96.8	100	96.3	96.6	96.5	96.7
Large 2 Axle Vehicles	0	0	1	1	5	7	2	14	0	2	2	4	0	9	2	11	30
% Large 2 Axle Vehicles	0	0	2.8	0.9	20.8	1.5	20	2.8	0	2.1	7.7	2.1	0	2.5	3.4	2.5	2.4
3 Axle Vehicles	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% 3 Axle Vehicles	9.1	0	0	0.9	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0.2
4+ Axle Trucks	0	0	1	1	1	1	1	3	2	0	0	2	0	3	0	3	9
% 4+ Axle Trucks	0	0	2.8	0.9	4.2	0.2	10	0.6	3.1	0	0	1.1	0	0.8	0	0.7	0.7

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	8	4	13	3	53	0	56	8	**22**	3	33	3	43	7	53	155
07:30 AM	**2**	7	**9**	18	4	75	**2**	81	**15**	21	2	**38**	6	57	5	68	205
07:45 AM	1	**16**	7	**24**	4	**89**	0	**93**	10	9	1	20	**7**	**70**	**15**	**92**	**229**
08:00 AM	0	7	8	15	**6**	67	0	73	7	7	**5**	19	0	53	8	61	168
Total Volume	4	38	28	70	17	284	2	303	40	59	11	110	16	223	35	274	757
% App. Total	5.7	54.3	40		5.6	93.7	0.7		36.4	53.6	10		5.8	81.4	12.8		
PHF	.500	.594	.778	.729	.708	.798	.250	.815	.667	.670	.550	.724	.571	.796	.583	.745	.826

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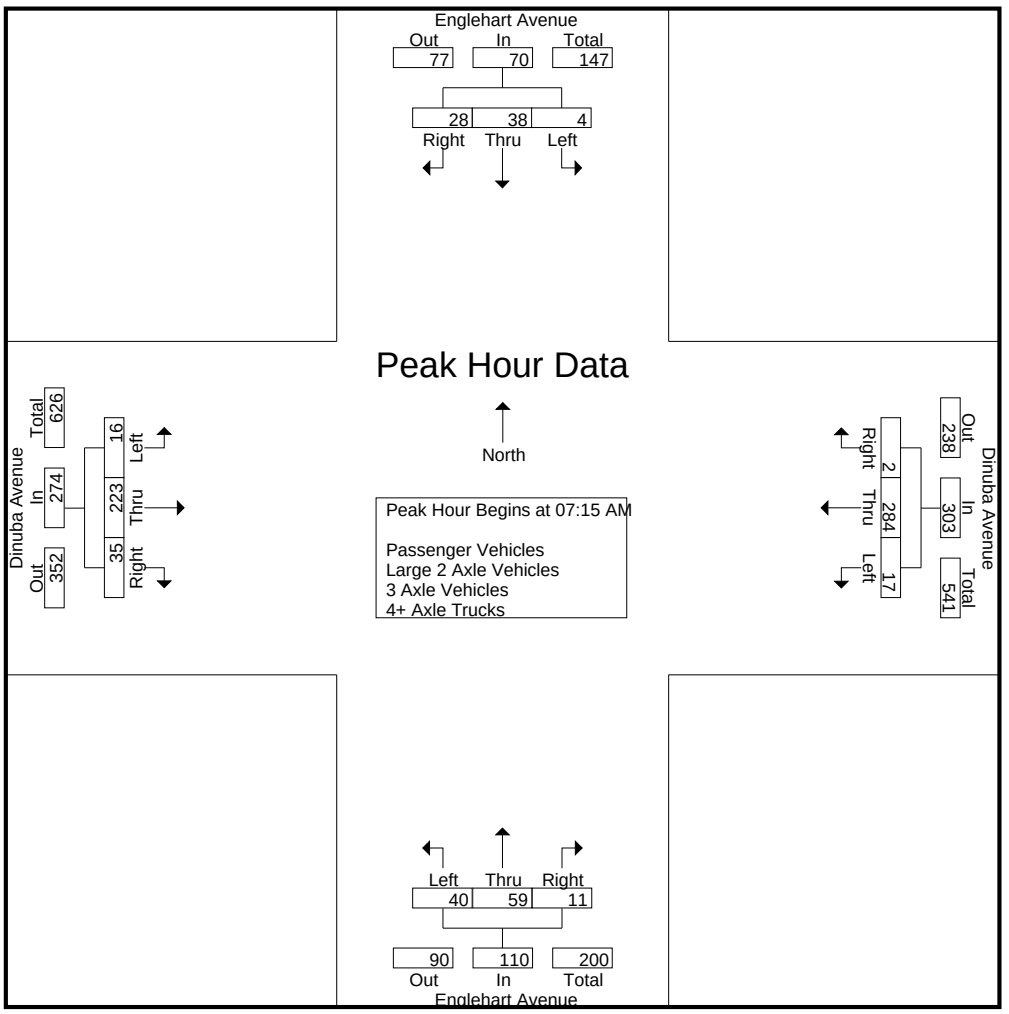

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	1	8	4	13	4	75	2	81	8	**22**	3	33	3	43	7	53
+15 mins.	**2**	7	**9**	18	4	**89**	0	**93**	**15**	21	2	**38**	6	57	5	68
+30 mins.	1	**16**	7	**24**	**6**	67	0	73	10	9	1	20	**7**	**70**	**15**	**92**
+45 mins.	0	7	8	15	2	53	**3**	58	7	7	**5**	19	0	53	8	61
Total Volume	4	38	28	70	16	284	5	305	40	59	11	110	16	223	35	274
% App. Total	5.7	54.3	40		5.2	93.1	1.6		36.4	53.6	10		5.8	81.4	12.8	
PHF	.500	.594	.778	.729	.667	.798	.417	.820	.667	.670	.550	.724	.571	.796	.583	.745

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Groups Printed- Passenger Vehicles

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	11	0	11	2	44	1	47	7	5	1	13	2	31	4	37	108
07:15 AM	1	8	4	13	3	53	0	56	7	22	2	31	3	41	7	51	151
07:30 AM	2	7	9	18	4	73	2	79	14	21	2	37	6	56	5	67	201
07:45 AM	1	16	7	24	1	87	0	88	10	9	1	20	7	68	14	89	221
Total	4	42	20	66	10	257	3	270	38	57	6	101	18	196	30	244	681
08:00 AM	0	7	8	15	4	65	0	69	7	7	5	19	0	53	8	61	164
08:15 AM	2	5	3	10	2	52	2	56	5	7	3	15	1	28	3	32	113
08:30 AM	3	10	0	13	1	40	0	41	4	16	5	25	1	32	9	42	121
08:45 AM	1	4	3	8	1	53	2	56	9	7	5	21	0	33	6	39	124
Total	6	26	14	46	8	210	4	222	25	37	18	80	2	146	26	174	522
Grand Total	10	68	34	112	18	467	7	492	63	94	24	181	20	342	56	418	1203
Apprch %	8.9	60.7	30.4		3.7	94.9	1.4		34.8	51.9	13.3		4.8	81.8	13.4		
Total %	0.8	5.7	2.8	9.3	1.5	38.8	0.6	40.9	5.2	7.8	2	15	1.7	28.4	4.7	34.7	

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	8	4	13	3	53	0	56	7	**22**	2	31	3	41	7	51	151
07:30 AM	**2**	7	**9**	18	**4**	73	**2**	79	**14**	21	2	**37**	6	56	5	67	201
07:45 AM	1	**16**	7	**24**	1	**87**	0	**88**	10	9	1	20	**7**	**68**	**14**	**89**	**221**
08:00 AM	0	7	8	15	4	65	0	69	7	7	**5**	19	0	53	8	61	164
Total Volume	4	38	28	70	12	278	2	292	38	59	10	107	16	218	34	268	737
% App. Total	5.7	54.3	40		4.1	95.2	0.7		35.5	55.1	9.3		6	81.3	12.7		
PHF	.500	.594	.778	.729	.750	.799	.250	.830	.679	.670	.500	.723	.571	.801	.607	.753	.834

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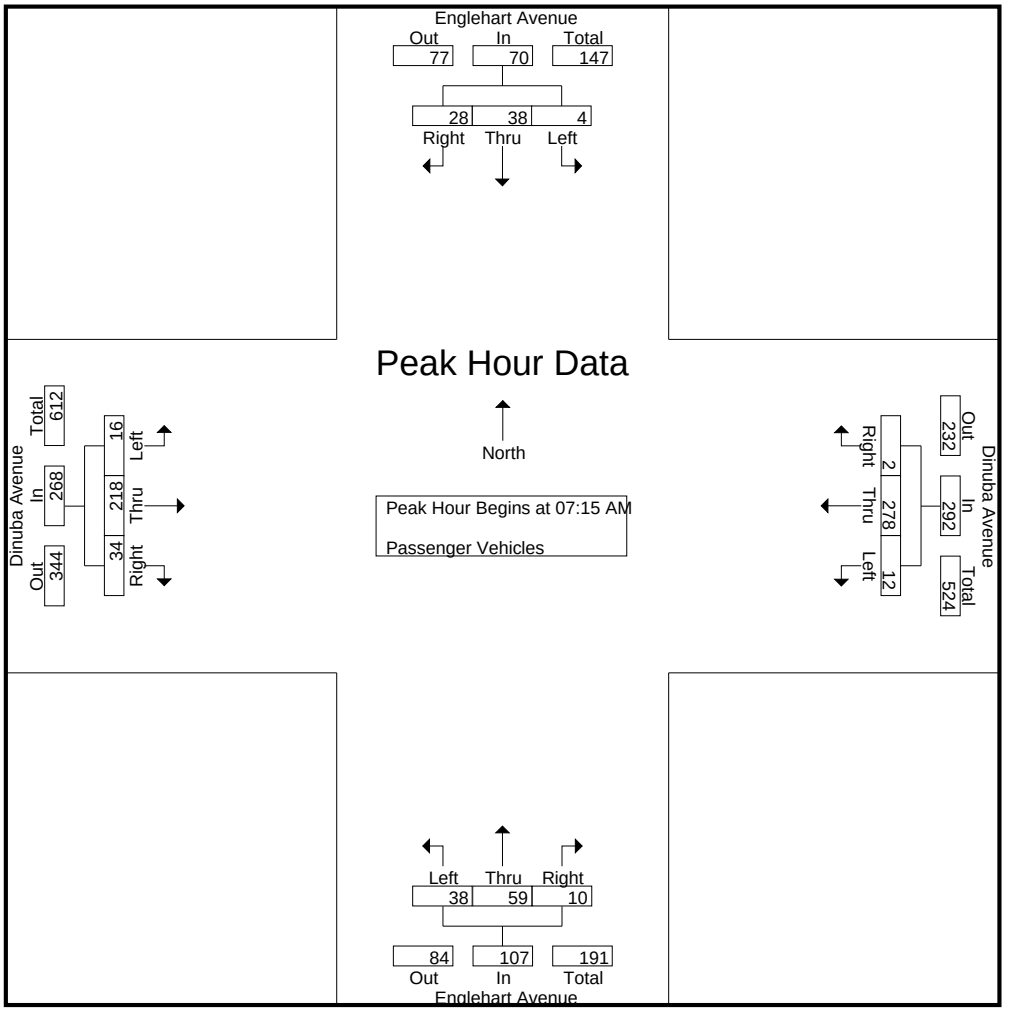

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	8	4	13	3	53	0	56	7	**22**	2	31	3	41	7	51
+15 mins.	**2**	7	**9**	18	**4**	73	**2**	79	**14**	21	2	**37**	6	56	5	67
+30 mins.	1	**16**	7	**24**	1	**87**	0	**88**	10	9	1	20	**7**	**68**	**14**	**89**
+45 mins.	0	7	8	15	4	65	0	69	7	7	**5**	19	0	53	8	61
Total Volume	4	38	28	70	12	278	2	292	38	59	10	107	16	218	34	268
% App. Total	5.7	54.3	40		4.1	95.2	0.7		35.5	55.1	9.3		6	81.3	12.7	
PHF	.500	.594	.778	.729	.750	.799	.250	.830	.679	.670	.500	.723	.571	.801	.607	.753

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County of Fresno
N/S: Englehart Avenue
E/W: Dinuba Avenue
Weather: Clear

File Name : 02_CFO_Eng_Din AM
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Groups Printed- Large 2 Axle Vehicles

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	1	1	0	2	1	3	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	3	1	0	4	0	0	0	0	0	2	1	3	7
Total	0	0	1	1	3	3	1	7	0	2	2	4	0	5	1	6	18
08:00 AM	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	0	0	0	0	2	4	1	7	0	0	0	0	0	4	1	5	12
Grand Total	0	0	1	1	5	7	2	14	0	2	2	4	0	9	2	11	30
Apprch %	0	0	100		35.7	50	14.3		0	50	50		0	81.8	18.2		
Total %	0	0	3.3	3.3	16.7	23.3	6.7	46.7	0	6.7	6.7	13.3	0	30	6.7	36.7	

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	2	3
07:30 AM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	**3**	1	0	**4**	0	0	0	0	0	2	**1**	**3**	**7**
08:00 AM	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	5	5	0	10	0	0	1	1	0	5	1	6	17
% App. Total	0	0	0		50	50	0		0	0	100		0	83.3	16.7		
PHF	.000	.000	.000	.000	.417	.625	.000	.625	.000	.000	.250	.250	.000	.625	.250	.500	.607

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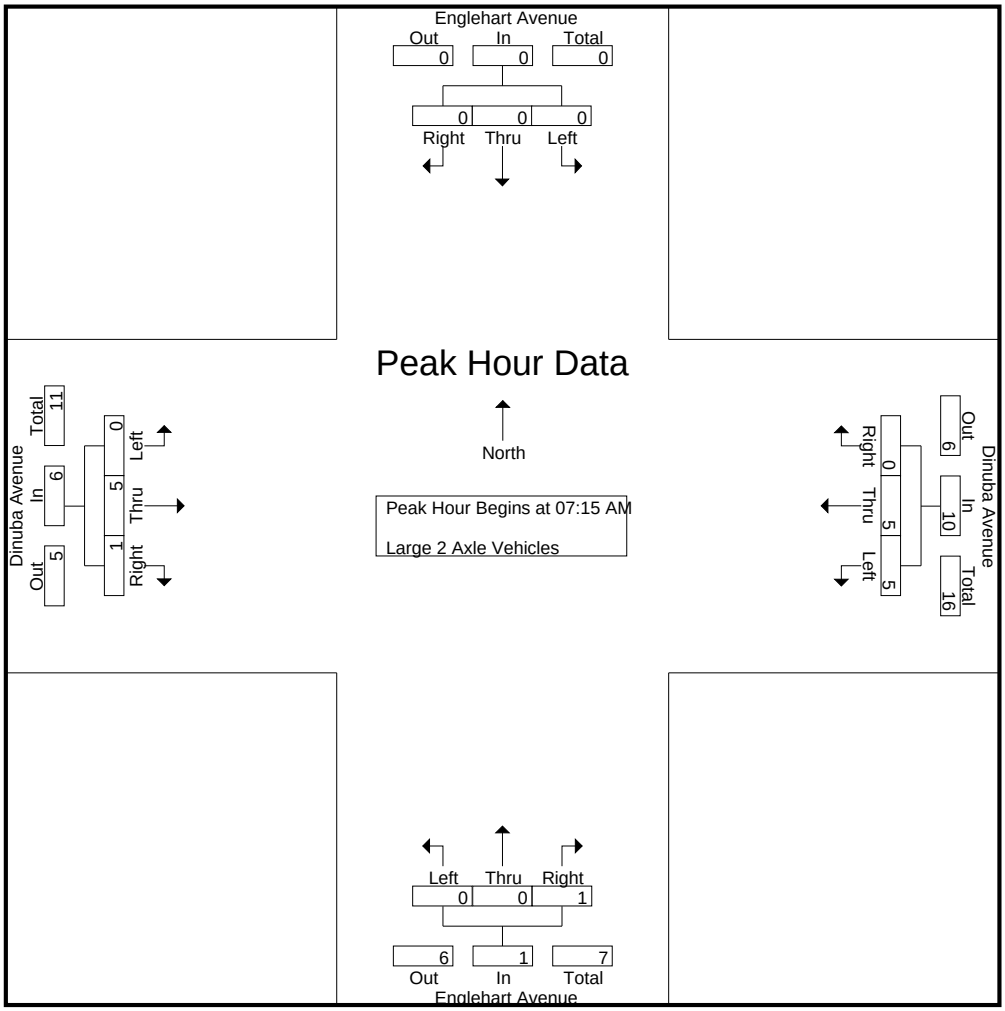

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	2
+15 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	**3**	1	0	**4**	0	0	0	0	0	2	**1**	**3**
+45 mins.	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	5	5	0	10	0	0	1	1	0	5	1	6
% App. Total	0	0	0		50	50	0		0	0	100		0	83.3	16.7	
PHF	.000	.000	.000	.000	.417	.625	.000	.625	.000	.000	.250	.250	.000	.625	.250	.500

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Groups Printed- 3 Axle Vehicles

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Apprch %	100	0	0		0	0	0		0	0	0		0	100	0		
Total %	50	0	0	50	0	0	0	0	0	0	0	0	0	50	0	50	

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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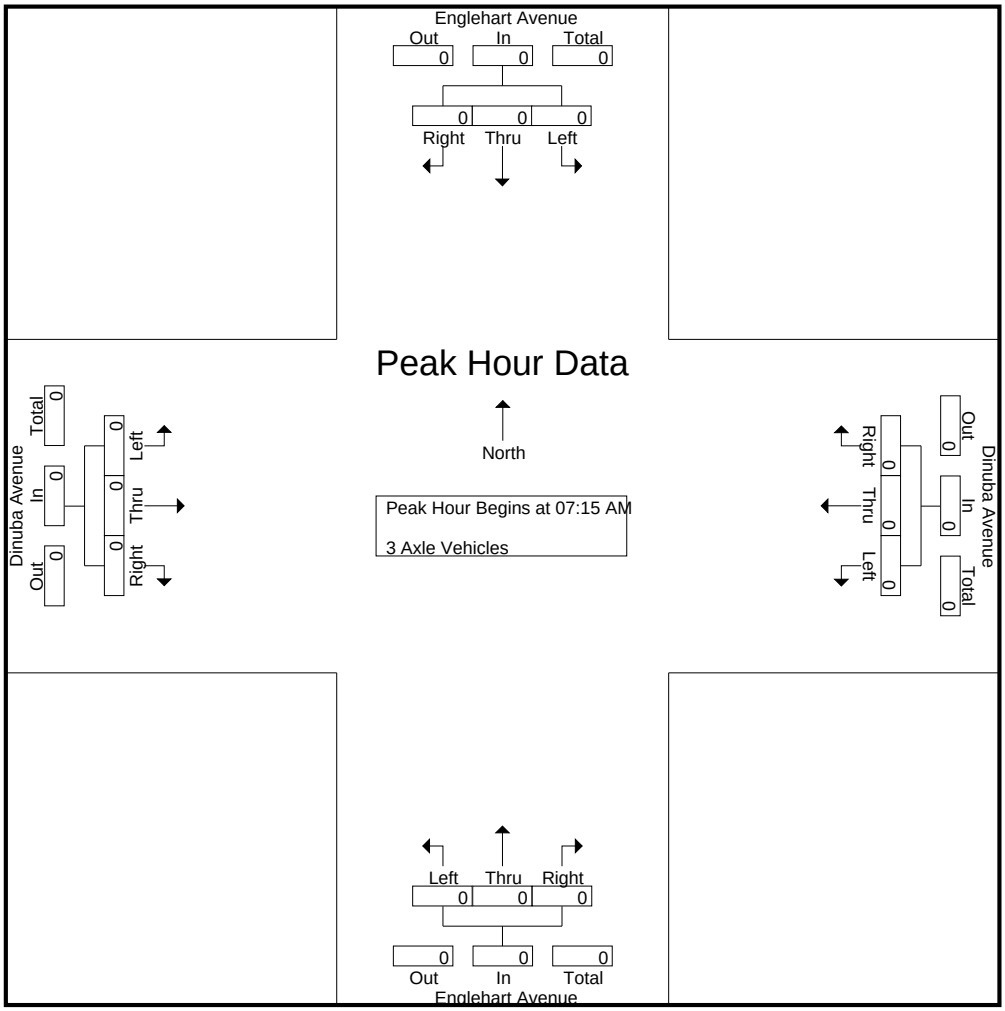

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	1	0	1	2	0	0	0	0	0	3	0	3	6
Grand Total	0	0	1	1	1	1	1	3	2	0	0	2	0	3	0	3	9
Apprch %	0	0	100		33.3	33.3	33.3		100	0	0		0	100	0		
Total %	0	0	11.1	11.1	11.1	11.1	11.1	33.3	22.2	0	0	22.2	0	33.3	0	33.3	

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.750

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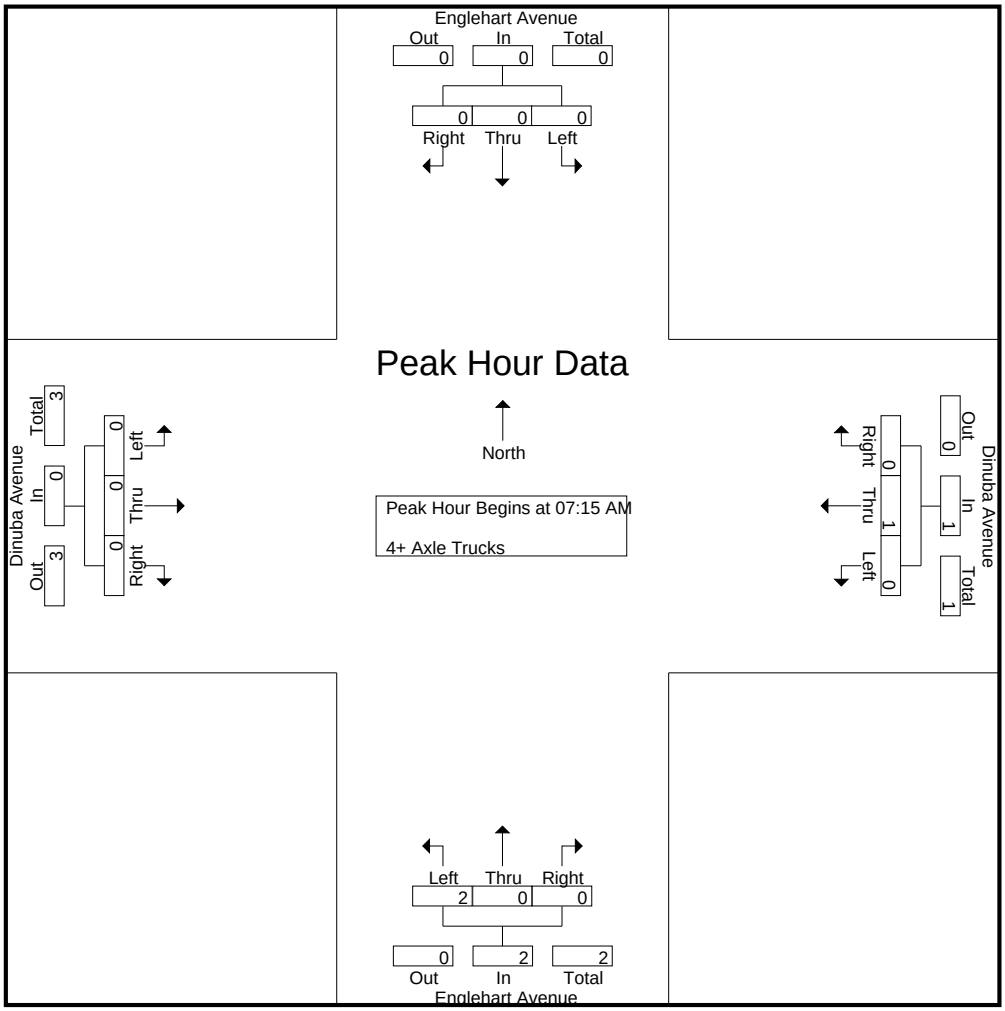

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	11	2	14	3	63	3	69	8	15	2	25	2	70	12	84	192
04:15 PM	1	20	3	24	2	47	2	51	11	13	2	26	4	66	12	82	183
04:30 PM	2	21	7	30	0	53	2	55	11	9	3	23	3	74	6	83	191
04:45 PM	4	19	3	26	5	58	2	65	10	16	2	28	2	84	20	106	225
Total	8	71	15	94	10	221	9	240	40	53	9	102	11	294	50	355	791
05:00 PM	3	17	4	24	4	45	1	50	20	10	1	31	4	71	12	87	192
05:15 PM	0	14	5	19	3	70	0	73	10	11	2	23	6	70	11	87	202
05:30 PM	1	20	3	24	2	61	0	63	7	10	3	20	3	62	11	76	183
05:45 PM	2	10	4	16	5	68	2	75	14	14	2	30	1	59	9	69	190
Total	6	61	16	83	14	244	3	261	51	45	8	104	14	262	43	319	767
Grand Total	14	132	31	177	24	465	12	501	91	98	17	206	25	556	93	674	1558
Apprch %	7.9	74.6	17.5		4.8	92.8	2.4		44.2	47.6	8.3		3.7	82.5	13.8		
Total %	0.9	8.5	2	11.4	1.5	29.8	0.8	32.2	5.8	6.3	1.1	13.2	1.6	35.7	6	43.3	
Passenger Vehicles	14	131	31	176	22	456	12	490	90	94	17	201	24	544	92	660	1527
% Passenger Vehicles	100	99.2	100	99.4	91.7	98.1	100	97.8	98.9	95.9	100	97.6	96	97.8	98.9	97.9	98
Large 2 Axle Vehicles	0	0	0	0	2	6	0	8	0	2	0	2	1	7	0	8	18
% Large 2 Axle Vehicles	0	0	0	0	8.3	1.3	0	1.6	0	2	0	1	4	1.3	0	1.2	1.2
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.4	0	0.3	0.2
4+ Axle Trucks	0	1	0	1	0	2	0	2	1	2	0	3	0	3	1	4	10
% 4+ Axle Trucks	0	0.8	0	0.6	0	0.4	0	0.4	1.1	2	0	1.5	0	0.5	1.1	0.6	0.6

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	**21**	**7**	**30**	0	53	**2**	55	11	9	**3**	23	3	74	6	83	191
04:45 PM	**4**	19	3	26	**5**	58	2	65	10	**16**	2	28	2	**84**	**20**	**106**	**225**
05:00 PM	3	17	4	24	4	45	1	50	**20**	10	1	**31**	4	71	12	87	192
05:15 PM	0	14	5	19	3	**70**	0	**73**	10	11	2	23	**6**	70	11	87	202
Total Volume	9	71	19	99	12	226	5	243	51	46	8	105	15	299	49	363	810
% App. Total	9.1	71.7	19.2		4.9	93	2.1		48.6	43.8	7.6		4.1	82.4	13.5		
PHF	.563	.845	.679	.825	.600	.807	.625	.832	.638	.719	.667	.847	.625	.890	.613	.856	.900

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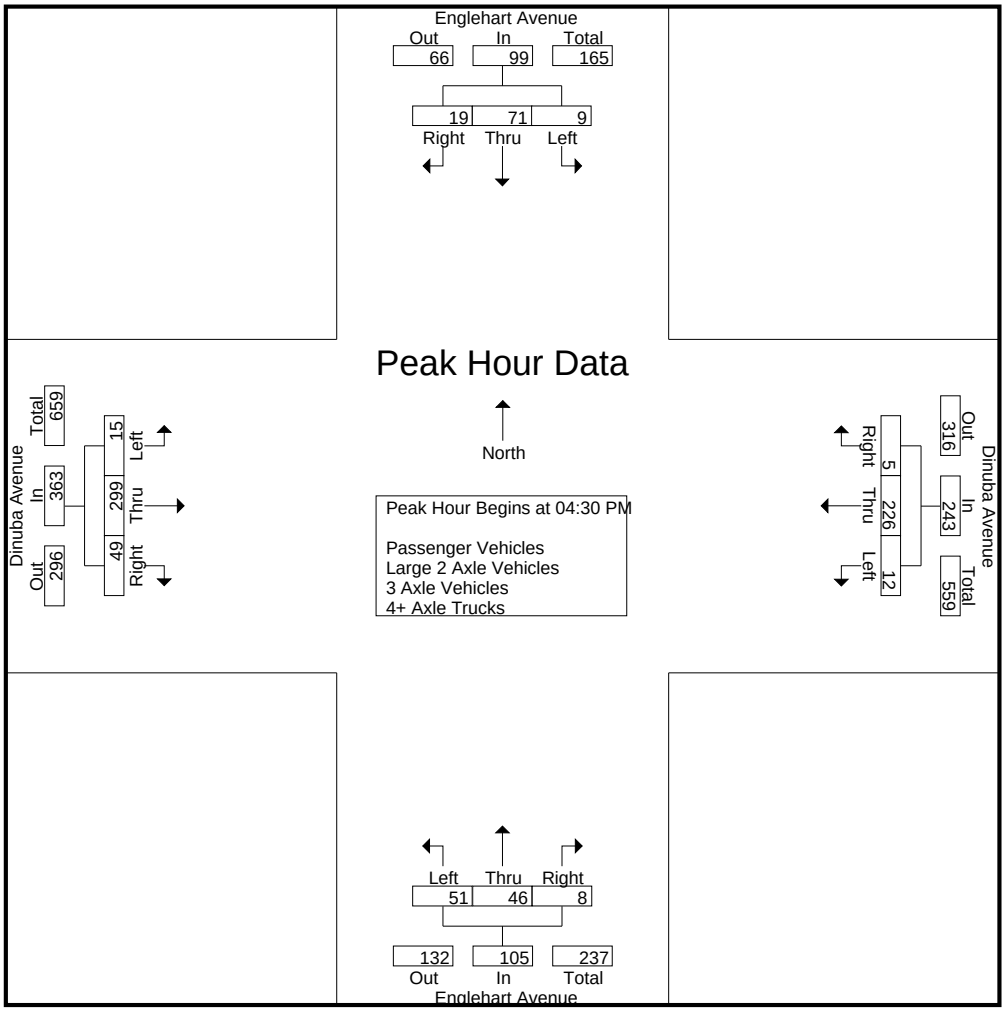

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:15 PM				04:30 PM			
+0 mins.	1	20	3	24	4	45	1	50	11	13	2	26	3	74	6	83
+15 mins.	2	**21**	**7**	**30**	3	**70**	0	73	11	9	**3**	23	2	**84**	**20**	**106**
+30 mins.	**4**	19	3	26	2	61	0	63	10	**16**	2	28	4	71	12	87
+45 mins.	3	17	4	24	**5**	68	**2**	**75**	**20**	10	1	**31**	**6**	70	11	87
Total Volume	10	77	17	104	14	244	3	261	52	48	8	108	15	299	49	363
% App. Total	9.6	74	16.3		5.4	93.5	1.1		48.1	44.4	7.4		4.1	82.4	13.5	
PHF	.625	.917	.607	.867	.700	.871	.375	.870	.650	.750	.667	.871	.625	.890	.613	.856

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Groups Printed- Passenger Vehicles

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	11	2	14	2	60	3	65	8	15	2	25	2	70	11	83	187
04:15 PM	1	20	3	24	2	46	2	50	10	12	2	24	4	64	12	80	178
04:30 PM	2	20	7	29	0	52	2	54	11	8	3	22	3	71	6	80	185
04:45 PM	4	19	3	26	5	55	2	62	10	16	2	28	2	81	20	103	219
Total	8	70	15	93	9	213	9	231	39	51	9	99	11	286	49	346	769
05:00 PM	3	17	4	24	4	44	1	49	20	10	1	31	3	70	12	85	189
05:15 PM	0	14	5	19	3	70	0	73	10	11	2	23	6	68	11	85	200
05:30 PM	1	20	3	24	1	61	0	62	7	8	3	18	3	61	11	75	179
05:45 PM	2	10	4	16	5	68	2	75	14	14	2	30	1	59	9	69	190
Total	6	61	16	83	13	243	3	259	51	43	8	102	13	258	43	314	758
Grand Total	14	131	31	176	22	456	12	490	90	94	17	201	24	544	92	660	1527
Apprch %	8	74.4	17.6		4.5	93.1	2.4		44.8	46.8	8.5		3.6	82.4	13.9		
Total %	0.9	8.6	2	11.5	1.4	29.9	0.8	32.1	5.9	6.2	1.1	13.2	1.6	35.6	6	43.2	

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	**20**	**7**	**29**	0	52	**2**	54	11	8	**3**	22	3	71	6	80	185
04:45 PM	**4**	19	3	26	**5**	55	2	62	10	**16**	2	28	2	**81**	**20**	**103**	**219**
05:00 PM	3	17	4	24	4	44	1	49	**20**	10	1	**31**	3	70	12	85	189
05:15 PM	0	14	5	19	3	**70**	0	**73**	10	11	2	23	**6**	68	11	85	200
Total Volume	9	70	19	98	12	221	5	238	51	45	8	104	14	290	49	353	793
% App. Total	9.2	71.4	19.4		5	92.9	2.1		49	43.3	7.7		4	82.2	13.9		
PHF	.563	.875	.679	.845	.600	.789	.625	.815	.638	.703	.667	.839	.583	.895	.613	.857	.905

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County of Fresno
N/S: Englehart Avenue
E/W: Dinuba Avenue
Weather: Clear

File Name : 02_CFO_Eng_Din PM
Site Code : 00323989
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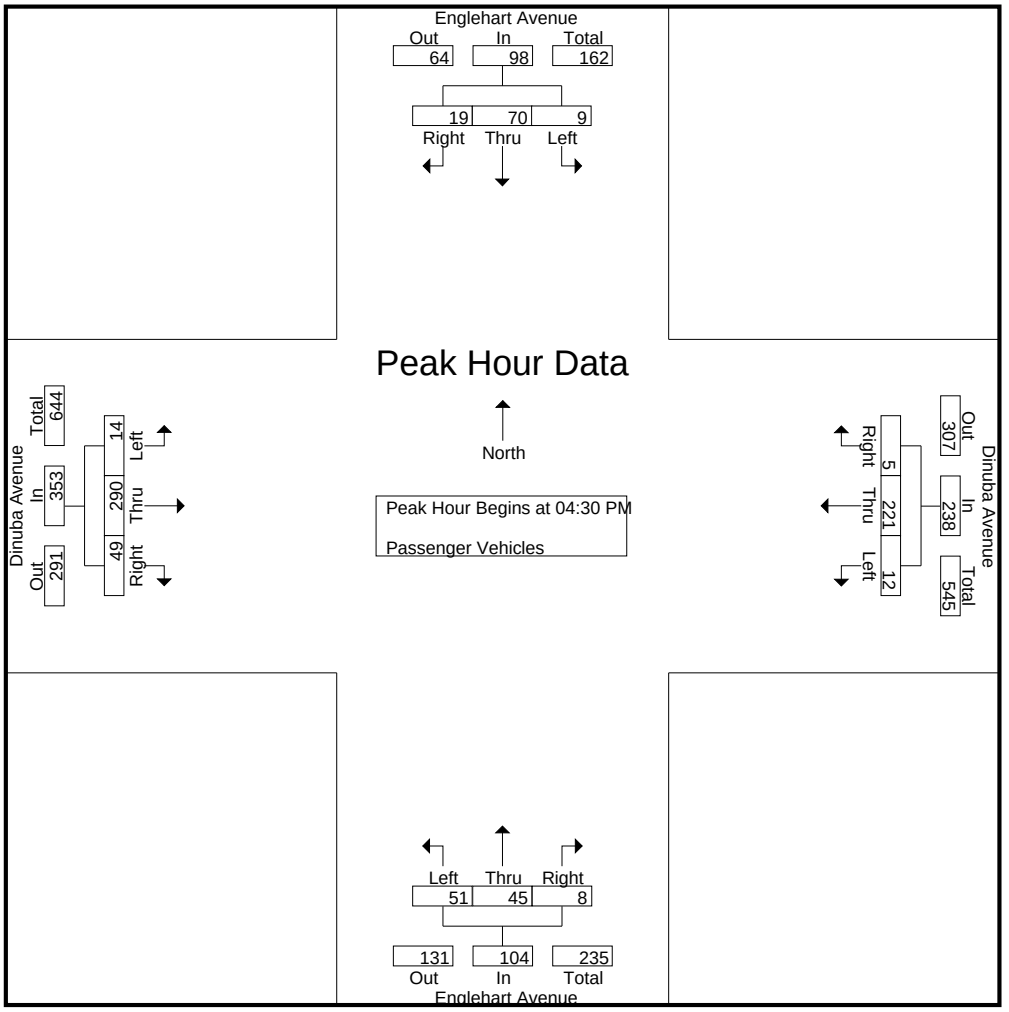

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	**20**	**7**	**29**	0	52	**2**	54	11	8	**3**	22	3	71	6	80
+15 mins.	**4**	19	3	26	**5**	55	2	62	10	**16**	2	28	2	**81**	**20**	**103**
+30 mins.	3	17	4	24	4	44	1	49	**20**	10	1	**31**	3	70	12	85
+45 mins.	0	14	5	19	3	**70**	0	**73**	10	11	2	23	**6**	68	11	85
Total Volume	9	70	19	98	12	221	5	238	51	45	8	104	14	290	49	353
% App. Total	9.2	71.4	19.4		5	92.9	2.1		49	43.3	7.7		4	82.2	13.9	
PHF	.563	.875	.679	.845	.600	.789	.625	.815	.638	.703	.667	.839	.583	.895	.613	.857

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Groups Printed- Large 2 Axle Vehicles

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	1	6	0	7	0	1	0	1	0	6	0	6	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	1	0	1	1	1	0	2	4
Grand Total	0	0	0	0	2	6	0	8	0	2	0	2	1	7	0	8	18
Apprch %	0	0	0		25	75	0		0	100	0		12.5	87.5	0		
Total %	0	0	0	0	11.1	33.3	0	44.4	0	11.1	0	11.1	5.6	38.9	0	44.4	

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	**5**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6	9
% App. Total	0	0	0		0	100	0		0	0	0		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.417	.000	.500	.450

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File Name : 02_CFO_Eng_Din PM
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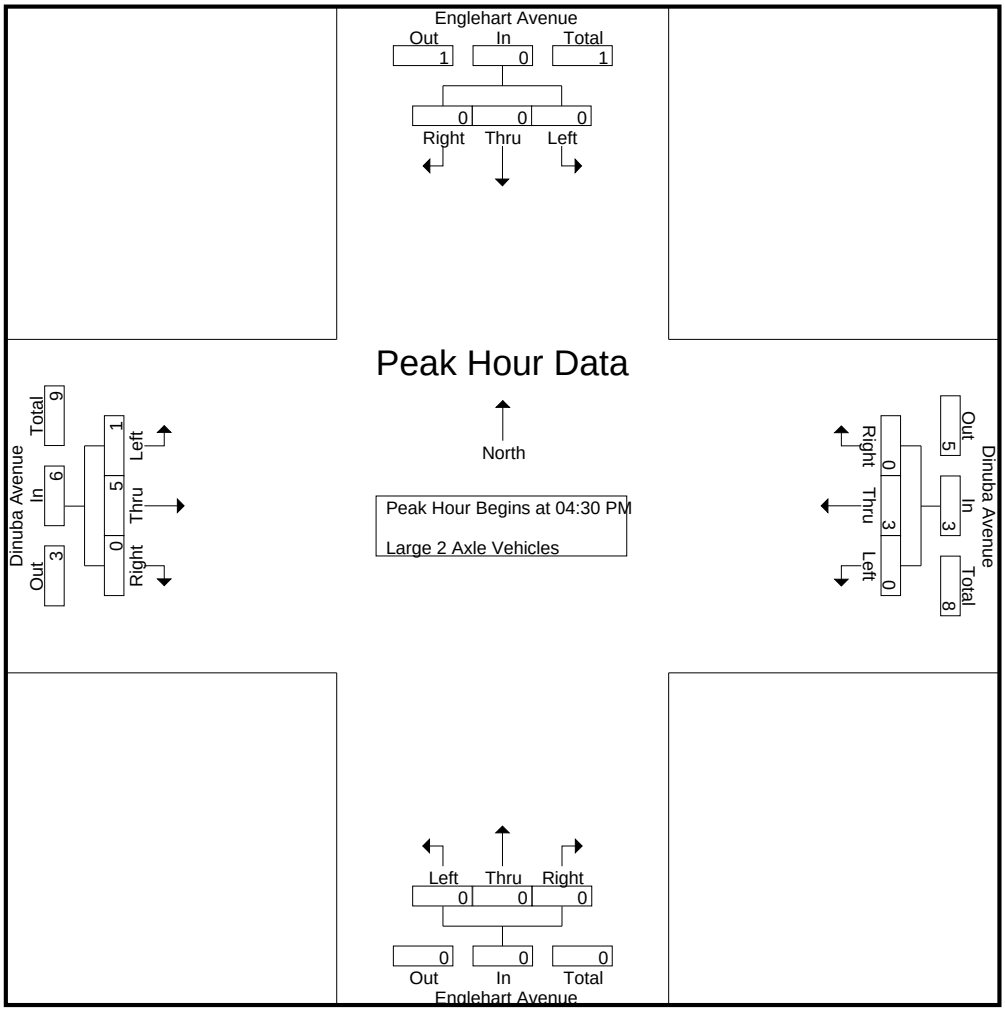

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6
% App. Total	0	0	0		0	100	0		0	0	0		16.7	83.3	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.417	.000	.500

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Groups Printed- 3 Axle Vehicles

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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County of Fresno
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Weather: Clear

File Name : 02_CFO_Eng_Din PM
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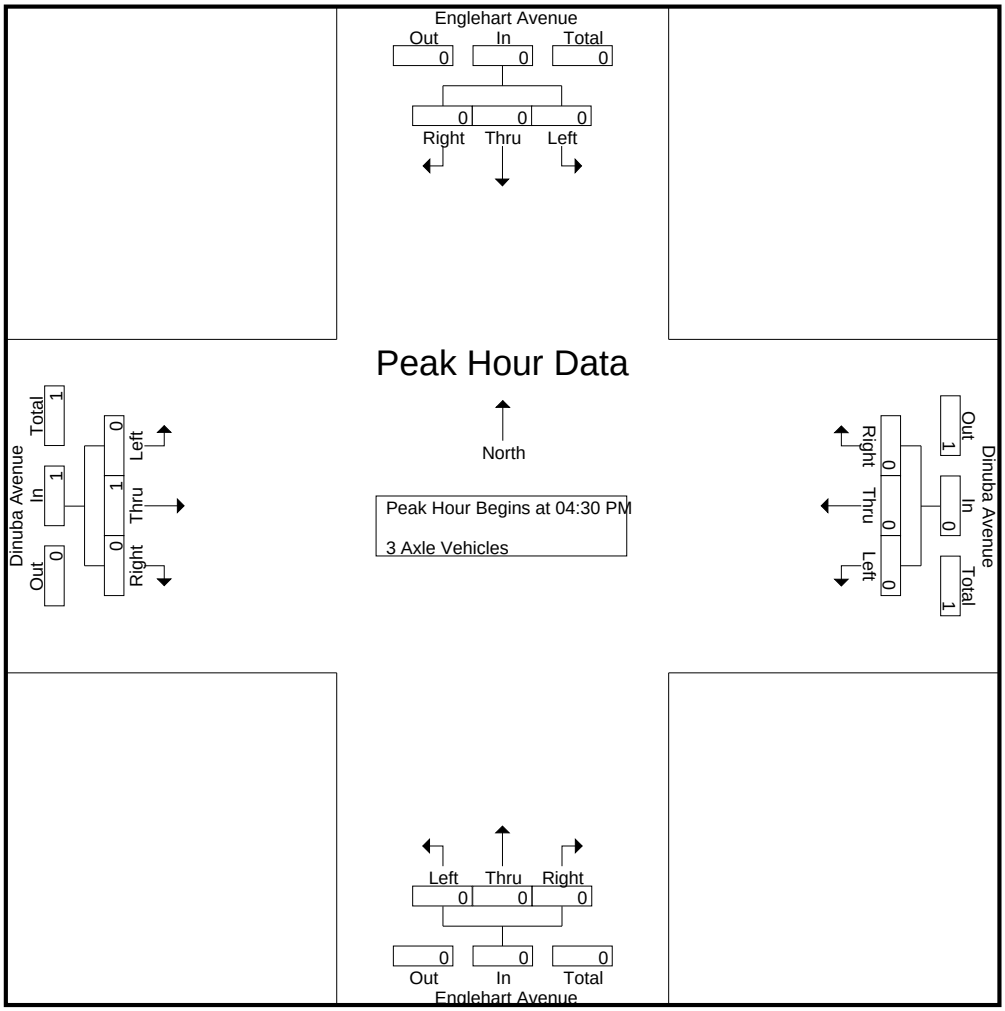

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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County of Fresno
N/S: Englehart Avenue
E/W: Dinuba Avenue
Weather: Clear

File Name : 02_CFO_Eng_Din PM
Site Code : 00323989
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Groups Printed- 4+ Axle Trucks

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	1	1	0	2	0	1	1	2	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Grand Total	0	1	0	1	0	2	0	2	1	2	0	3	0	3	1	4	10
Apprch %	0	100	0		0	100	0		33.3	66.7	0		0	75	25		
Total %	0	10	0	10	0	20	0	20	10	20	0	30	0	30	10	40	

	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	**3**
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3	7
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.750	.000	.750	.583

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County of Fresno
N/S: Englehart Avenue
E/W: Dinuba Avenue
Weather: Clear

File Name : 02_CFO_Eng_Din PM
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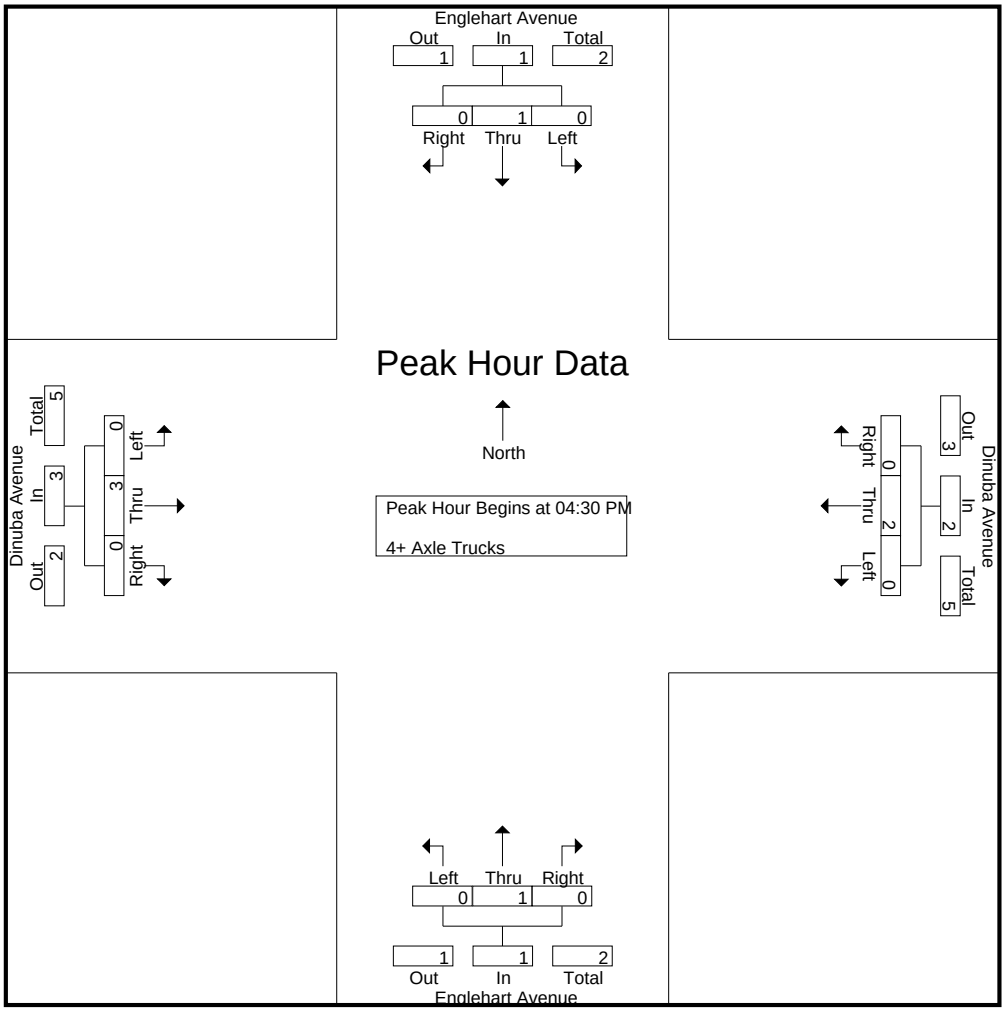

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.750	.000	.750

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County of Fresno
N/S: Englehart Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 04_CFO_Eng_Hunt AM
Site Code : 00323989
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	18	0	18	0	0	0	0	2	14	0	16	0	0	0	0	34
07:15 AM	0	17	1	18	0	0	0	0	4	38	0	42	2	0	0	2	62
07:30 AM	0	16	0	16	0	0	0	0	3	30	0	33	0	0	0	0	49
07:45 AM	0	32	4	36	0	0	0	0	1	19	0	20	2	0	0	2	58
Total	0	83	5	88	0	0	0	0	10	101	0	111	4	0	0	4	203
08:00 AM	0	18	2	20	0	0	0	0	0	17	0	17	1	0	1	2	39
08:15 AM	0	10	0	10	0	0	0	0	1	11	0	12	2	0	3	5	27
08:30 AM	0	16	2	18	0	0	0	0	2	28	0	30	1	0	2	3	51
08:45 AM	0	14	2	16	0	0	0	0	0	16	0	16	2	0	0	2	34
Total	0	58	6	64	0	0	0	0	3	72	0	75	6	0	6	12	151
Grand Total	0	141	11	152	0	0	0	0	13	173	0	186	10	0	6	16	354
Apprch %	0	92.8	7.2		0	0	0		7	93	0		62.5	0	37.5		
Total %	0	39.8	3.1	42.9	0	0	0	0	3.7	48.9	0	52.5	2.8	0	1.7	4.5	
Passenger Vehicles	0	140	4	144	0	0	0	0	13	168	0	181	10	0	6	16	341
% Passenger Vehicles	0	99.3	36.4	94.7	0	0	0	0	100	97.1	0	97.3	100	0	100	100	96.3
Large 2 Axle Vehicles	0	1	6	7	0	0	0	0	0	3	0	3	0	0	0	0	10
% Large 2 Axle Vehicles	0	0.7	54.5	4.6	0	0	0	0	0	1.7	0	1.6	0	0	0	0	2.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% 4+ Axle Trucks	0	0	9.1	0.7	0	0	0	0	0	1.2	0	1.1	0	0	0	0	0.8

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	17	1	18	0	0	0	0	**4**	**38**	0	**42**	**2**	0	0	**2**	**62**
07:30 AM	0	16	0	16	0	0	0	0	3	30	0	33	0	0	0	0	49
07:45 AM	0	**32**	**4**	**36**	0	0	0	0	1	19	0	20	2	0	0	2	58
08:00 AM	0	18	2	20	0	0	0	0	0	17	0	17	1	0	**1**	2	39
Total Volume	0	83	7	90	0	0	0	0	8	104	0	112	5	0	1	6	208
% App. Total	0	92.2	7.8		0	0	0		7.1	92.9	0		83.3	0	16.7		
PHF	.000	.648	.438	.625	.000	.000	.000	.000	.500	.684	.000	.667	.625	.000	.250	.750	.839

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County of Fresno
N/S: Englehart Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 04_CFO_Eng_Hunt AM
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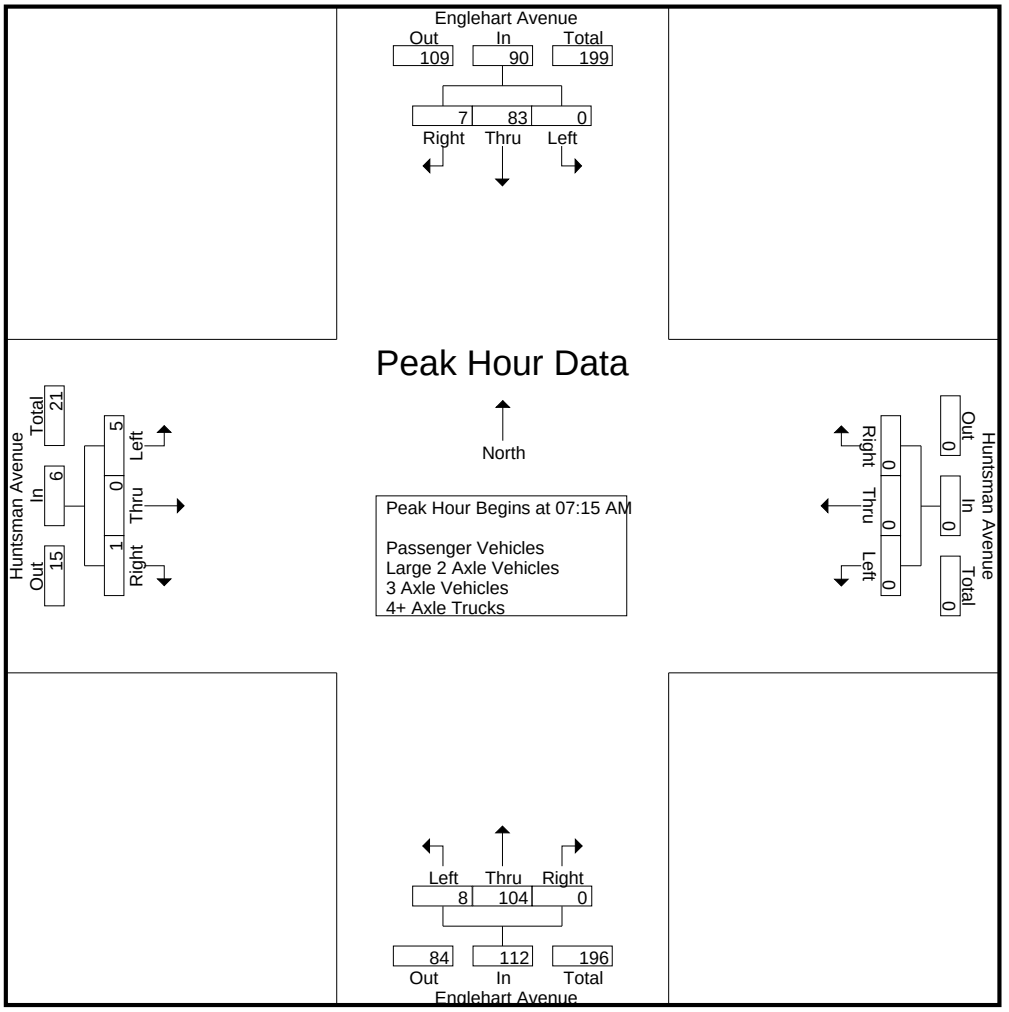

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	17	1	18	0	0	0	0	**4**	**38**	0	**42**	**2**	0	0	2
+15 mins.	0	16	0	16	0	0	0	0	3	30	0	33	1	0	1	2
+30 mins.	0	**32**	**4**	**36**	0	0	0	0	1	19	0	20	2	0	**3**	**5**
+45 mins.	0	18	2	20	0	0	0	0	0	17	0	17	1	0	2	3
Total Volume	0	83	7	90	0	0	0	0	8	104	0	112	6	0	6	12
% App. Total	0	92.2	7.8		0	0	0		7.1	92.9	0		50	0	50	
PHF	.000	.648	.438	.625	.000	.000	.000	.000	.500	.684	.000	.667	.750	.000	.500	.600

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File Name : 04_CFO_Eng_Hunt AM
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Groups Printed- Passenger Vehicles

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	18	0	18	0	0	0	0	2	13	0	15	0	0	0	0	33
07:15 AM	0	17	1	18	0	0	0	0	4	36	0	40	2	0	0	2	60
07:30 AM	0	16	0	16	0	0	0	0	3	29	0	32	0	0	0	0	48
07:45 AM	0	31	1	32	0	0	0	0	1	19	0	20	2	0	0	2	54
Total	0	82	2	84	0	0	0	0	10	97	0	107	4	0	0	4	195
08:00 AM	0	18	0	18	0	0	0	0	0	17	0	17	1	0	1	2	37
08:15 AM	0	10	0	10	0	0	0	0	1	11	0	12	2	0	3	5	27
08:30 AM	0	16	2	18	0	0	0	0	2	27	0	29	1	0	2	3	50
08:45 AM	0	14	0	14	0	0	0	0	0	16	0	16	2	0	0	2	32
Total	0	58	2	60	0	0	0	0	3	71	0	74	6	0	6	12	146
Grand Total	0	140	4	144	0	0	0	0	13	168	0	181	10	0	6	16	341
Apprch %	0	97.2	2.8		0	0	0		7.2	92.8	0		62.5	0	37.5		
Total %	0	41.1	1.2	42.2	0	0	0	0	3.8	49.3	0	53.1	2.9	0	1.8	4.7	

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	17	**1**	18	0	0	0	0	**4**	**36**	0	**40**	**2**	0	0	**2**	**60**
07:30 AM	0	16	0	16	0	0	0	0	3	29	0	32	0	0	0	0	48
07:45 AM	0	**31**	1	**32**	0	0	0	0	1	19	0	20	2	0	0	2	54
08:00 AM	0	18	0	18	0	0	0	0	0	17	0	17	1	0	**1**	2	37
Total Volume	0	82	2	84	0	0	0	0	8	101	0	109	5	0	1	6	199
% App. Total	0	97.6	2.4		0	0	0		7.3	92.7	0		83.3	0	16.7		
PHF	.000	.661	.500	.656	.000	.000	.000	.000	.500	.701	.000	.681	.625	.000	.250	.750	.829

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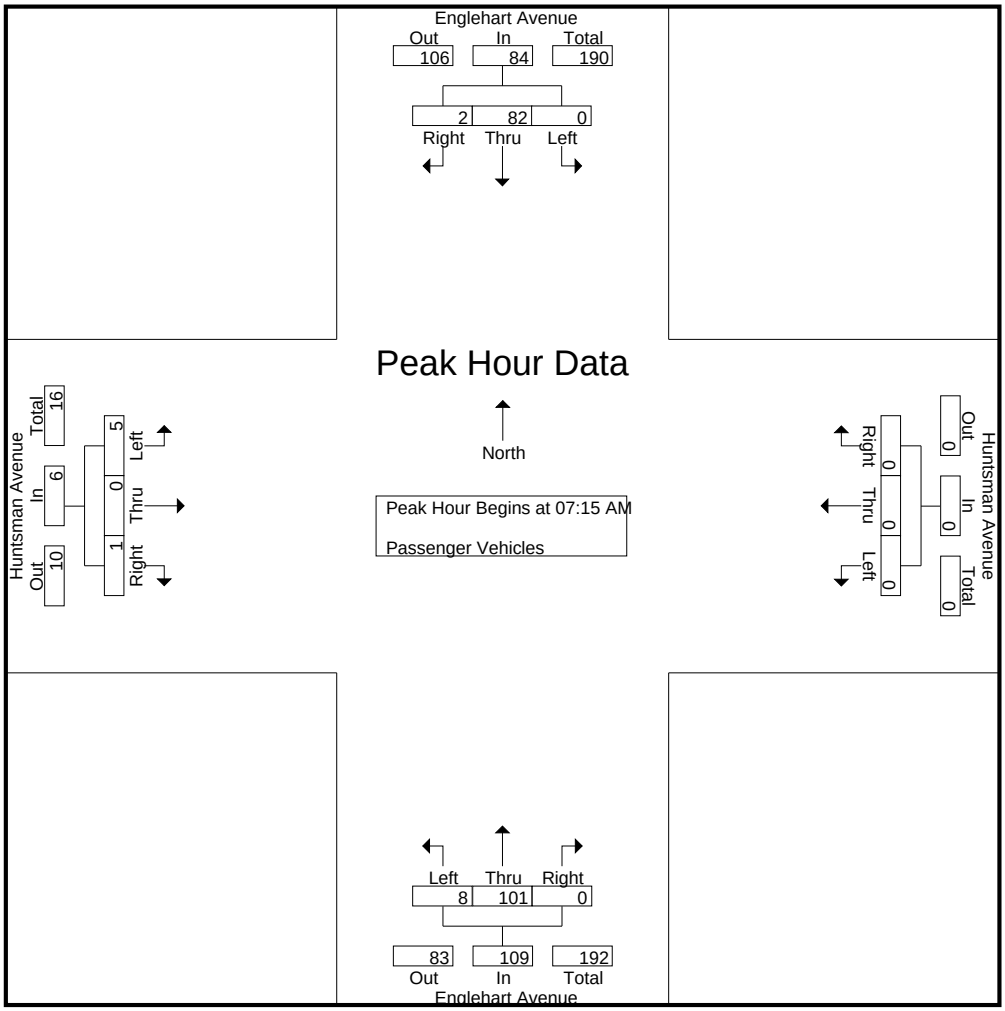

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	17	**1**	18	0	0	0	0	**4**	**36**	0	**40**	**2**	0	0	**2**
+15 mins.	0	16	0	16	0	0	0	0	3	29	0	32	0	0	0	0
+30 mins.	0	**31**	1	**32**	0	0	0	0	1	19	0	20	2	0	0	2
+45 mins.	0	18	0	18	0	0	0	0	0	17	0	17	1	0	**1**	2
Total Volume	0	82	2	84	0	0	0	0	8	101	0	109	5	0	1	6
% App. Total	0	97.6	2.4		0	0	0		7.3	92.7	0		83.3	0	16.7	
PHF	.000	.661	.500	.656	.000	.000	.000	.000	.500	.701	.000	.681	.625	.000	.250	.750

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Groups Printed- Large 2 Axle Vehicles

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	3	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Grand Total	0	1	6	7	0	0	0	0	0	3	0	3	0	0	0	0	10
Apprch %	0	14.3	85.7		0	0	0		0	100	0		0	0	0		
Total %	0	10	60	70	0	0	0	0	0	30	0	30	0	0	0	0	

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	**3**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	5	6	0	0	0	0	0	1	0	1	0	0	0	0	7
% App. Total	0	16.7	83.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.417	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.438

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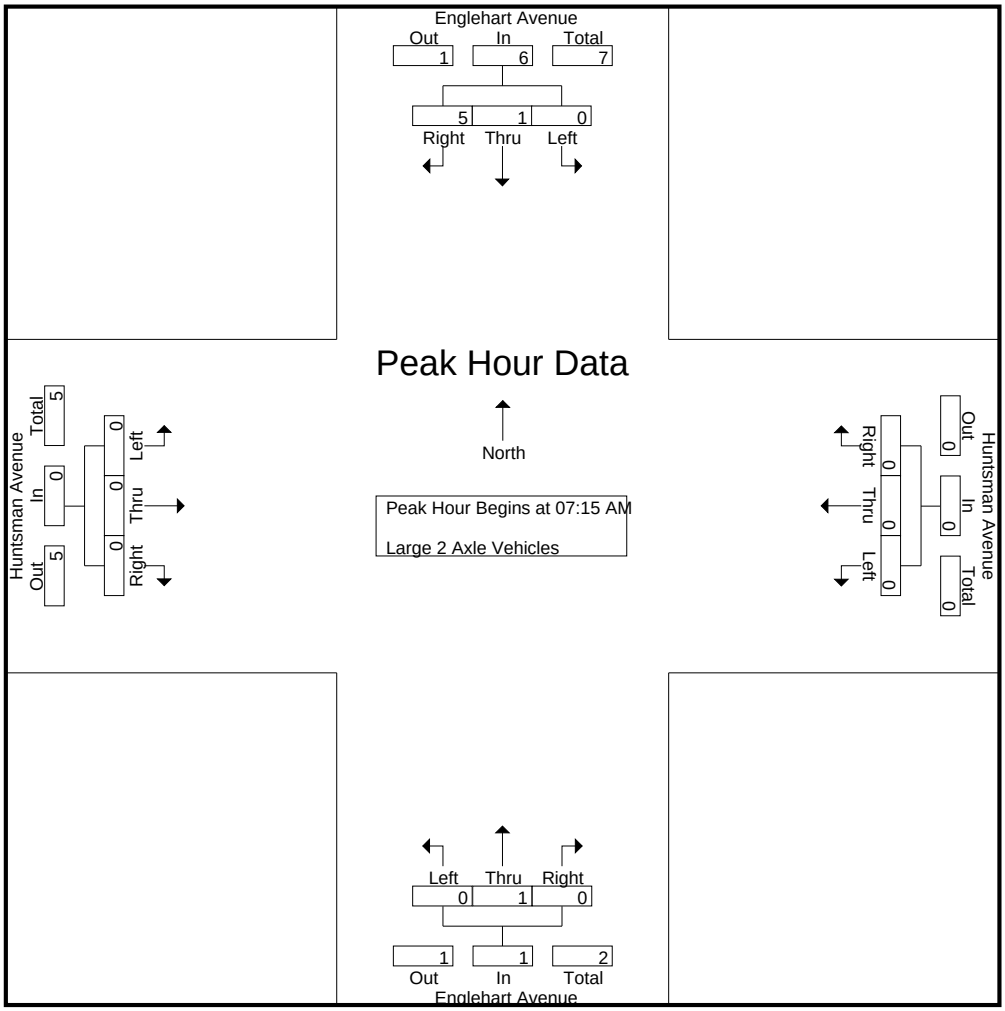

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	**3**	**4**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	5	6	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	16.7	83.3		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.417	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 04_CFO_Eng_Hunt AM
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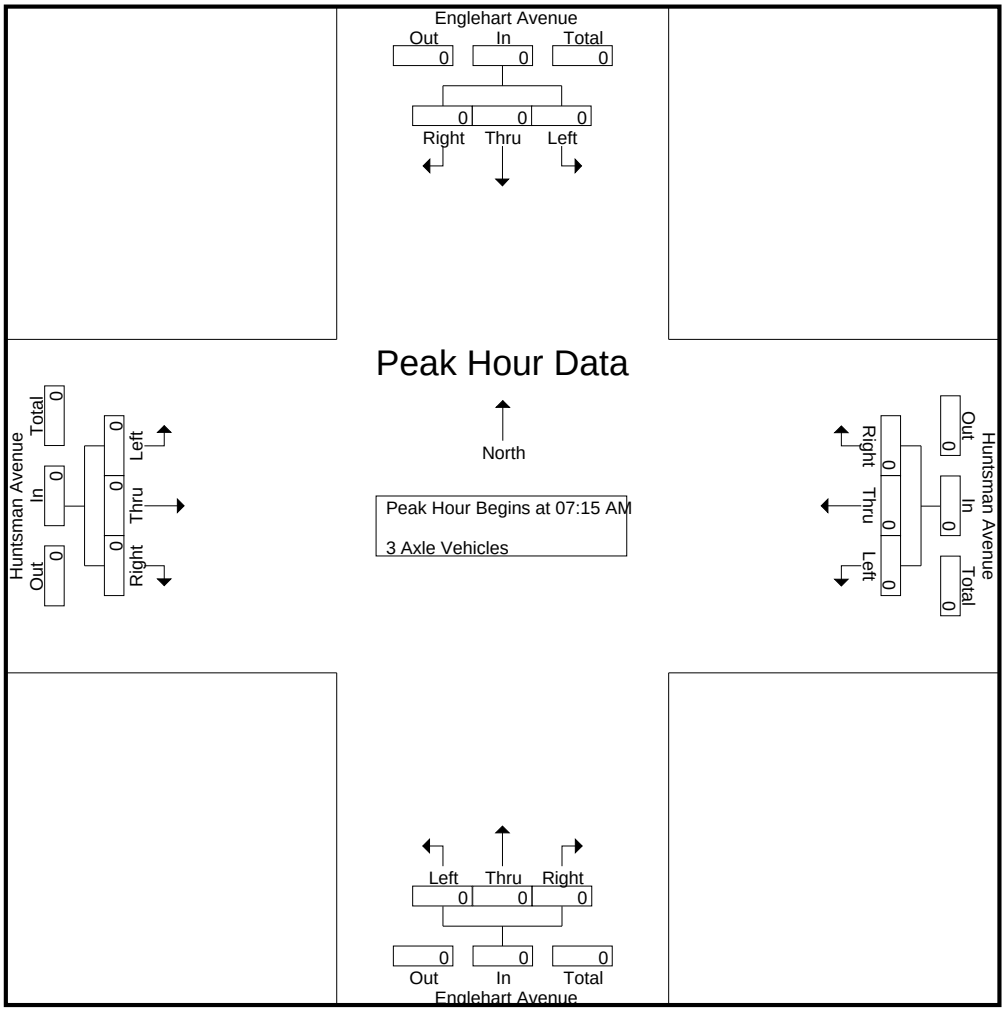

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Apprch %	0	0	100		0	0	0		0	100	0		0	0	0		
Total %	0	0	33.3	33.3	0	0	0	0	0	66.7	0	66.7	0	0	0	0	

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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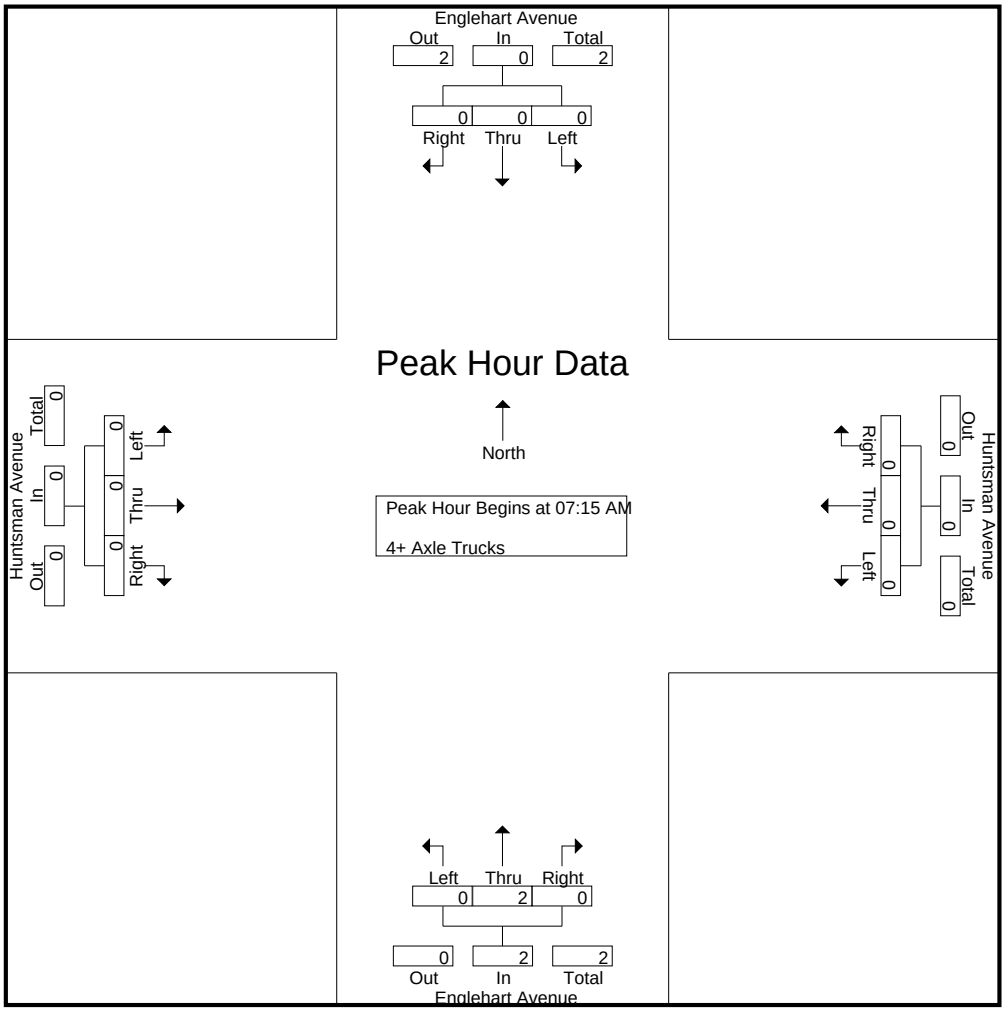

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	24	2	26	0	0	0	0	0	23	0	23	1	0	4	5	54
04:15 PM	0	30	1	31	0	0	0	0	2	27	0	29	0	0	3	3	63
04:30 PM	0	29	0	29	0	0	0	0	3	20	0	23	3	0	3	6	58
04:45 PM	0	35	2	37	0	0	0	0	0	25	0	25	1	0	3	4	66
Total	0	118	5	123	0	0	0	0	5	95	0	100	5	0	13	18	241
05:00 PM	0	32	1	33	0	0	0	0	1	31	0	32	1	0	2	3	68
05:15 PM	0	28	1	29	0	0	0	0	1	23	0	24	0	0	6	6	59
05:30 PM	0	29	3	32	0	0	0	0	5	20	0	25	1	0	2	3	60
05:45 PM	0	20	2	22	0	0	0	0	2	31	0	33	0	0	0	0	55
Total	0	109	7	116	0	0	0	0	9	105	0	114	2	0	10	12	242
Grand Total	0	227	12	239	0	0	0	0	14	200	0	214	7	0	23	30	483
Apprch %	0	95	5		0	0	0		6.5	93.5	0		23.3	0	76.7		
Total %	0	47	2.5	49.5	0	0	0	0	2.9	41.4	0	44.3	1.4	0	4.8	6.2	
Passenger Vehicles	0	225	10	235	0	0	0	0	13	195	0	208	7	0	23	30	473
% Passenger Vehicles	0	99.1	83.3	98.3	0	0	0	0	92.9	97.5	0	97.2	100	0	100	100	97.9
Large 2 Axle Vehicles	0	0	2	2	0	0	0	0	1	2	0	3	0	0	0	0	5
% Large 2 Axle Vehicles	0	0	16.7	0.8	0	0	0	0	7.1	1	0	1.4	0	0	0	0	1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% 4+ Axle Trucks	0	0.9	0	0.8	0	0	0	0	0	1.5	0	1.4	0	0	0	0	1

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	30	1	31	0	0	0	0	2	27	0	29	0	0	**3**	3	63
04:30 PM	0	29	0	29	0	0	0	0	**3**	20	0	23	**3**	0	3	**6**	58
04:45 PM	0	**35**	**2**	**37**	0	0	0	0	0	25	0	25	1	0	3	4	66
05:00 PM	0	32	1	33	0	0	0	0	1	**31**	0	**32**	1	0	2	3	**68**
Total Volume	0	126	4	130	0	0	0	0	6	103	0	109	5	0	11	16	255
% App. Total	0	96.9	3.1		0	0	0		5.5	94.5	0		31.2	0	68.8		
PHF	.000	.900	.500	.878	.000	.000	.000	.000	.500	.831	.000	.852	.417	.000	.917	.667	.938

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County of Fresno
N/S: Englehart Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 04_CFO_Eng_Hunt PM
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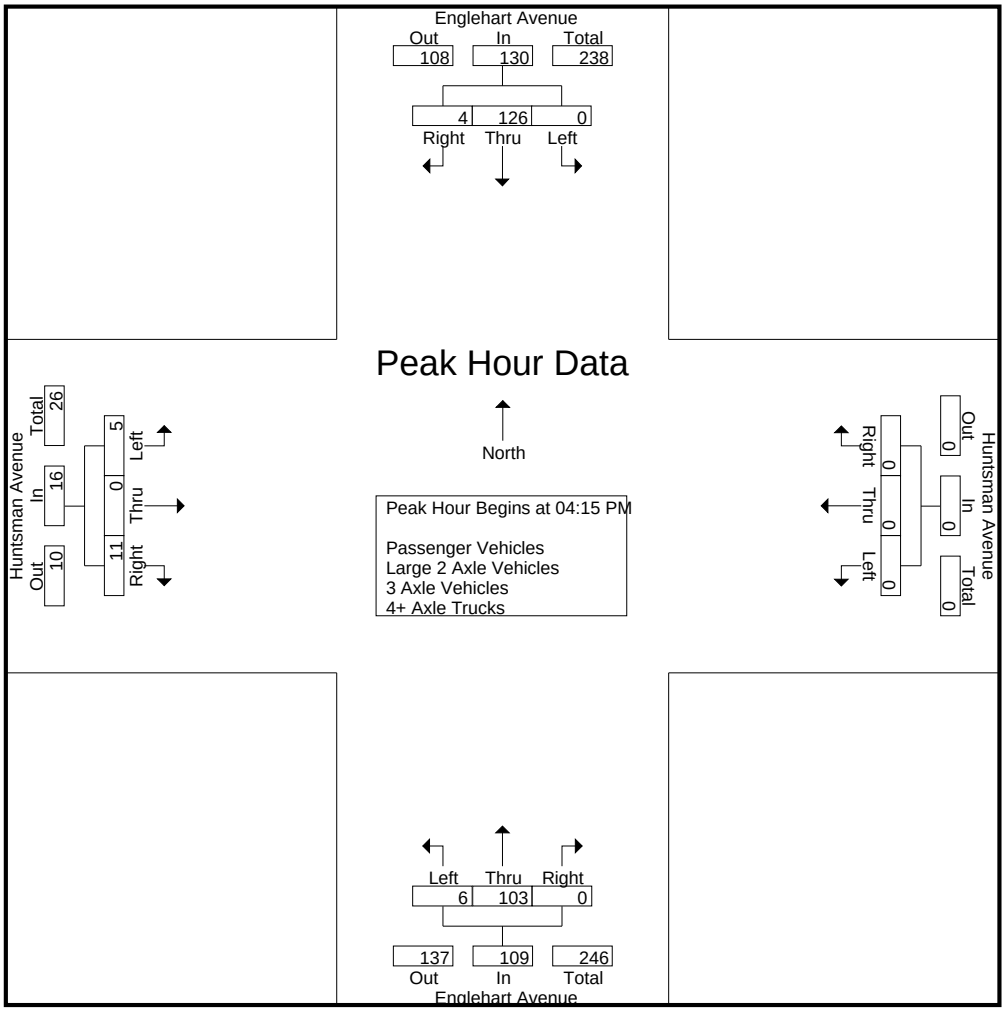

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				05:00 PM				04:30 PM			
+0 mins.	0	**35**	2	**37**	0	0	0	0	1	**31**	0	32	**3**	0	3	**6**
+15 mins.	0	32	1	33	0	0	0	0	1	23	0	24	1	0	3	4
+30 mins.	0	28	1	29	0	0	0	0	**5**	20	0	25	1	0	2	3
+45 mins.	0	29	**3**	32	0	0	0	0	2	31	0	**33**	0	0	**6**	6
Total Volume	0	124	7	131	0	0	0	0	9	105	0	114	5	0	14	19
% App. Total	0	94.7	5.3		0	0	0		7.9	92.1	0		26.3	0	73.7	
PHF	.000	.886	.583	.885	.000	.000	.000	.000	.450	.847	.000	.864	.417	.000	.583	.792

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Weather: Clear

File Name : 04_CFO_Eng_Hunt PM
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Groups Printed- Passenger Vehicles

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	23	1	24	0	0	0	0	0	23	0	23	1	0	4	5	52
04:15 PM	0	30	1	31	0	0	0	0	2	25	0	27	0	0	3	3	61
04:30 PM	0	28	0	28	0	0	0	0	2	19	0	21	3	0	3	6	55
04:45 PM	0	35	2	37	0	0	0	0	0	25	0	25	1	0	3	4	66
Total	0	116	4	120	0	0	0	0	4	92	0	96	5	0	13	18	234
05:00 PM	0	32	1	33	0	0	0	0	1	31	0	32	1	0	2	3	68
05:15 PM	0	28	1	29	0	0	0	0	1	23	0	24	0	0	6	6	59
05:30 PM	0	29	2	31	0	0	0	0	5	18	0	23	1	0	2	3	57
05:45 PM	0	20	2	22	0	0	0	0	2	31	0	33	0	0	0	0	55
Total	0	109	6	115	0	0	0	0	9	103	0	112	2	0	10	12	239
Grand Total	0	225	10	235	0	0	0	0	13	195	0	208	7	0	23	30	473
Apprch %	0	95.7	4.3		0	0	0		6.2	93.8	0		23.3	0	76.7		
Total %	0	47.6	2.1	49.7	0	0	0	0	2.7	41.2	0	44	1.5	0	4.9	6.3	

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	30	1	31	0	0	0	0	**2**	25	0	27	0	0	**3**	3	61
04:30 PM	0	28	0	28	0	0	0	0	2	19	0	21	**3**	0	3	**6**	55
04:45 PM	0	**35**	**2**	**37**	0	0	0	0	0	25	0	25	1	0	3	4	66
05:00 PM	0	32	1	33	0	0	0	0	1	**31**	0	**32**	1	0	2	3	**68**
Total Volume	0	125	4	129	0	0	0	0	5	100	0	105	5	0	11	16	250
% App. Total	0	96.9	3.1		0	0	0		4.8	95.2	0		31.2	0	68.8		
PHF	.000	.893	.500	.872	.000	.000	.000	.000	.625	.806	.000	.820	.417	.000	.917	.667	.919

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File Name : 04_CFO_Eng_Hunt PM
Site Code : 00323989
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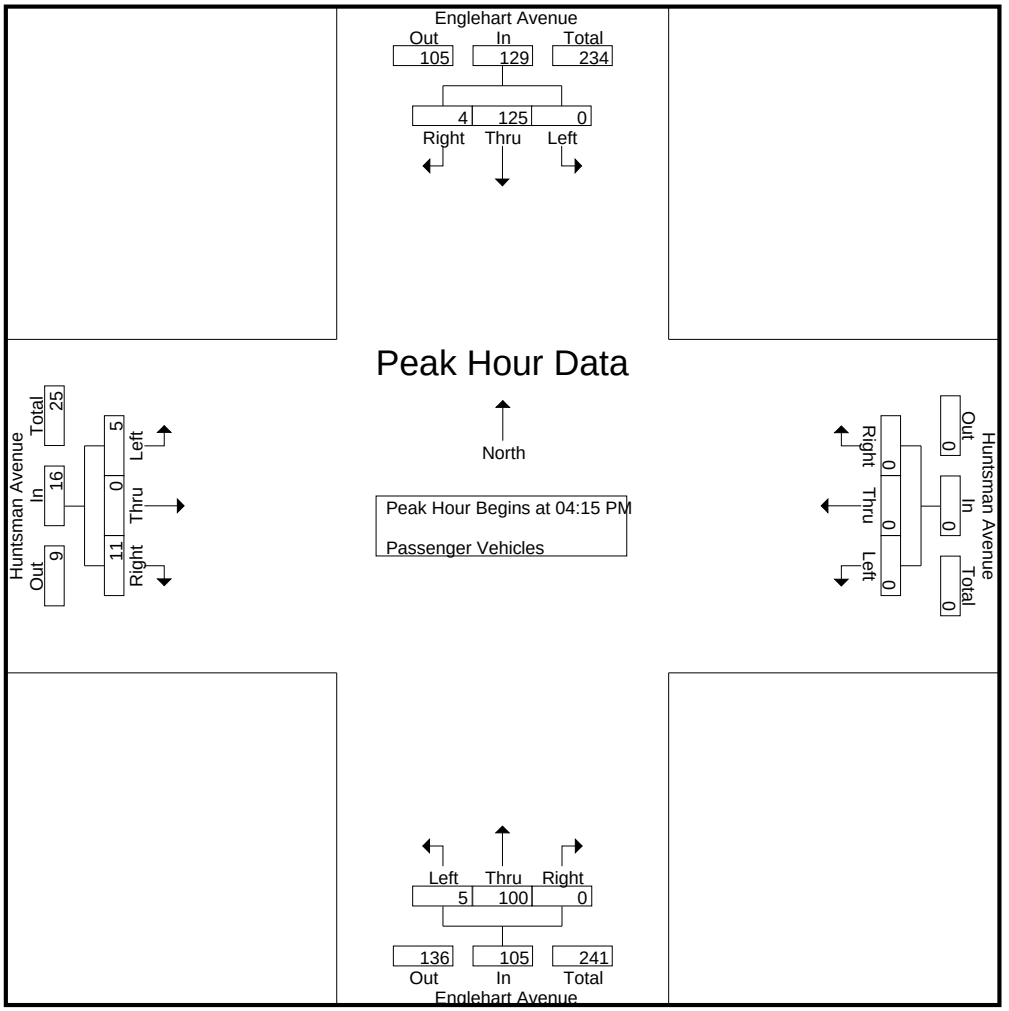

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	30	1	31	0	0	0	0	**2**	25	0	27	0	0	**3**	3
+15 mins.	0	28	0	28	0	0	0	0	2	19	0	21	**3**	0	3	**6**
+30 mins.	0	**35**	**2**	**37**	0	0	0	0	0	25	0	25	1	0	3	4
+45 mins.	0	32	1	33	0	0	0	0	1	**31**	0	**32**	1	0	2	3
Total Volume	0	125	4	129	0	0	0	0	5	100	0	105	5	0	11	16
% App. Total	0	96.9	3.1		0	0	0		4.8	95.2	0		31.2	0	68.8	
PHF	.000	.893	.500	.872	.000	.000	.000	.000	.625	.806	.000	.820	.417	.000	.917	.667

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File Name : 04_CFO_Eng_Hunt PM
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Groups Printed- Large 2 Axle Vehicles

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	1	1	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	0	2	2	0	0	0	0	1	2	0	3	0	0	0	0	5
Apprch %	0	0	100		0	0	0		33.3	66.7	0		0	0	0		
Total %	0	0	40	40	0	0	0	0	20	40	0	60	0	0	0	0	

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		50	50	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.500

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E/W: Huntsman Avenue
Weather: Clear

File Name : 04_CFO_Eng_Hunt PM
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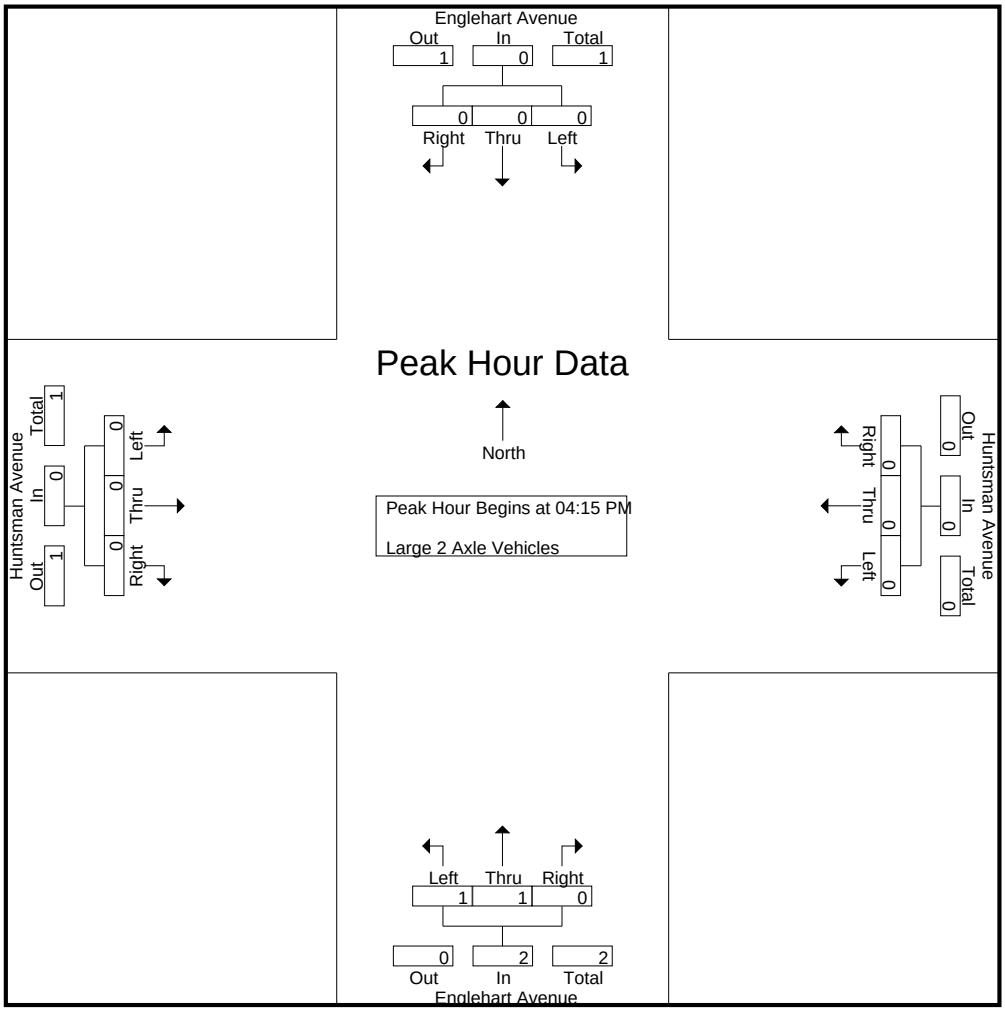

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
% App. Total	0	0	0		0	0	0		50	50	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000

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County of Fresno
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Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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County of Fresno
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E/W: Huntsman Avenue
Weather: Clear

File Name : 04_CFO_Eng_Hunt PM
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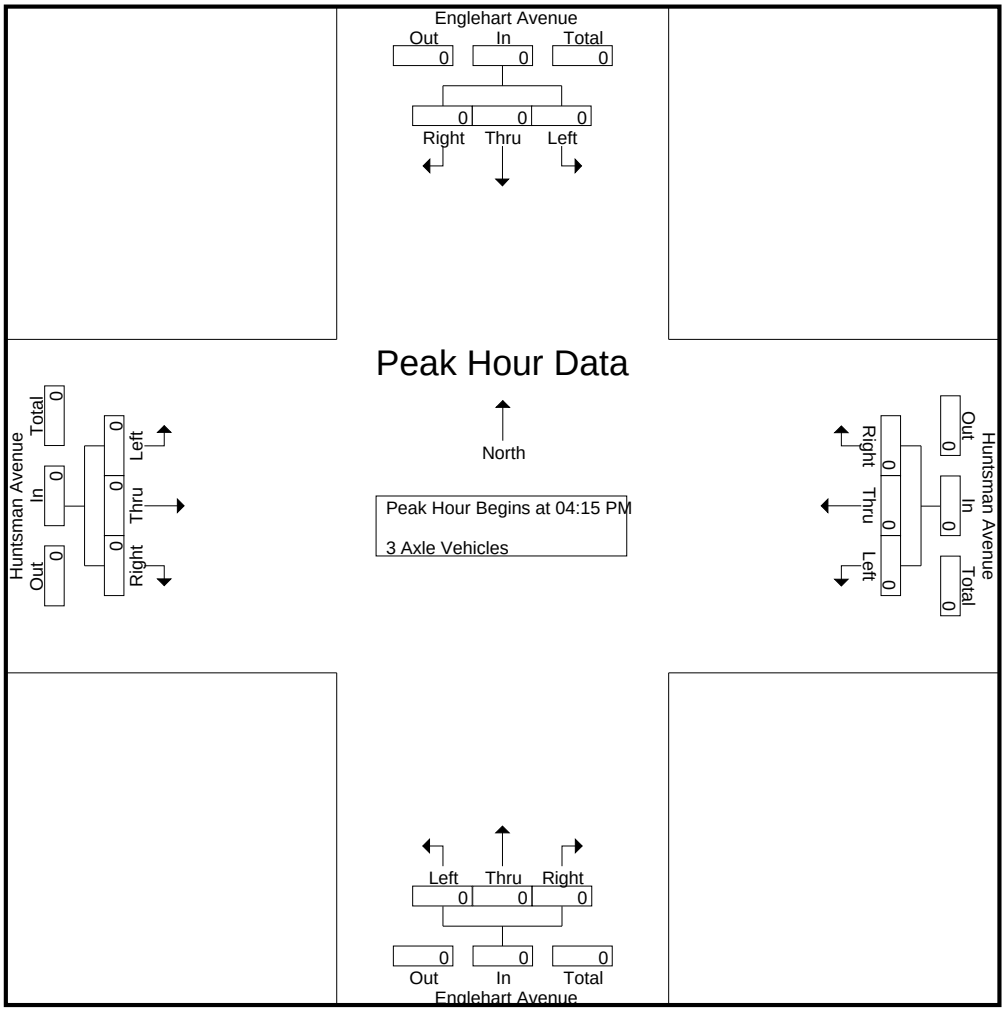

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Weather: Clear

File Name : 04_CFO_Eng_Hunt PM
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Groups Printed- 4+ Axle Trucks

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	60	0	60	0	0	0	0	

	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375

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County of Fresno
N/S: Englehart Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 04_CFO_Eng_Hunt PM
Site Code : 00323989
Start Date : 10/19/2023
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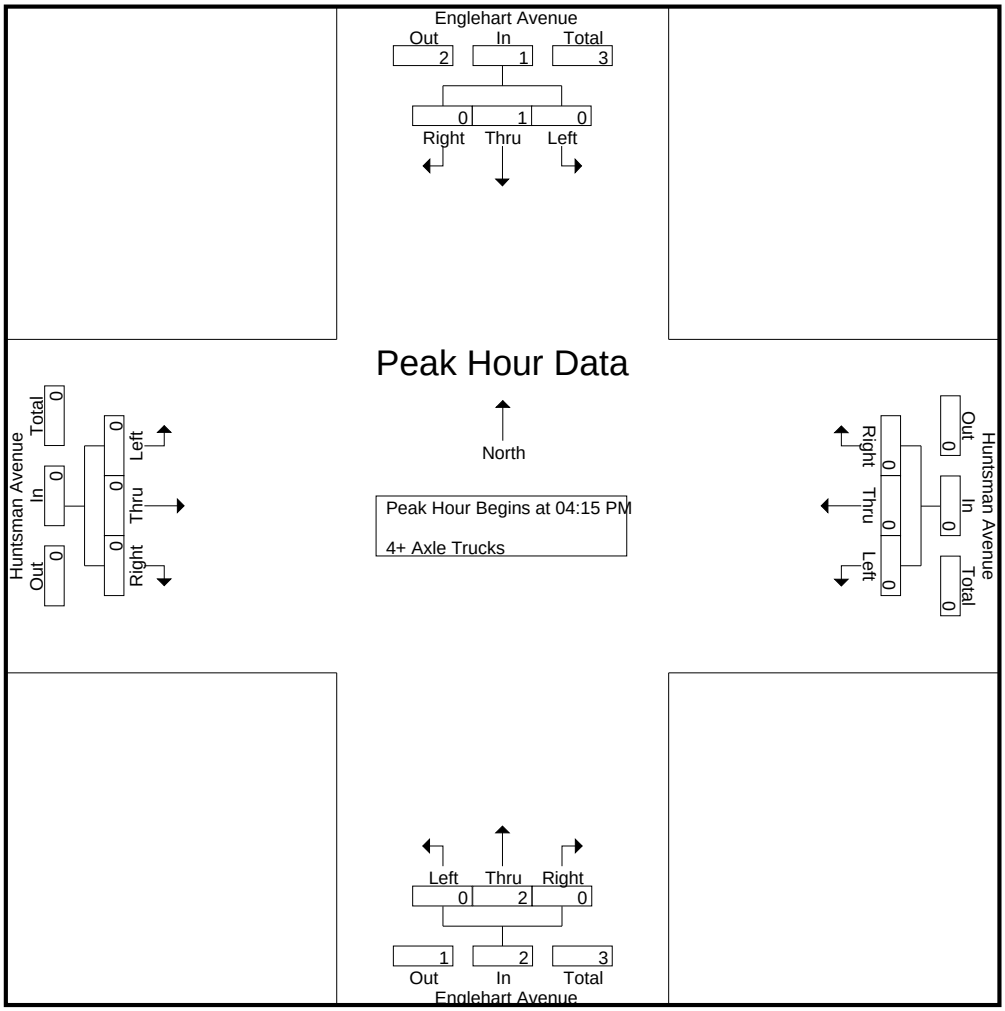

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 05_RDY_App_Hunt AM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	2	3	2	0	2	5
07:15 AM	0	0	0	3	1	4	0	1	1	5
07:30 AM	0	0	0	1	1	2	2	0	2	4
07:45 AM	1	0	1	3	2	5	3	1	4	10
Total	1	0	1	8	6	14	7	2	9	24
08:00 AM	1	2	3	0	3	3	7	3	10	16
08:15 AM	2	0	2	0	0	0	4	2	6	8
08:30 AM	1	1	2	2	0	2	1	0	1	5
08:45 AM	1	0	1	1	0	1	1	2	3	5
Total	5	3	8	3	3	6	13	7	20	34
Grand Total	6	3	9	11	9	20	20	9	29	58
Apprch %	66.7	33.3		55	45		69	31		
Total %	10.3	5.2	15.5	19	15.5	34.5	34.5	15.5	50	
Passenger Vehicles	6	1	7	11	4	15	3	9	12	34
% Passenger Vehicles	100	33.3	77.8	100	44.4	75	15	100	41.4	58.6
Large 2 Axle Vehicles	0	2	2	0	5	5	16	0	16	23
% Large 2 Axle Vehicles	0	66.7	22.2	0	55.6	25	80	0	55.2	39.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	1	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	5	0	3.4	1.7

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	0	1	**3**	2	**5**	3	1	4	10
08:00 AM	1	**2**	**3**	0	**3**	3	**7**	**3**	**10**	**16**
08:15 AM	**2**	0	2	0	0	0	4	2	6	8
08:30 AM	1	1	2	2	0	2	1	0	1	5
Total Volume	5	3	8	5	5	10	15	6	21	39
% App. Total	62.5	37.5		50	50		71.4	28.6		
PHF	.625	.375	.667	.417	.417	.500	.536	.500	.525	.609

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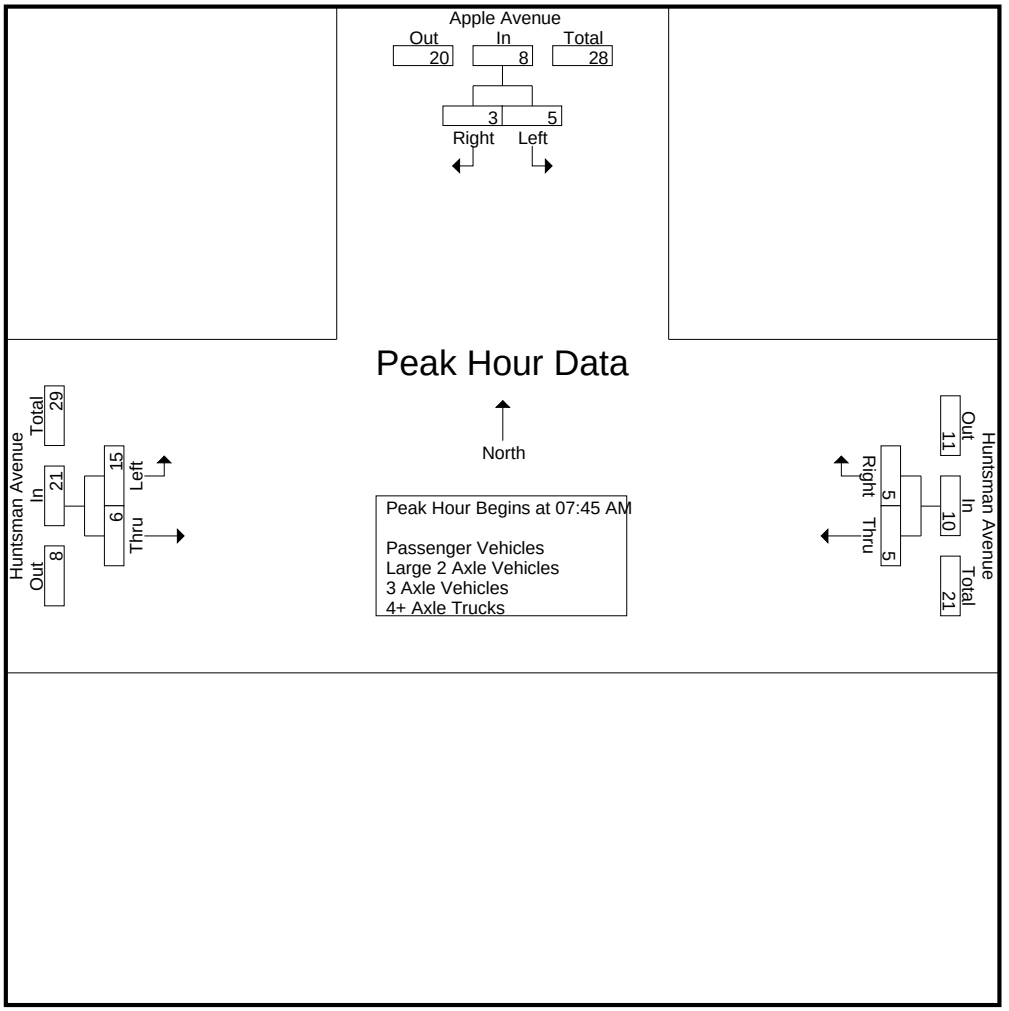
City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 05_RDY_App_Hunt AM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:00 AM			07:30 AM		
+0 mins.	1	0	1	1	**2**	3	2	0	2
+15 mins.	1	**2**	**3**	**3**	1	4	3	1	4
+30 mins.	**2**	0	2	1	1	2	**7**	**3**	**10**
+45 mins.	1	1	2	3	2	**5**	4	2	6
Total Volume	5	3	8	8	6	14	16	6	22
% App. Total	62.5	37.5		57.1	42.9		72.7	27.3	
PHF	.625	.375	.667	.667	.750	.700	.571	.500	.550

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City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 05_RDY_App_Hunt AM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	2	3	0	0	0	3
07:15 AM	0	0	0	3	1	4	0	1	1	5
07:30 AM	0	0	0	1	1	2	1	0	1	3
07:45 AM	1	0	1	3	0	3	1	1	2	6
Total	1	0	1	8	4	12	2	2	4	17
08:00 AM	1	0	1	0	0	0	1	3	4	5
08:15 AM	2	0	2	0	0	0	0	2	2	4
08:30 AM	1	1	2	2	0	2	0	0	0	4
08:45 AM	1	0	1	1	0	1	0	2	2	4
Total	5	1	6	3	0	3	1	7	8	17
Grand Total	6	1	7	11	4	15	3	9	12	34
Apprch %	85.7	14.3		73.3	26.7		25	75		
Total %	17.6	2.9	20.6	32.4	11.8	44.1	8.8	26.5	35.3	

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	0	1	**3**	0	**3**	**1**	1	2	**6**
08:00 AM	1	0	1	0	0	0	1	**3**	**4**	5
08:15 AM	**2**	0	**2**	0	0	0	0	2	2	4
08:30 AM	1	**1**	2	2	0	2	0	0	0	4
Total Volume	5	1	6	5	0	5	2	6	8	19
% App. Total	83.3	16.7		100	0		25	75		
PHF	.625	.250	.750	.417	.000	.417	.500	.500	.500	.792

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City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 05_RDY_App_Hunt AM
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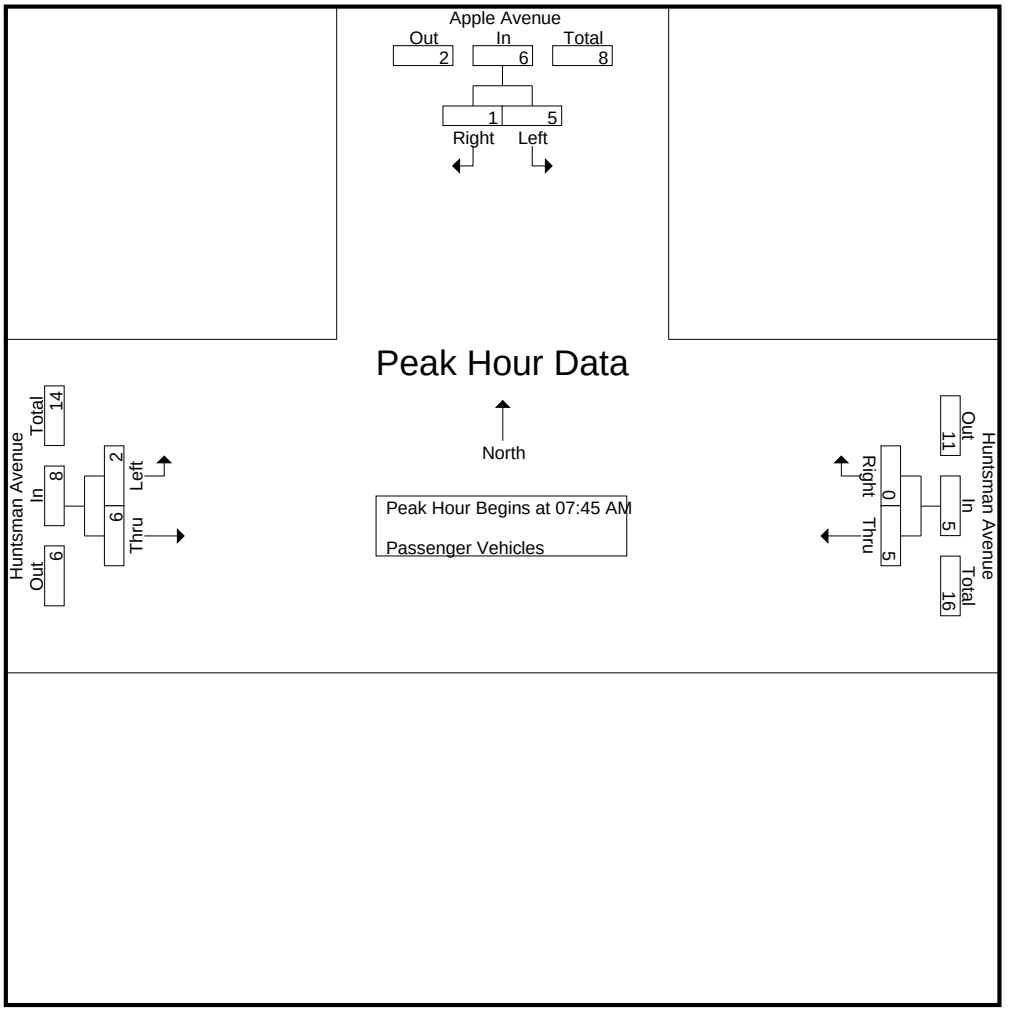

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	1	0	1	**3**	0	**3**	**1**	1	2
+15 mins.	1	0	1	0	0	0	1	**3**	**4**
+30 mins.	**2**	0	**2**	0	0	0	0	2	2
+45 mins.	1	**1**	2	2	0	2	0	0	0
Total Volume	5	1	6	5	0	5	2	6	8
% App. Total	83.3	16.7		100	0		25	75	
PHF	.625	.250	.750	.417	.000	.417	.500	.500	.500

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City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 05_RDY_App_Hunt AM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	2	2	2	0	2	4
Total	0	0	0	0	2	2	4	0	4	6
08:00 AM	0	2	2	0	3	3	6	0	6	11
08:15 AM	0	0	0	0	0	0	4	0	4	4
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	2	2	0	3	3	12	0	12	17
Grand Total	0	2	2	0	5	5	16	0	16	23
Apprch %	0	100		0	100		100	0		
Total %	0	8.7	8.7	0	21.7	21.7	69.6	0	69.6	

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	2	2	2	0	2	4
08:00 AM	0	**2**	**2**	0	**3**	**3**	**6**	0	**6**	**11**
08:15 AM	0	0	0	0	0	0	4	0	4	4
08:30 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	2	2	0	5	5	13	0	13	20
% App. Total	0	100		0	100		100	0		
PHF	.000	.250	.250	.000	.417	.417	.542	.000	.542	.455

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City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
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File Name : 05_RDY_App_Hunt AM
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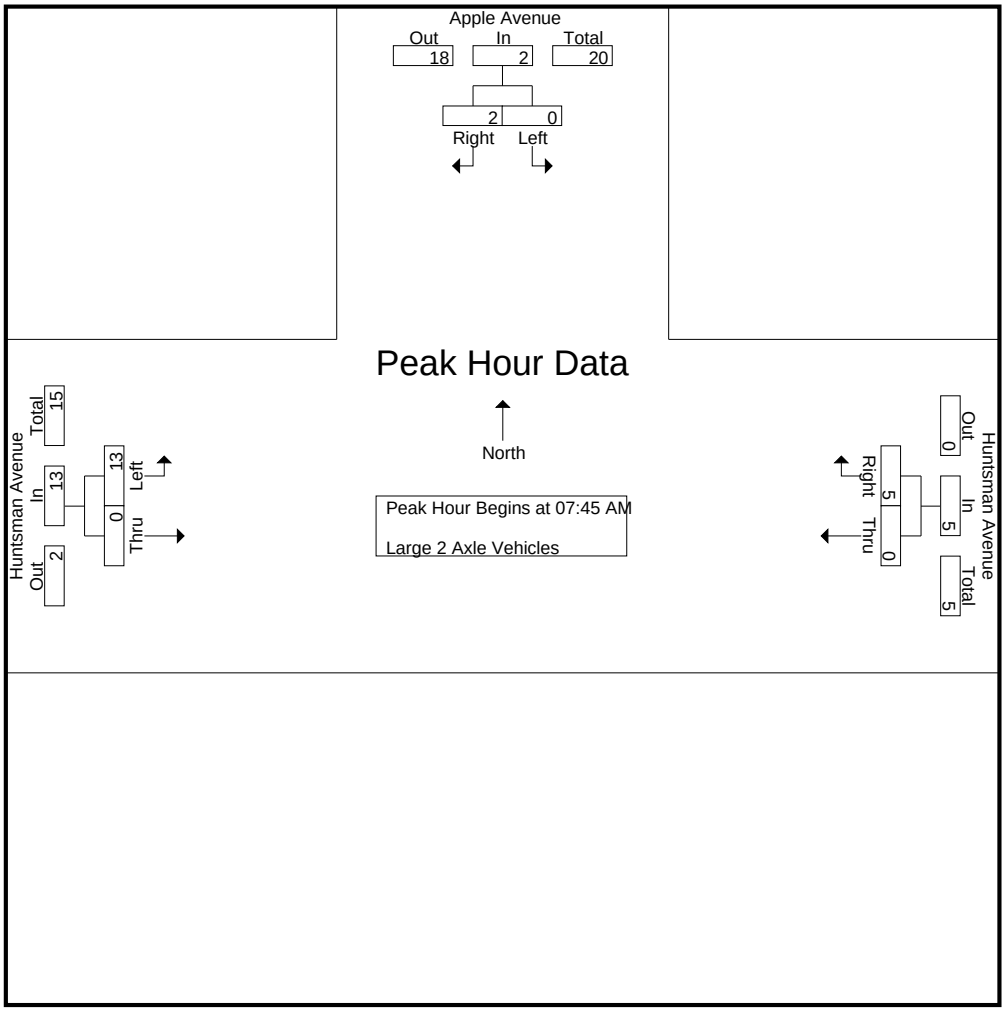

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	2	2	2	0	2
+15 mins.	0	**2**	**2**	0	**3**	**3**	**6**	0	**6**
+30 mins.	0	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	2	2	0	5	5	13	0	13
% App. Total	0	100		0	100		100	0	
PHF	.000	.250	.250	.000	.417	.417	.542	.000	.542

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City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 05_RDY_App_Hunt AM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 05_RDY_App_Hunt AM
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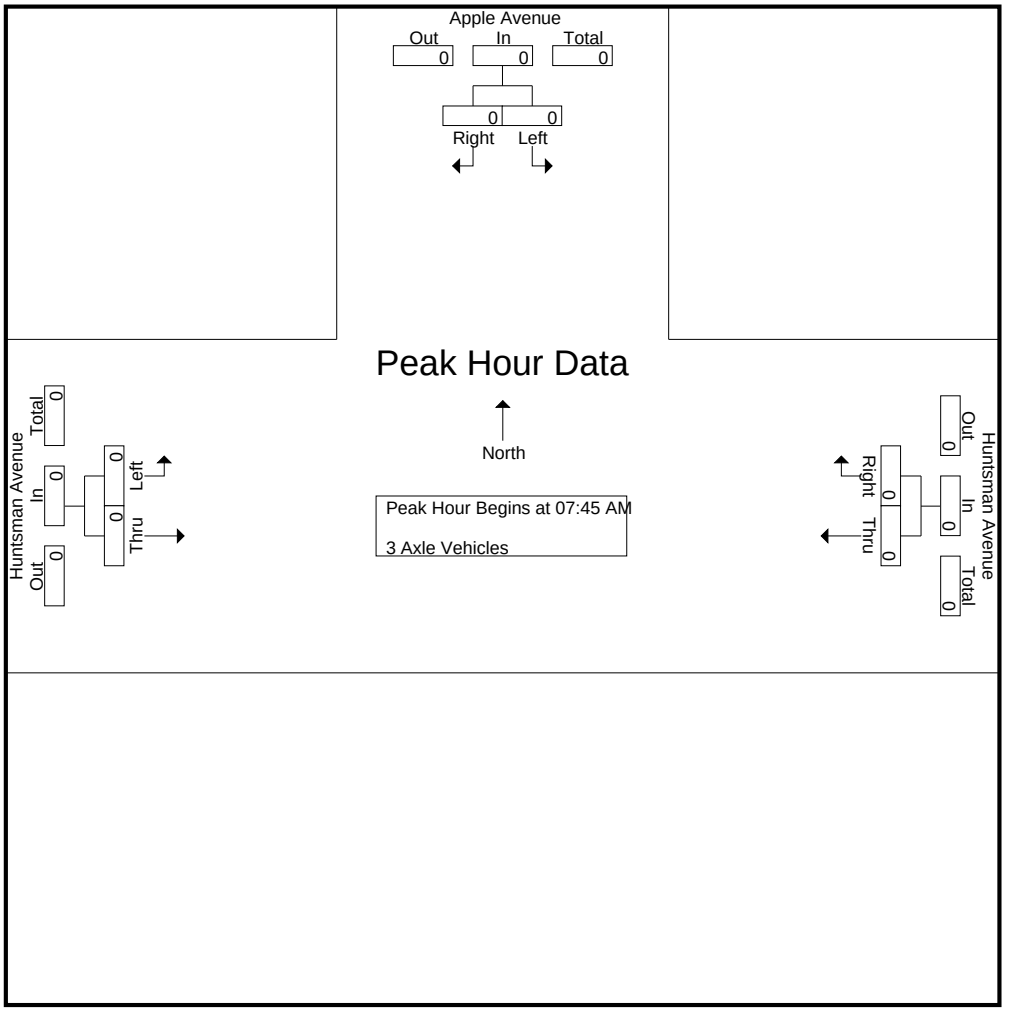

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 05_RDY_App_Hunt AM
Site Code : 00323989
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Page No : 1

Groups Printed- 4+ Axle Trucks

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0		0	0		100	0		
Total %	0	0	0	0	0	0	100	0	100	

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
Weather: Clear

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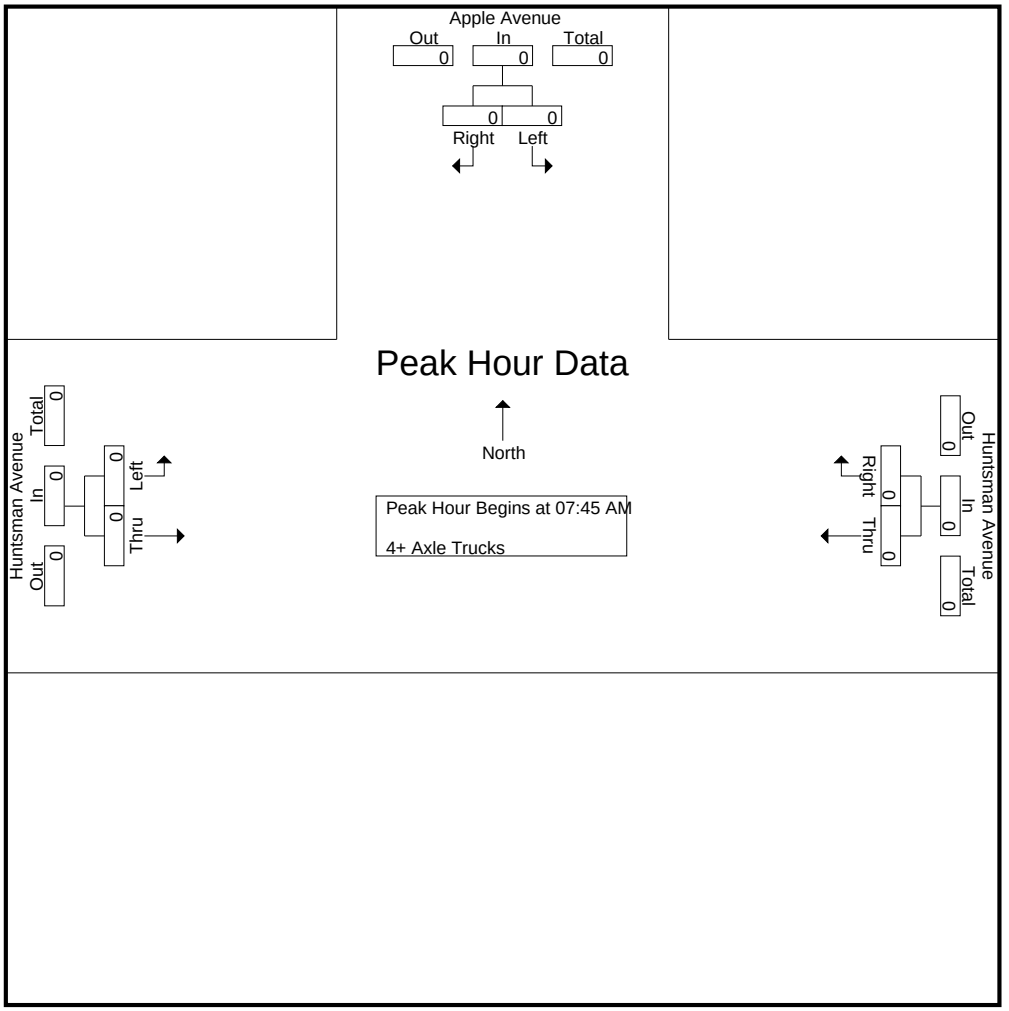

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Reedley
N/S: Apple Avenue
E/W: Huntsman Avenue
Weather: Clear

File Name : 05_RDY_App_Hunt PM
Site Code : 00323989
Start Date : 10/19/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	3	0	3	1	3	4	1	2	3	10
04:15 PM	3	0	3	2	2	4	1	3	4	11
04:30 PM	2	1	3	3	1	4	0	4	4	11
04:45 PM	1	0	1	0	2	2	0	1	1	4
Total	9	1	10	6	8	14	2	10	12	36
05:00 PM	0	0	0	2	0	2	0	2	2	4
05:15 PM	6	0	6	1	1	2	0	0	0	8
05:30 PM	2	2	4	2	5	7	0	1	1	12
05:45 PM	0	1	1	2	2	4	1	0	1	6
Total	8	3	11	7	8	15	1	3	4	30
Grand Total	17	4	21	13	16	29	3	13	16	66
Apprch %	81	19		44.8	55.2		18.8	81.2		
Total %	25.8	6.1	31.8	19.7	24.2	43.9	4.5	19.7	24.2	
Passenger Vehicles	17	3	20	13	12	25	0	13	13	58
% Passenger Vehicles	100	75	95.2	100	75	86.2	0	100	81.2	87.9
Large 2 Axle Vehicles	0	1	1	0	4	4	3	0	3	8
% Large 2 Axle Vehicles	0	25	4.8	0	25	13.8	100	0	18.8	12.1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	0	**3**	1	**3**	**4**	**1**	2	3	10
04:15 PM	3	0	3	2	2	4	1	3	**4**	**11**
04:30 PM	2	**1**	3	**3**	1	4	0	**4**	4	11
04:45 PM	1	0	1	0	2	2	0	1	1	4
Total Volume	9	1	10	6	8	14	2	10	12	36
% App. Total	90	10		42.9	57.1		16.7	83.3		
PHF	.750	.250	.833	.500	.667	.875	.500	.625	.750	.818

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City of Reedley
N/S: Apple Avenue
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Weather: Clear

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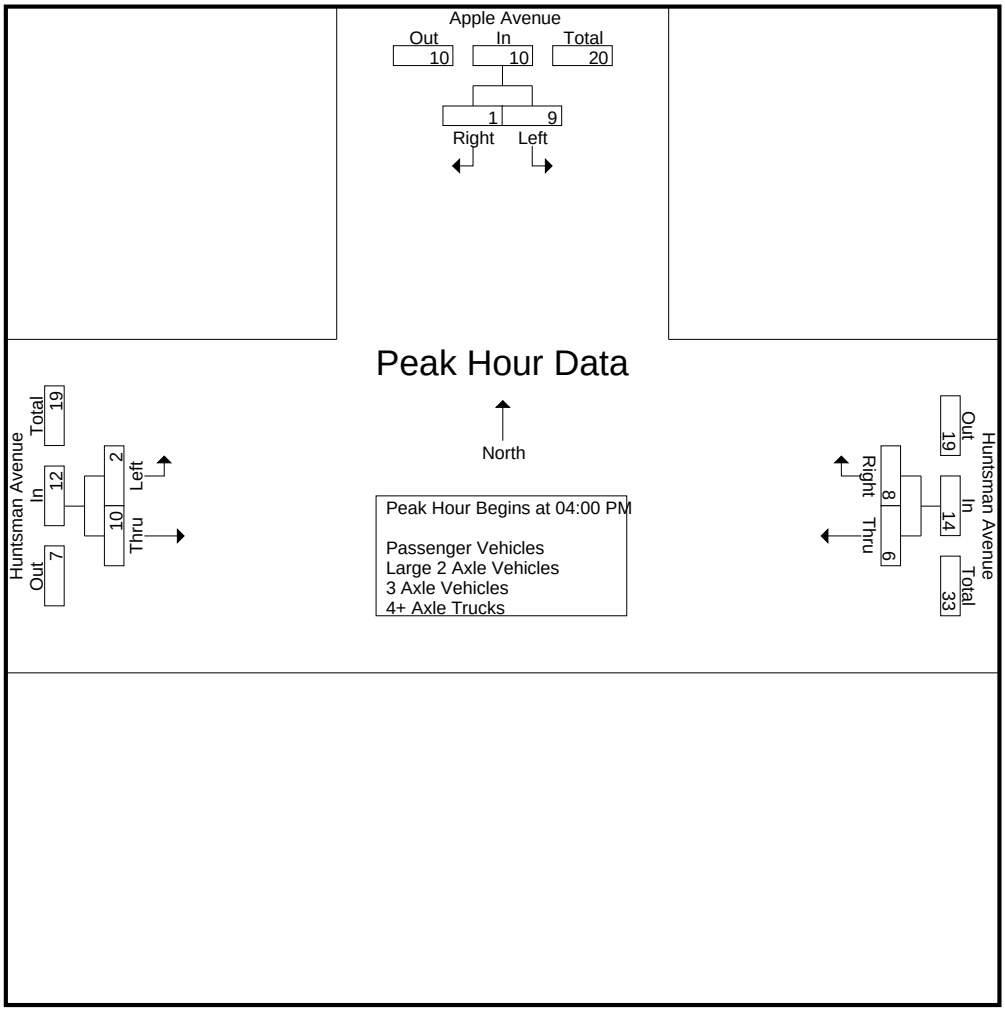

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			04:00 PM		
+0 mins.	1	0	1	**2**	0	2	**1**	2	3
+15 mins.	0	0	0	1	1	2	1	3	**4**
+30 mins.	**6**	0	**6**	2	**5**	**7**	0	**4**	4
+45 mins.	2	**2**	4	2	2	4	0	1	1
Total Volume	9	2	11	7	8	15	2	10	12
% App. Total	81.8	18.2		46.7	53.3		16.7	83.3	
PHF	.375	.250	.458	.875	.400	.536	.500	.625	.750

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Groups Printed- Passenger Vehicles

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	3	0	3	1	1	2	0	2	2	7
04:15 PM	3	0	3	2	2	4	0	3	3	10
04:30 PM	2	1	3	3	0	3	0	4	4	10
04:45 PM	1	0	1	0	2	2	0	1	1	4
Total	9	1	10	6	5	11	0	10	10	31
05:00 PM	0	0	0	2	0	2	0	2	2	4
05:15 PM	6	0	6	1	1	2	0	0	0	8
05:30 PM	2	1	3	2	4	6	0	1	1	10
05:45 PM	0	1	1	2	2	4	0	0	0	5
Total	8	2	10	7	7	14	0	3	3	27
Grand Total	17	3	20	13	12	25	0	13	13	58
Apprch %	85	15		52	48		0	100		
Total %	29.3	5.2	34.5	22.4	20.7	43.1	0	22.4	22.4	

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	0	**3**	1	1	2	0	2	2	7
04:15 PM	3	0	3	2	**2**	**4**	0	3	3	**10**
04:30 PM	2	**1**	3	**3**	0	3	0	**4**	**4**	10
04:45 PM	1	0	1	0	2	2	0	1	1	4
Total Volume	9	1	10	6	5	11	0	10	10	31
% App. Total	90	10		54.5	45.5		0	100		
PHF	.750	.250	.833	.500	.625	.688	.000	.625	.625	.775

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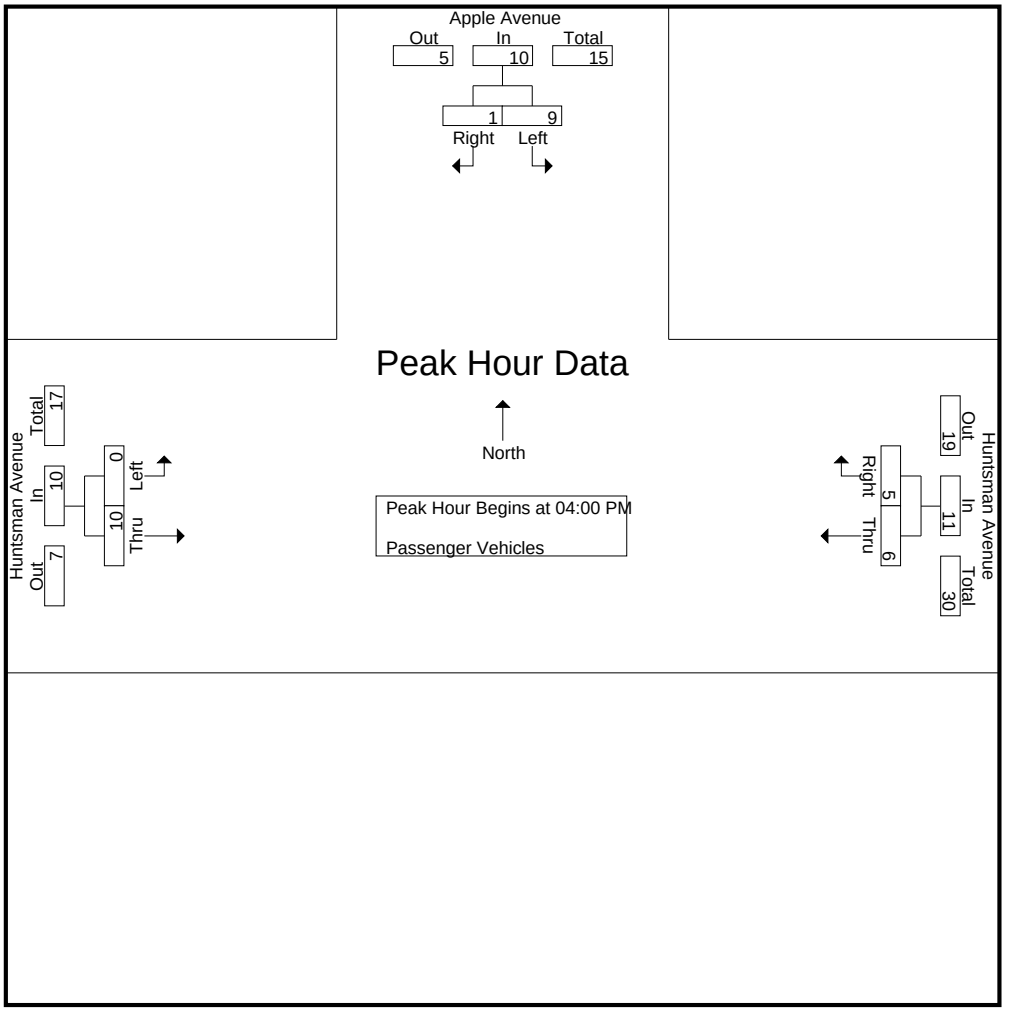

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**3**	0	**3**	1	1	2	0	2	2
+15 mins.	3	0	3	2	**2**	**4**	0	3	3
+30 mins.	2	**1**	3	**3**	0	3	0	**4**	**4**
+45 mins.	1	0	1	0	2	2	0	1	1
Total Volume	9	1	10	6	5	11	0	10	10
% App. Total	90	10		54.5	45.5		0	100	
PHF	.750	.250	.833	.500	.625	.688	.000	.625	.625

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Groups Printed- Large 2 Axle Vehicles

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	2	2	1	0	1	3
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	1	1	1	0	1	3
Grand Total	0	1	1	0	4	4	3	0	3	8
Apprch %	0	100		0	100		100	0		
Total %	0	12.5	12.5	0	50	50	37.5	0	37.5	

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	**2**	**2**	**1**	0	**1**	**3**
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	3	2	0	2	5
% App. Total	0	0		0	100		100	0		
PHF	.000	.000	.000	.000	.375	.375	.500	.000	.500	.417

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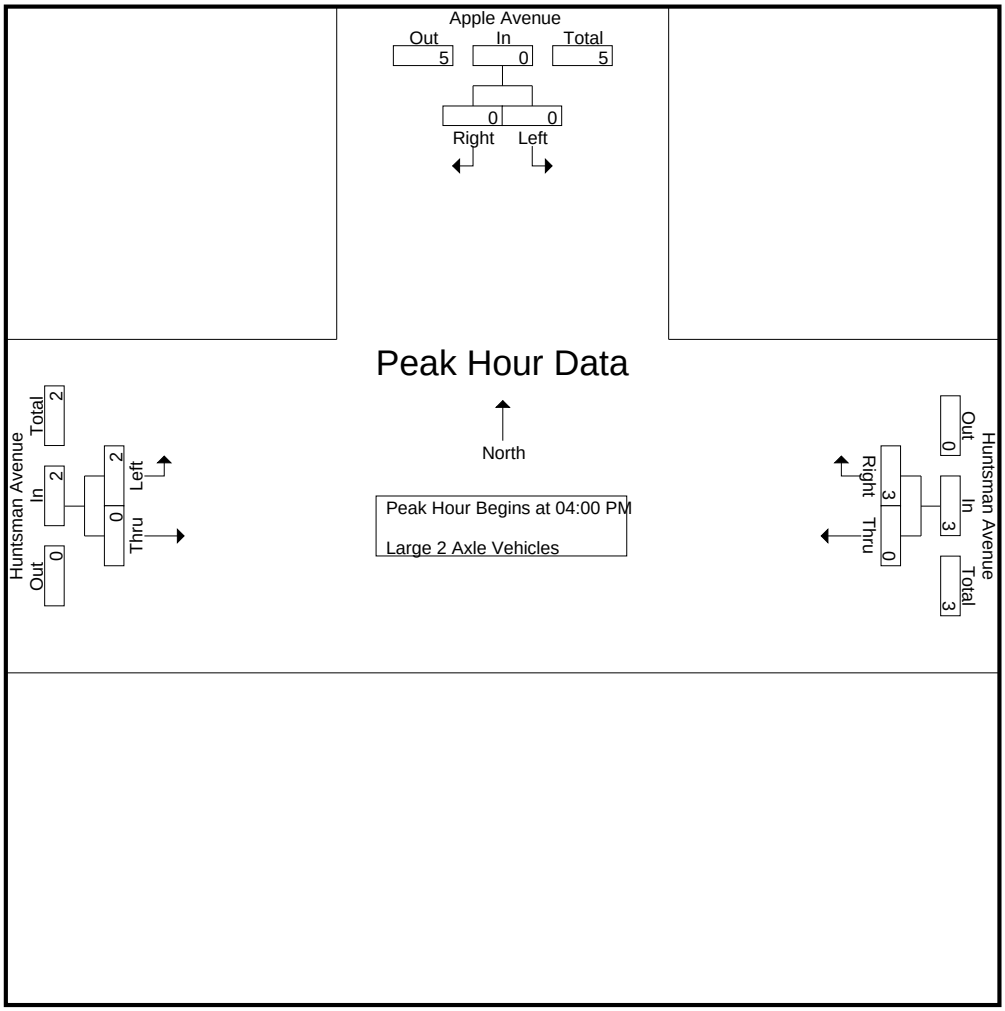

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	**2**	**2**	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	3	2	0	2
% App. Total	0	0		0	100		100	0	
PHF	.000	.000	.000	.000	.375	.375	.500	.000	.500

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Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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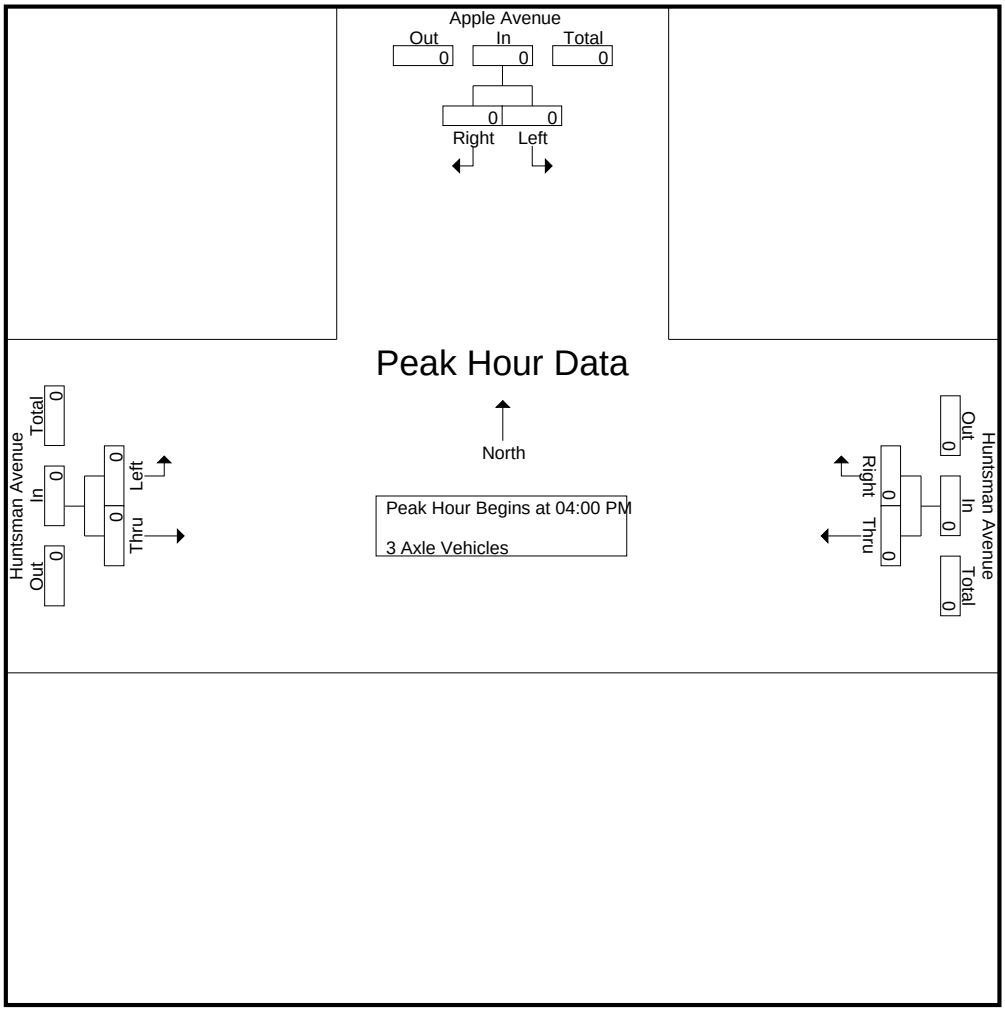

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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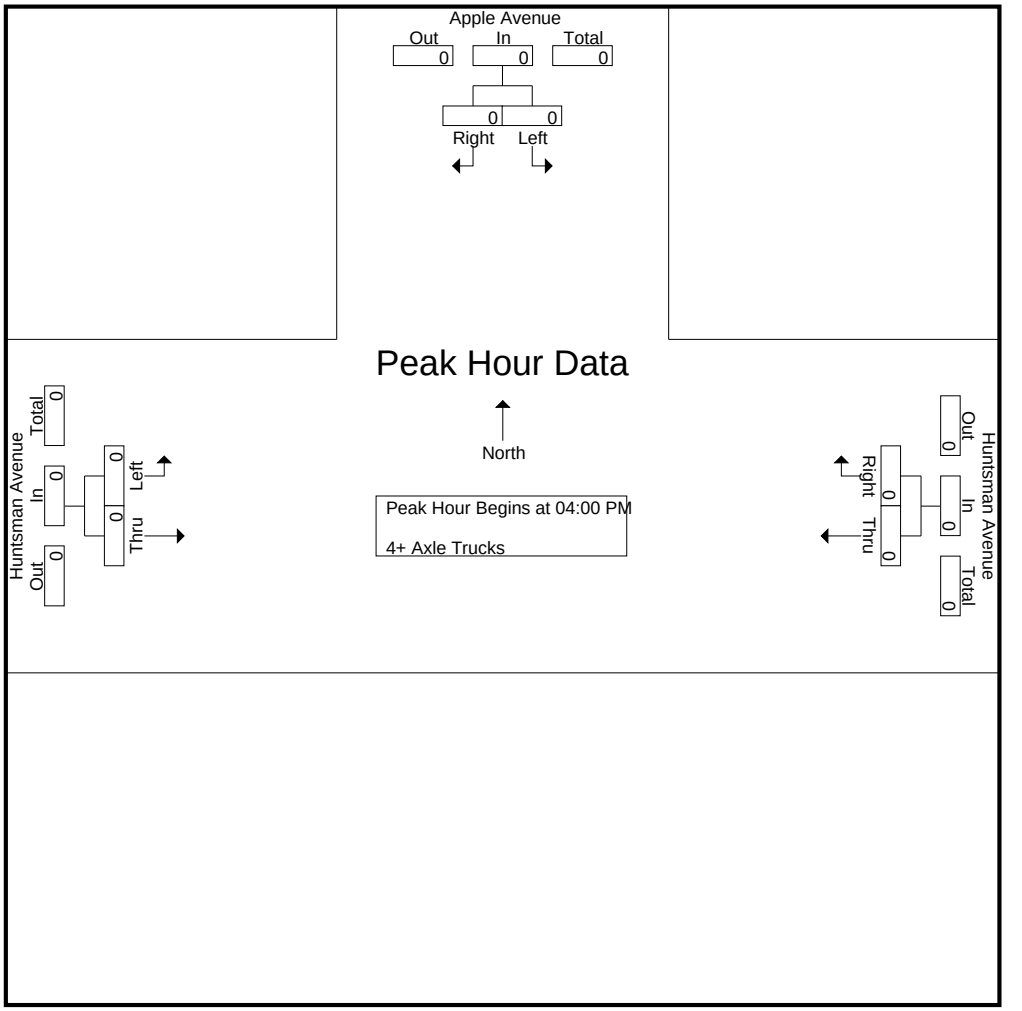

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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County of Fresno
N/S: Buttonwillow Avenue
E/W: Eastside Packing Driveway
Weather: Clear

File Name : 06_CFO_BW_EPDW AM
Site Code : 00323989
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	48	49	0	0	0	37	0	37	86
07:15 AM	0	54	54	0	0	0	66	1	67	121
07:30 AM	0	78	78	0	0	0	84	1	85	163
07:45 AM	1	69	70	1	1	2	96	1	97	169
Total	2	249	251	1	1	2	283	3	286	539
08:00 AM	0	90	90	0	0	0	65	1	66	156
08:15 AM	0	48	48	0	0	0	54	1	55	103
08:30 AM	0	59	59	1	0	1	37	0	37	97
08:45 AM	0	48	48	0	0	0	57	1	58	106
Total	0	245	245	1	0	1	213	3	216	462
Grand Total	2	494	496	2	1	3	496	6	502	1001
Apprch %	0.4	99.6		66.7	33.3		98.8	1.2		
Total %	0.2	49.4	49.6	0.2	0.1	0.3	49.6	0.6	50.1	
Passenger Vehicles	2	466	468	2	0	2	473	4	477	947
% Passenger Vehicles	100	94.3	94.4	100	0	66.7	95.4	66.7	95	94.6
Large 2 Axle Vehicles	0	19	19	0	0	0	14	0	14	33
% Large 2 Axle Vehicles	0	3.8	3.8	0	0	0	2.8	0	2.8	3.3
3 Axle Vehicles	0	2	2	0	0	0	2	0	2	4
% 3 Axle Vehicles	0	0.4	0.4	0	0	0	0.4	0	0.4	0.4
4+ Axle Trucks	0	7	7	0	1	1	7	2	9	17
% 4+ Axle Trucks	0	1.4	1.4	0	100	33.3	1.4	33.3	1.8	1.7

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	54	54	0	0	0	66	**1**	67	121
07:30 AM	0	78	78	0	0	0	84	1	85	163
07:45 AM	**1**	69	70	**1**	**1**	**2**	**96**	1	**97**	**169**
08:00 AM	0	**90**	**90**	0	0	0	65	1	66	156
Total Volume	1	291	292	1	1	2	311	4	315	609
% App. Total	0.3	99.7		50	50		98.7	1.3		
PHF	.250	.808	.811	.250	.250	.250	.810	1.00	.812	.901

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County of Fresno
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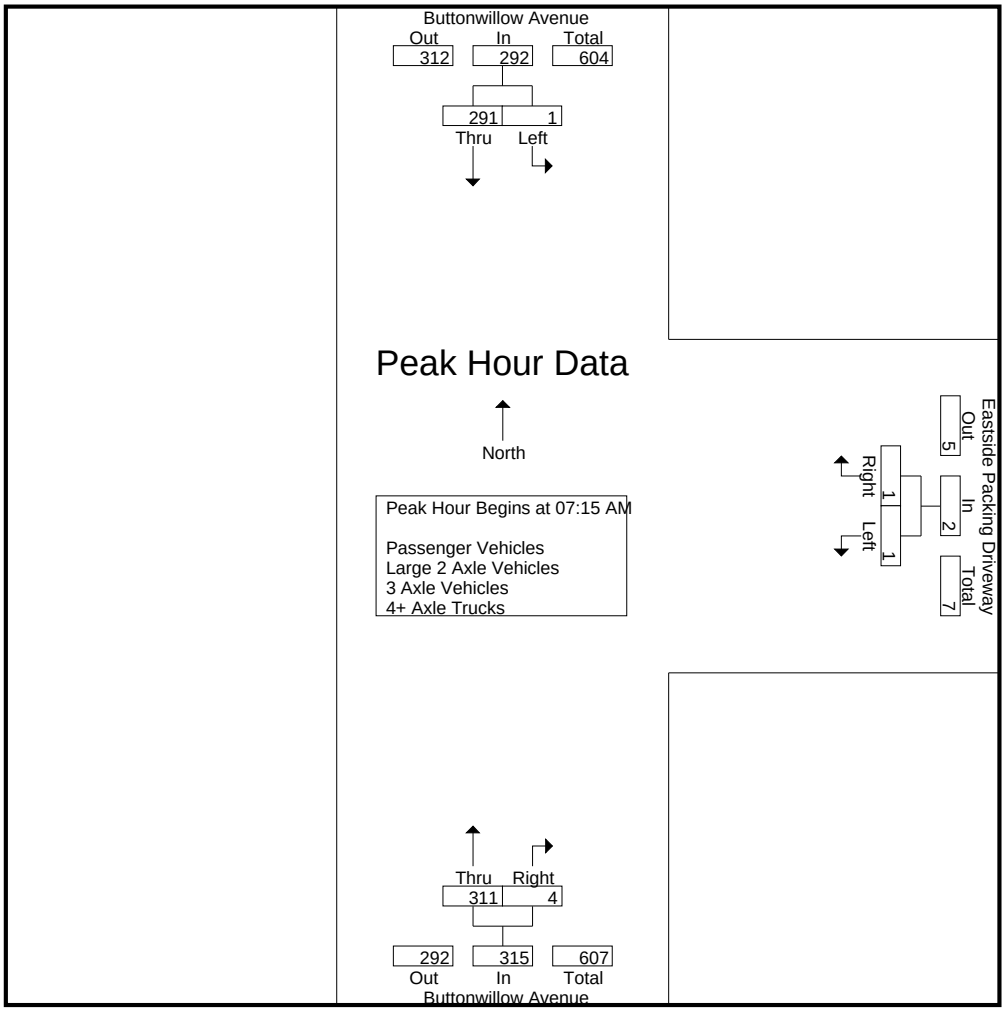

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:45 AM			07:15 AM		
+0 mins.	0	54	54	**1**	**1**	**2**	66	**1**	67
+15 mins.	0	78	78	0	0	0	84	1	85
+30 mins.	**1**	69	70	0	0	0	**96**	1	**97**
+45 mins.	0	**90**	**90**	1	0	1	65	1	66
Total Volume	1	291	292	2	1	3	311	4	315
% App. Total	0.3	99.7		66.7	33.3		98.7	1.3	
PHF	.250	.808	.811	.500	.250	.375	.810	1.000	.812

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County of Fresno
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E/W: Eastside Packing Driveway
Weather: Clear

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Groups Printed- Passenger Vehicles

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	44	45	0	0	0	33	0	33	78
07:15 AM	0	53	53	0	0	0	62	0	62	115
07:30 AM	0	73	73	0	0	0	83	0	83	156
07:45 AM	1	66	67	1	0	1	92	1	93	161
Total	2	236	238	1	0	1	270	1	271	510
08:00 AM	0	85	85	0	0	0	61	1	62	147
08:15 AM	0	46	46	0	0	0	52	1	53	99
08:30 AM	0	55	55	1	0	1	36	0	36	92
08:45 AM	0	44	44	0	0	0	54	1	55	99
Total	0	230	230	1	0	1	203	3	206	437
Grand Total	2	466	468	2	0	2	473	4	477	947
Apprch %	0.4	99.6		100	0		99.2	0.8		
Total %	0.2	49.2	49.4	0.2	0	0.2	49.9	0.4	50.4	

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	53	53	0	0	0	62	0	62	115
07:30 AM	0	73	73	0	0	0	83	0	83	156
07:45 AM	**1**	66	67	**1**	0	**1**	**92**	**1**	**93**	**161**
08:00 AM	0	**85**	**85**	0	0	0	61	1	62	147
Total Volume	1	277	278	1	0	1	298	2	300	579
% App. Total	0.4	99.6		100	0		99.3	0.7		
PHF	.250	.815	.818	.250	.000	.250	.810	.500	.806	.899

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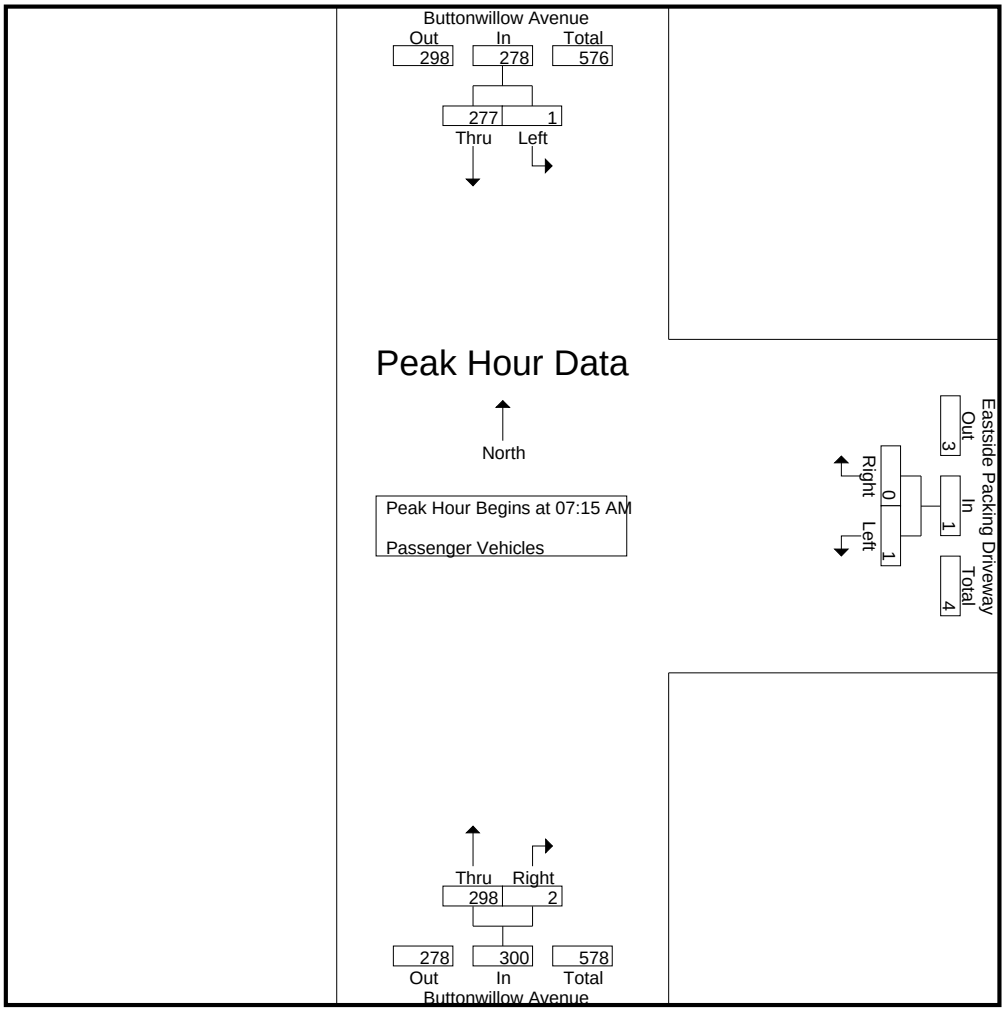

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	53	53	0	0	0	62	0	62
+15 mins.	0	73	73	0	0	0	83	0	83
+30 mins.	**1**	66	67	**1**	0	**1**	**92**	**1**	**93**
+45 mins.	0	**85**	**85**	0	0	0	61	1	62
Total Volume	1	277	278	1	0	1	298	2	300
% App. Total	0.4	99.6		100	0		99.3	0.7	
PHF	.250	.815	.818	.250	.000	.250	.810	.500	.806

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Groups Printed- Large 2 Axle Vehicles

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	0	0	0	2	0	2	5
07:15 AM	0	1	1	0	0	0	4	0	4	5
07:30 AM	0	4	4	0	0	0	0	0	0	4
07:45 AM	0	3	3	0	0	0	1	0	1	4
Total	0	11	11	0	0	0	7	0	7	18
08:00 AM	0	4	4	0	0	0	3	0	3	7
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	1	1	0	0	0	1	0	1	2
08:45 AM	0	2	2	0	0	0	2	0	2	4
Total	0	8	8	0	0	0	7	0	7	15
Grand Total	0	19	19	0	0	0	14	0	14	33
Apprch %	0	100		0	0		100	0		
Total %	0	57.6	57.6	0	0	0	42.4	0	42.4	

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	**4**	0	**4**	5
07:30 AM	0	**4**	**4**	0	0	0	0	0	0	4
07:45 AM	0	3	3	0	0	0	1	0	1	4
08:00 AM	0	4	4	0	0	0	3	0	3	**7**
Total Volume	0	12	12	0	0	0	8	0	8	20
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.500	.000	.500	.714

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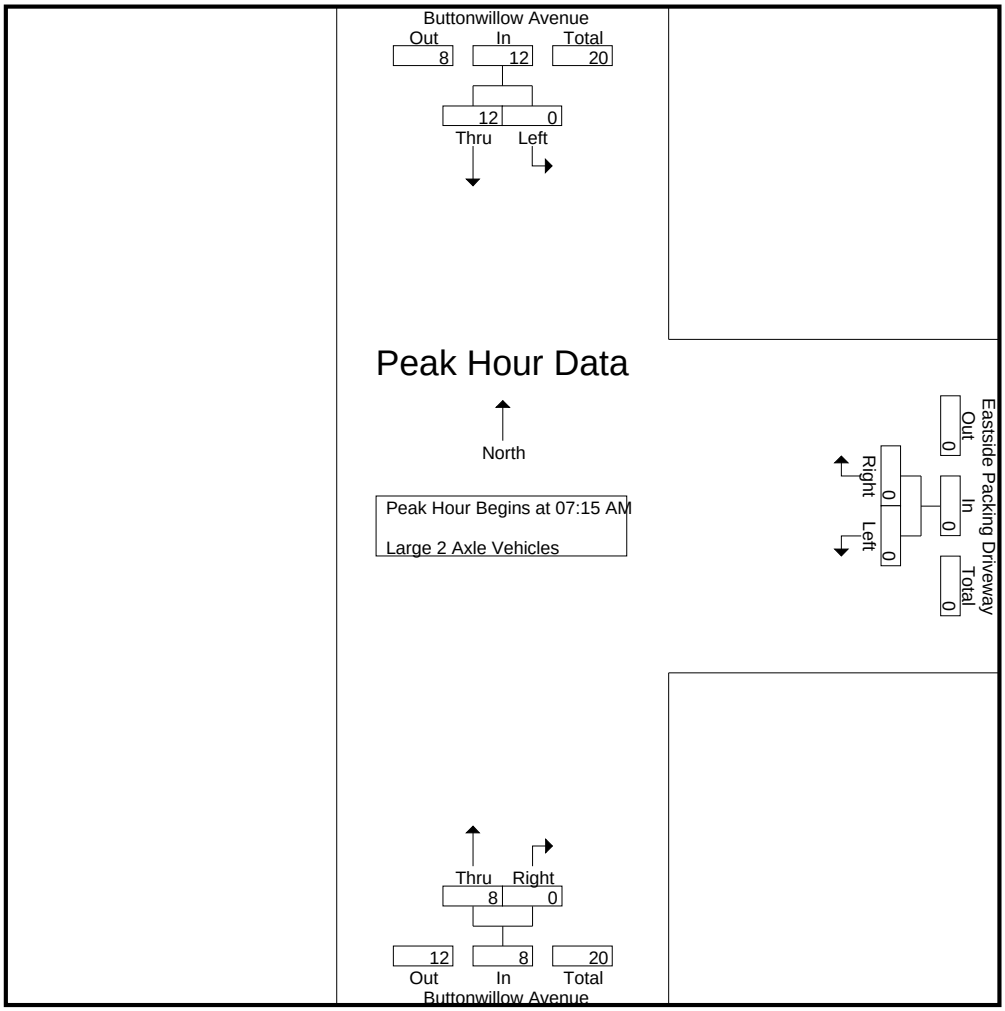

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	**4**	0	**4**
+15 mins.	0	**4**	**4**	0	0	0	0	0	0
+30 mins.	0	3	3	0	0	0	1	0	1
+45 mins.	0	4	4	0	0	0	3	0	3
Total Volume	0	12	12	0	0	0	8	0	8
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.500	.000	.500

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Groups Printed- 3 Axle Vehicles

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	2	0	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	0	2	2	0	0	0	2	0	2	4
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**1**	**1**	0	0	0	**1**	0	**1**	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.250

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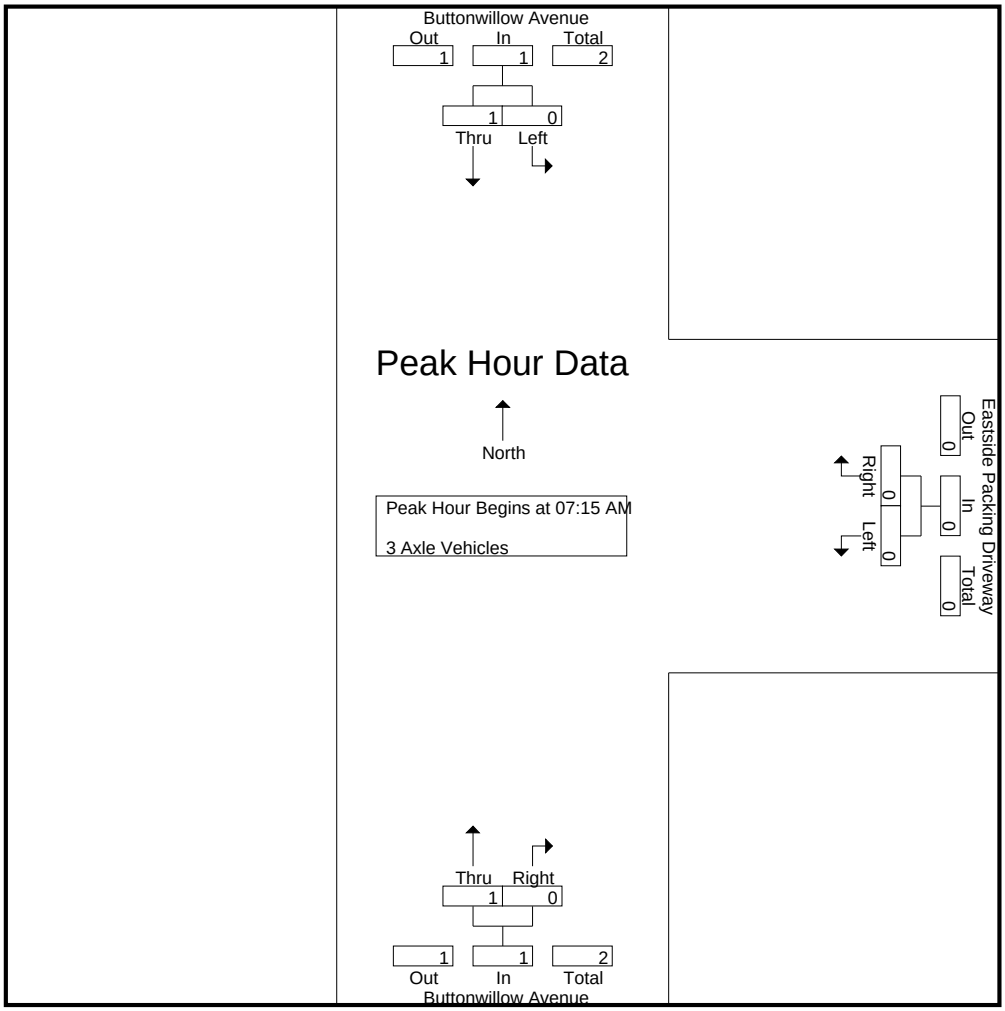

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	**1**	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	1	1	3	0	3	4
Total	0	1	1	0	1	1	4	2	6	8
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	2	2	0	0	0	0	0	0	2
08:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	6	6	0	0	0	3	0	3	9
Grand Total	0	7	7	0	1	1	7	2	9	17
Apprch %	0	100		0	100		77.8	22.2		
Total %	0	41.2	41.2	0	5.9	5.9	41.2	11.8	52.9	

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	**1**	1	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	**1**	**1**	**3**	0	**3**	**4**
08:00 AM	0	**1**	**1**	0	0	0	1	0	1	2
Total Volume	0	1	1	0	1	1	4	2	6	8
% App. Total	0	100		0	100		66.7	33.3		
PHF	.000	.250	.250	.000	.250	.250	.333	.500	.500	.500

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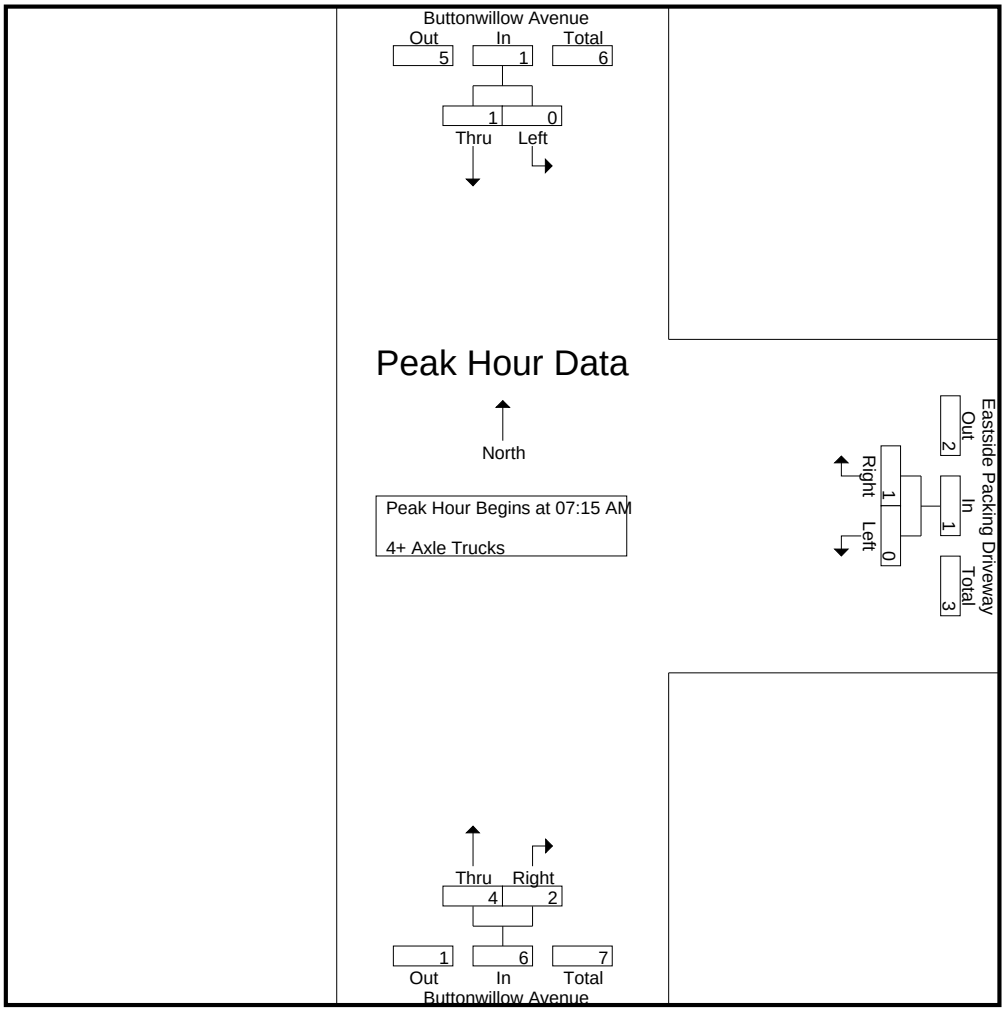

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	**1**	1
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	**1**	**1**	**3**	0	**3**
+45 mins.	0	**1**	**1**	0	0	0	1	0	1
Total Volume	0	1	1	0	1	1	4	2	6
% App. Total	0	100		0	100		66.7	33.3	
PHF	.000	.250	.250	.000	.250	.250	.333	.500	.500

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	95	95	0	0	0	83	1	84	179
04:15 PM	0	92	92	0	0	0	90	0	90	182
04:30 PM	0	104	104	0	0	0	79	0	79	183
04:45 PM	0	87	87	0	1	1	88	0	88	176
Total	0	378	378	0	1	1	340	1	341	720
05:00 PM	0	83	83	0	0	0	64	0	64	147
05:15 PM	0	88	88	0	0	0	58	0	58	146
05:30 PM	0	72	72	1	0	1	70	0	70	143
05:45 PM	0	77	77	0	0	0	81	0	81	158
Total	0	320	320	1	0	1	273	0	273	594
Grand Total	0	698	698	1	1	2	613	1	614	1314
Apprch %	0	100		50	50		99.8	0.2		
Total %	0	53.1	53.1	0.1	0.1	0.2	46.7	0.1	46.7	
Passenger Vehicles	0	665	665	1	0	1	582	0	582	1248
% Passenger Vehicles	0	95.3	95.3	100	0	50	94.9	0	94.8	95
Large 2 Axle Vehicles	0	12	12	0	0	0	15	0	15	27
% Large 2 Axle Vehicles	0	1.7	1.7	0	0	0	2.4	0	2.4	2.1
3 Axle Vehicles	0	1	1	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0.2	0	0.2	0.2
4+ Axle Trucks	0	20	20	0	1	1	15	1	16	37
% 4+ Axle Trucks	0	2.9	2.9	0	100	50	2.4	100	2.6	2.8

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	95	95	0	0	0	83	**1**	84	179
04:15 PM	0	92	92	0	0	0	**90**	0	**90**	182
04:30 PM	0	**104**	**104**	0	0	0	79	0	79	**183**
04:45 PM	0	87	87	0	**1**	**1**	88	0	88	176
Total Volume	0	378	378	0	1	1	340	1	341	720
% App. Total	0	100		0	100		99.7	0.3		
PHF	.000	.909	.909	.000	.250	.250	.944	.250	.947	.984

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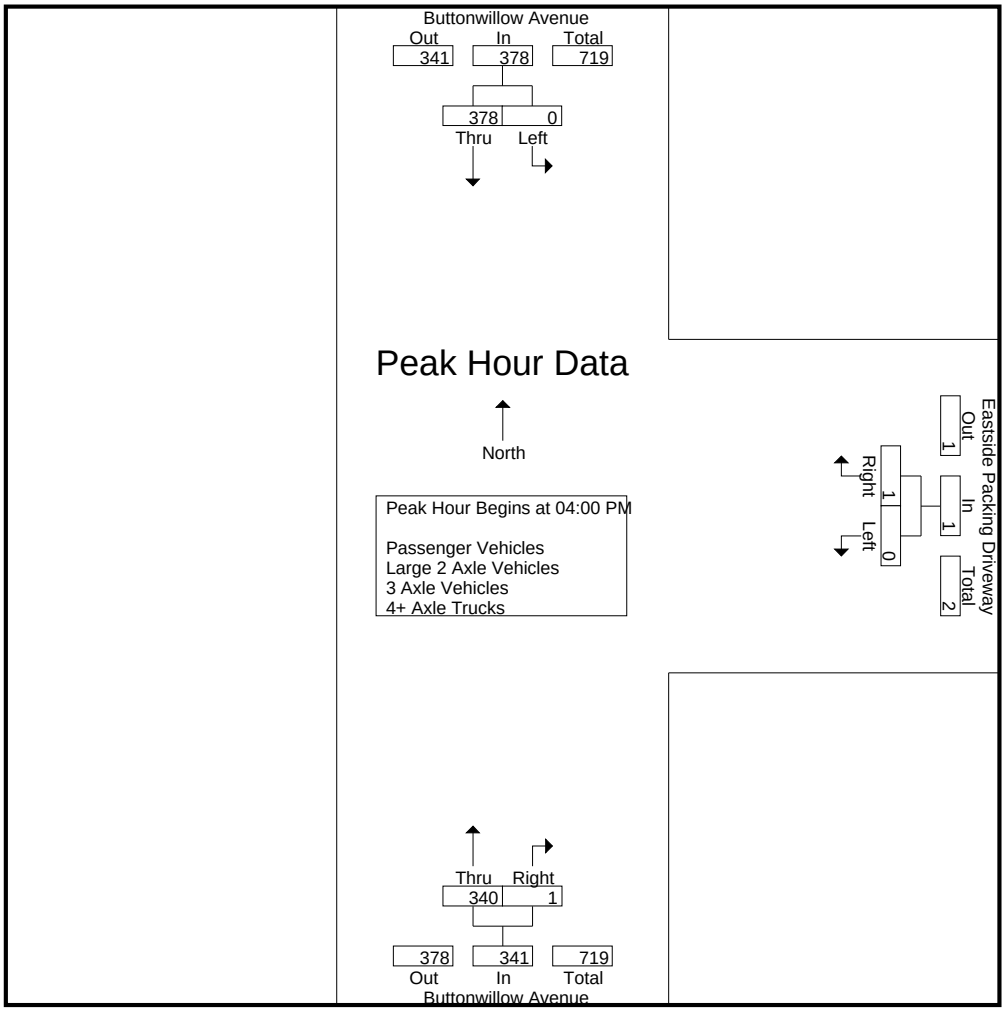

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:00 PM		
+0 mins.	0	95	95	0	**1**	**1**	83	**1**	84
+15 mins.	0	92	92	0	0	0	**90**	0	**90**
+30 mins.	0	**104**	**104**	0	0	0	79	0	79
+45 mins.	0	87	87	**1**	0	1	88	0	88
Total Volume	0	378	378	1	1	2	340	1	341
% App. Total	0	100		50	50		99.7	0.3	
PHF	.000	.909	.909	.250	.250	.500	.944	.250	.947

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Groups Printed- Passenger Vehicles

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	89	89	0	0	0	80	0	80	169
04:15 PM	0	85	85	0	0	0	86	0	86	171
04:30 PM	0	97	97	0	0	0	70	0	70	167
04:45 PM	0	85	85	0	0	0	83	0	83	168
Total	0	356	356	0	0	0	319	0	319	675
05:00 PM	0	77	77	0	0	0	61	0	61	138
05:15 PM	0	86	86	0	0	0	56	0	56	142
05:30 PM	0	70	70	1	0	1	67	0	67	138
05:45 PM	0	76	76	0	0	0	79	0	79	155
Total	0	309	309	1	0	1	263	0	263	573
Grand Total	0	665	665	1	0	1	582	0	582	1248
Apprch %	0	100		100	0		100	0		
Total %	0	53.3	53.3	0.1	0	0.1	46.6	0	46.6	

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	89	89	0	0	0	80	0	80	169
04:15 PM	0	85	85	0	0	0	**86**	0	**86**	**171**
04:30 PM	0	**97**	**97**	0	0	0	70	0	70	167
04:45 PM	0	85	85	0	0	0	83	0	83	168
Total Volume	0	356	356	0	0	0	319	0	319	675
% App. Total	0	100		0	0		100	0		
PHF	.000	.918	.918	.000	.000	.000	.927	.000	.927	.987

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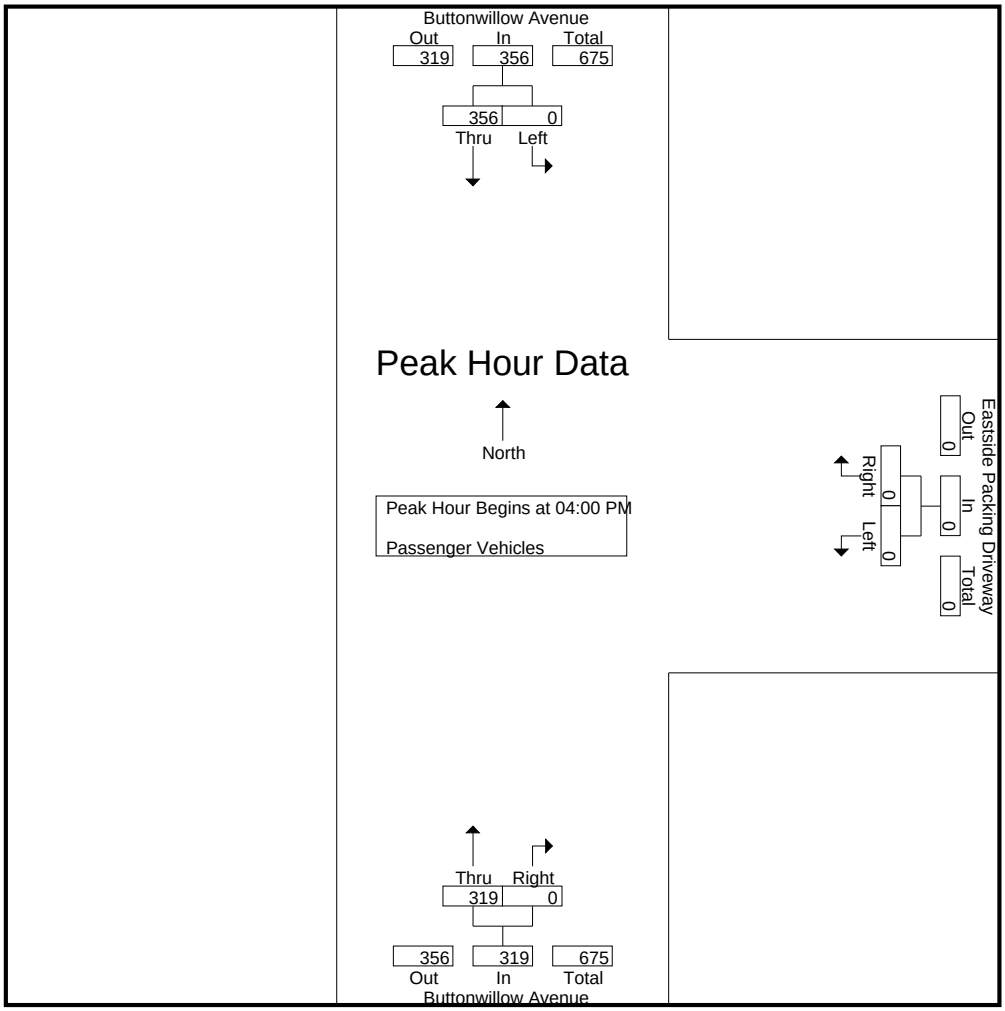

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	89	89	0	0	0	80	0	80
+15 mins.	0	85	85	0	0	0	**86**	0	**86**
+30 mins.	0	**97**	**97**	0	0	0	70	0	70
+45 mins.	0	85	85	0	0	0	83	0	83
Total Volume	0	356	356	0	0	0	319	0	319
% App. Total	0	100		0	0		100	0	
PHF	.000	.918	.918	.000	.000	.000	.927	.000	.927

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Groups Printed- Large 2 Axle Vehicles

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	4	0	0	0	2	0	2	6
04:15 PM	0	2	2	0	0	0	3	0	3	5
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	8	8	0	0	0	11	0	11	19
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	4	4	0	0	0	4	0	4	8
Grand Total	0	12	12	0	0	0	15	0	15	27
Apprch %	0	100		0	0		100	0		
Total %	0	44.4	44.4	0	0	0	55.6	0	55.6	

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**4**	**4**	0	0	0	2	0	2	**6**
04:15 PM	0	2	2	0	0	0	3	0	3	5
04:30 PM	0	2	2	0	0	0	**4**	0	**4**	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	8	8	0	0	0	11	0	11	19
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.688	.000	.688	.792

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County of Fresno
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E/W: Eastside Packing Driveway
Weather: Clear

File Name : 06_CFO_BW_EPDW PM
Site Code : 00323989
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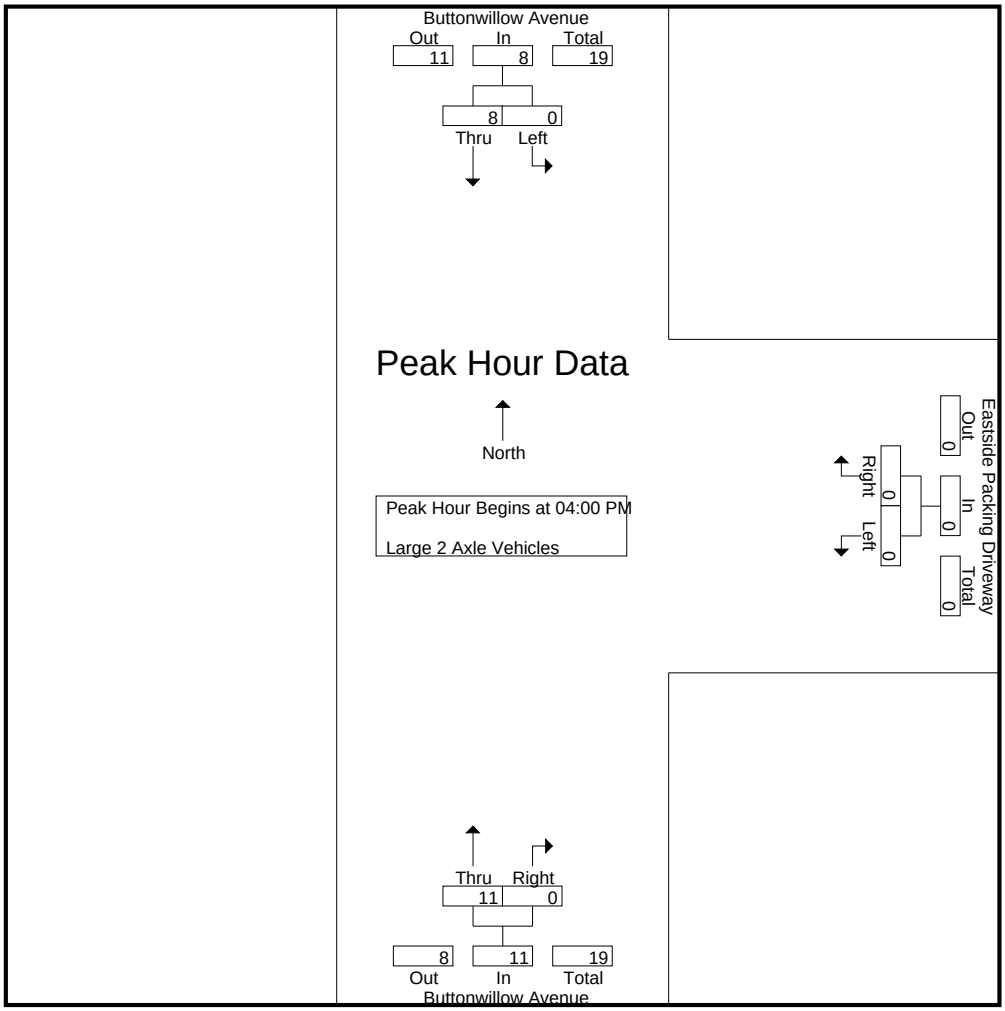

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**4**	**4**	0	0	0	2	0	2
+15 mins.	0	2	2	0	0	0	3	0	3
+30 mins.	0	2	2	0	0	0	**4**	0	**4**
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	0	8	8	0	0	0	11	0	11
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.688	.000	.688

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Groups Printed- 3 Axle Vehicles

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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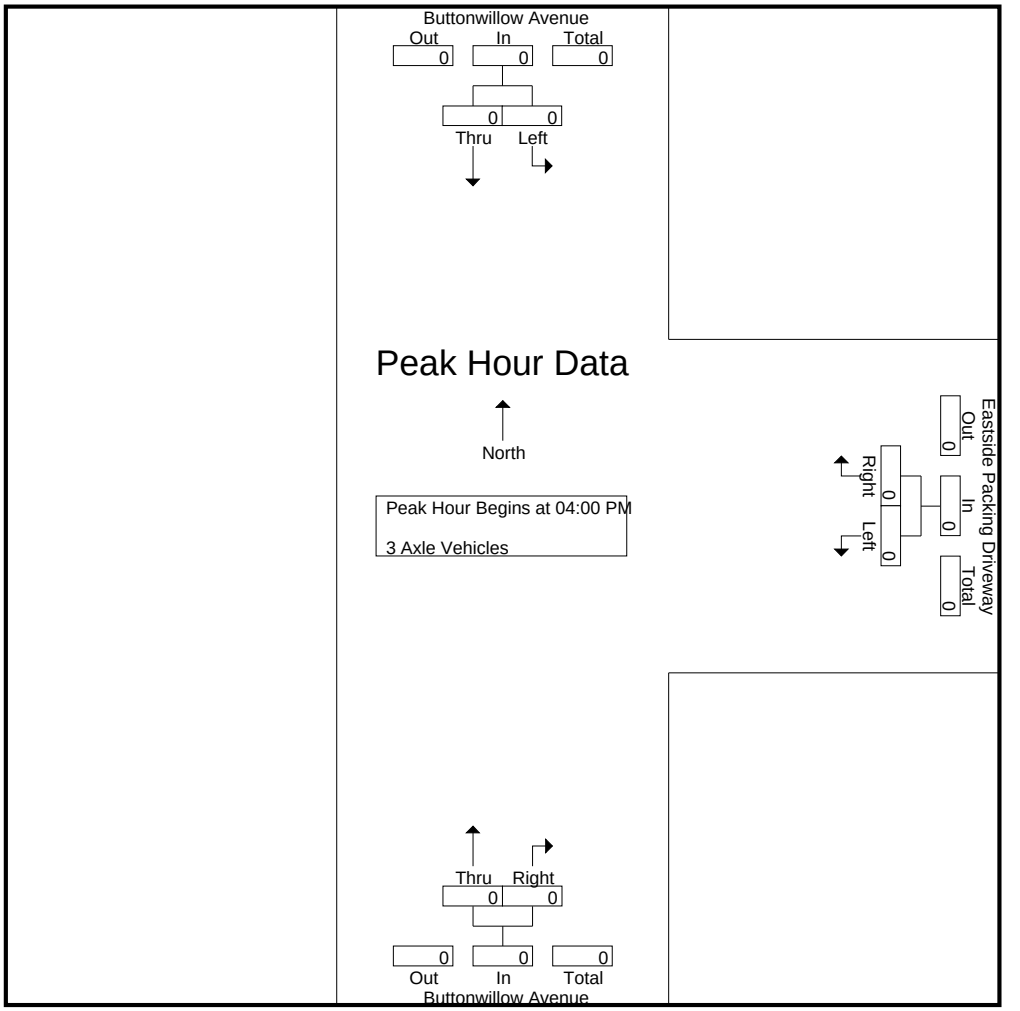

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	1	1	2	4
04:15 PM	0	5	5	0	0	0	1	0	1	6
04:30 PM	0	5	5	0	0	0	5	0	5	10
04:45 PM	0	2	2	0	1	1	3	0	3	6
Total	0	14	14	0	1	1	10	1	11	26
05:00 PM	0	4	4	0	0	0	2	0	2	6
05:15 PM	0	1	1	0	0	0	2	0	2	3
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	6	6	0	0	0	5	0	5	11
Grand Total	0	20	20	0	1	1	15	1	16	37
Apprch %	0	100		0	100		93.8	6.2		
Total %	0	54.1	54.1	0	2.7	2.7	40.5	2.7	43.2	

	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	2	2	0	0	0	1	**1**	2	4
04:15 PM	0	**5**	**5**	0	0	0	1	0	1	6
04:30 PM	0	5	5	0	0	0	**5**	0	**5**	**10**
04:45 PM	0	2	2	0	**1**	**1**	3	0	3	6
Total Volume	0	14	14	0	1	1	10	1	11	26
% App. Total	0	100		0	100		90.9	9.1		
PHF	.000	.700	.700	.000	.250	.250	.500	.250	.550	.650

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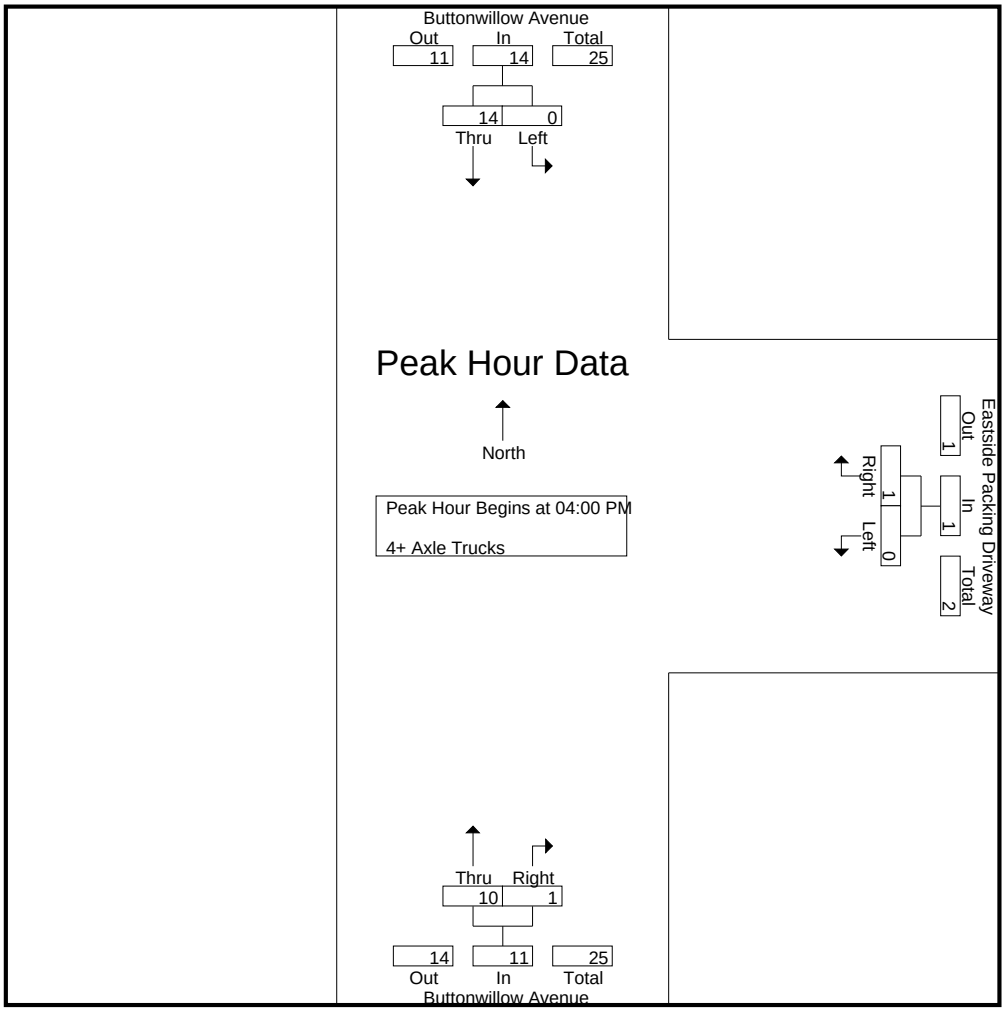

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	2	2	0	0	0	1	**1**	2
+15 mins.	0	**5**	**5**	0	0	0	1	0	1
+30 mins.	0	5	5	0	0	0	**5**	0	**5**
+45 mins.	0	2	2	0	**1**	**1**	3	0	3
Total Volume	0	14	14	0	1	1	10	1	11
% App. Total	0	100		0	100		90.9	9.1	
PHF	.000	.700	.700	.000	.250	.250	.500	.250	.550

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File Name : 07_CFO_BW_Flo AM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	48	50	6	6	12	35	2	37	99
07:15 AM	4	49	53	7	7	14	57	1	58	125
07:30 AM	1	77	78	8	9	17	83	3	86	181
07:45 AM	4	68	72	5	15	20	77	6	83	175
Total	11	242	253	26	37	63	252	12	264	580
08:00 AM	8	81	89	8	7	15	61	5	66	170
08:15 AM	9	38	47	7	4	11	46	6	52	110
08:30 AM	3	52	55	4	3	7	34	9	43	105
08:45 AM	3	43	46	3	6	9	53	5	58	113
Total	23	214	237	22	20	42	194	25	219	498
Grand Total	34	456	490	48	57	105	446	37	483	1078
Apprch %	6.9	93.1		45.7	54.3		92.3	7.7		
Total %	3.2	42.3	45.5	4.5	5.3	9.7	41.4	3.4	44.8	
Passenger Vehicles	32	443	475	37	51	88	428	31	459	1022
% Passenger Vehicles	94.1	97.1	96.9	77.1	89.5	83.8	96	83.8	95	94.8
Large 2 Axle Vehicles	2	11	13	2	2	4	11	1	12	29
% Large 2 Axle Vehicles	5.9	2.4	2.7	4.2	3.5	3.8	2.5	2.7	2.5	2.7
3 Axle Vehicles	0	2	2	1	2	3	0	1	1	6
% 3 Axle Vehicles	0	0.4	0.4	2.1	3.5	2.9	0	2.7	0.2	0.6
4+ Axle Trucks	0	0	0	8	2	10	7	4	11	21
% 4+ Axle Trucks	0	0	0	16.7	3.5	9.5	1.6	10.8	2.3	1.9

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	49	53	7	7	14	57	1	58	125
07:30 AM	1	77	78	**8**	9	17	**83**	3	**86**	**181**
07:45 AM	4	68	72	5	**15**	**20**	77	**6**	83	175
08:00 AM	**8**	**81**	**89**	8	7	15	61	5	66	170
Total Volume	17	275	292	28	38	66	278	15	293	651
% App. Total	5.8	94.2		42.4	57.6		94.9	5.1		
PHF	.531	.849	.820	.875	.633	.825	.837	.625	.852	.899

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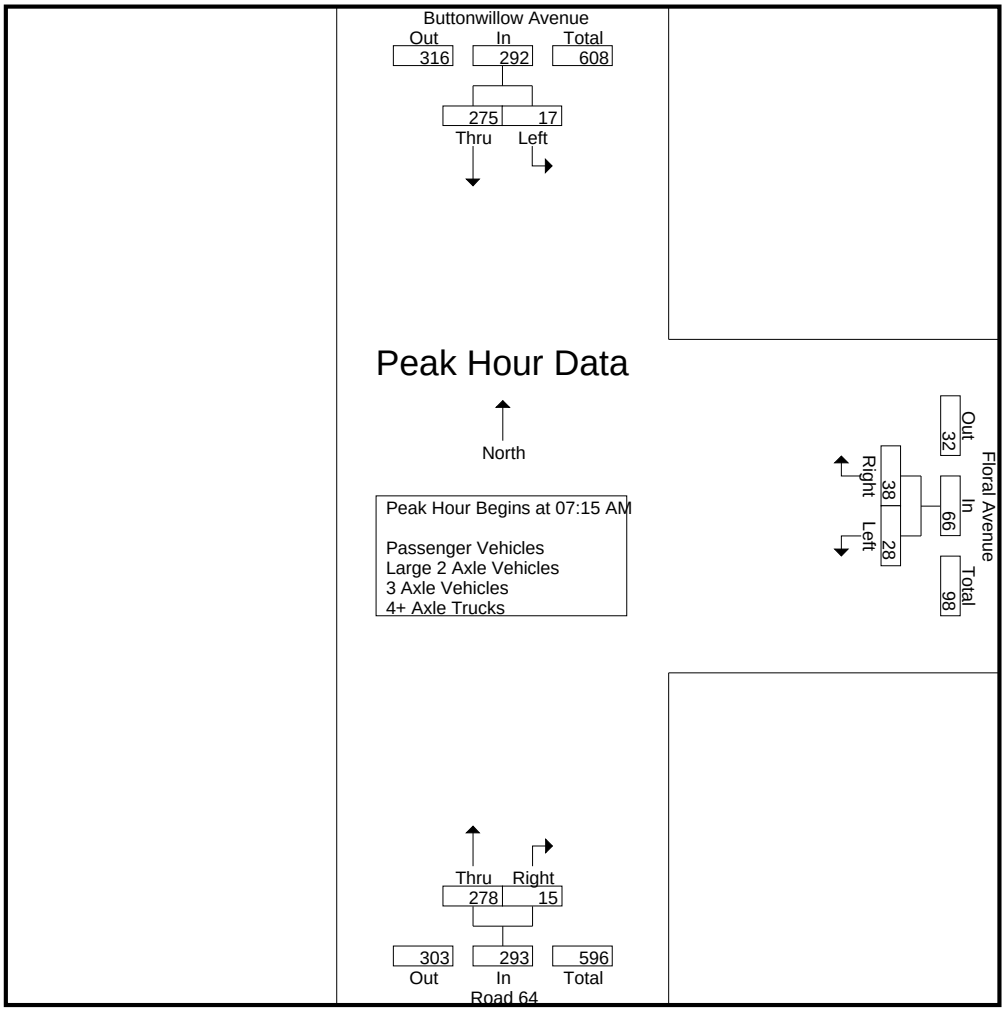

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	49	53	7	7	14	57	1	58
+15 mins.	1	77	78	**8**	9	17	**83**	3	**86**
+30 mins.	4	68	72	5	**15**	**20**	77	**6**	83
+45 mins.	**8**	**81**	**89**	8	7	15	61	5	66
Total Volume	17	275	292	28	38	66	278	15	293
% App. Total	5.8	94.2		42.4	57.6		94.9	5.1	
PHF	.531	.849	.820	.875	.633	.825	.837	.625	.852

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Groups Printed- Passenger Vehicles

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	45	47	4	5	9	31	2	33	89
07:15 AM	4	48	52	6	6	12	53	1	54	118
07:30 AM	1	75	76	5	9	14	82	3	85	175
07:45 AM	4	66	70	4	14	18	74	6	80	168
Total	11	234	245	19	34	53	240	12	252	550
08:00 AM	7	79	86	7	5	12	60	4	64	162
08:15 AM	8	38	46	6	4	10	44	4	48	104
08:30 AM	3	50	53	4	3	7	34	7	41	101
08:45 AM	3	42	45	1	5	6	50	4	54	105
Total	21	209	230	18	17	35	188	19	207	472
Grand Total	32	443	475	37	51	88	428	31	459	1022
Apprch %	6.7	93.3		42	58		93.2	6.8		
Total %	3.1	43.3	46.5	3.6	5	8.6	41.9	3	44.9	

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	48	52	6	6	12	53	1	54	118
07:30 AM	1	75	76	5	9	14	**82**	3	**85**	**175**
07:45 AM	4	66	70	4	**14**	**18**	74	**6**	80	168
08:00 AM	**7**	**79**	**86**	**7**	5	12	60	4	64	162
Total Volume	16	268	284	22	34	56	269	14	283	623
% App. Total	5.6	94.4		39.3	60.7		95.1	4.9		
PHF	.571	.848	.826	.786	.607	.778	.820	.583	.832	.890

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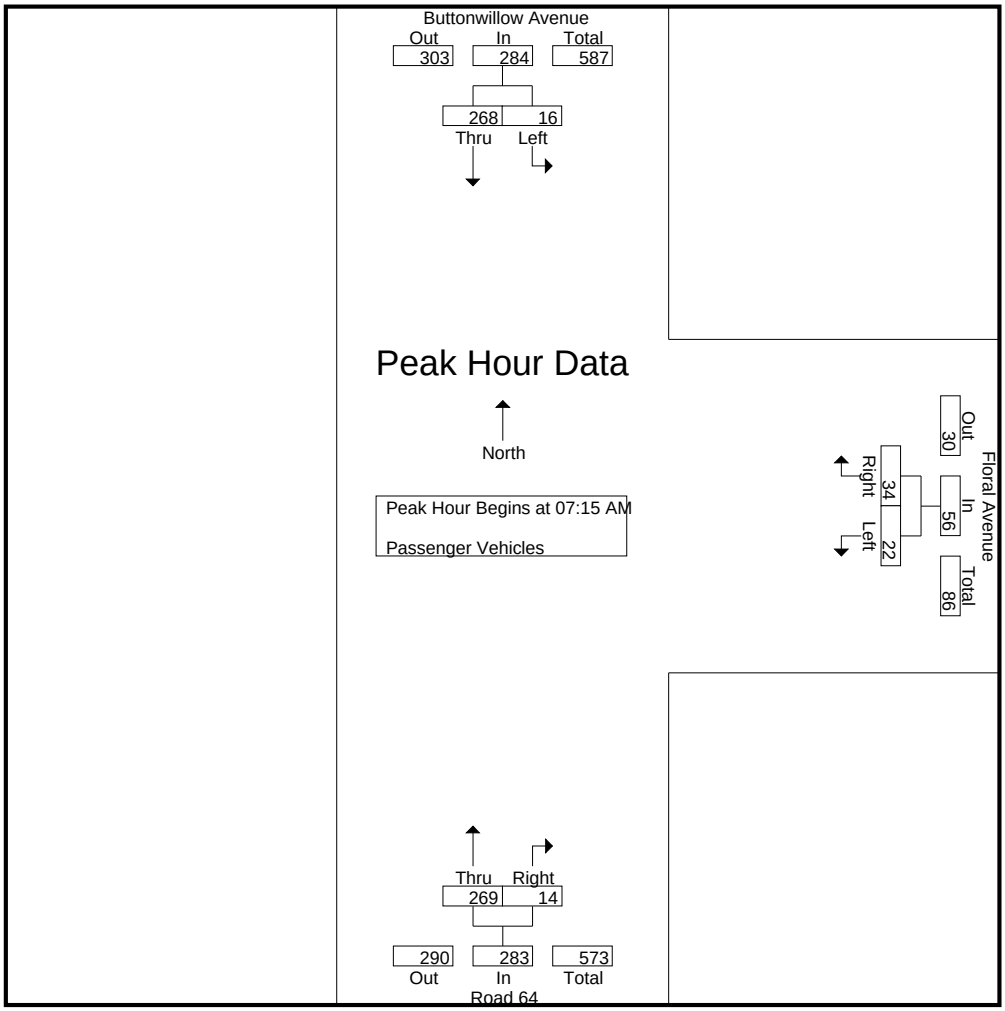

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	48	52	6	6	12	53	1	54
+15 mins.	1	75	76	5	9	14	**82**	3	**85**
+30 mins.	4	66	70	4	**14**	**18**	74	**6**	80
+45 mins.	**7**	**79**	**86**	**7**	5	12	60	4	64
Total Volume	16	268	284	22	34	56	269	14	283
% App. Total	5.6	94.4		39.3	60.7		95.1	4.9	
PHF	.571	.848	.826	.786	.607	.778	.820	.583	.832

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File Name : 07_CFO_BW_Flo AM
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Groups Printed- Large 2 Axle Vehicles

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	0	0	0	3	0	3	6
07:15 AM	0	1	1	1	0	1	3	0	3	5
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	7	7	2	0	2	7	0	7	16
08:00 AM	1	2	3	0	2	2	0	0	0	5
08:15 AM	1	0	1	0	0	0	1	1	2	3
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	1	1	0	0	0	3	0	3	4
Total	2	4	6	0	2	2	4	1	5	13
Grand Total	2	11	13	2	2	4	11	1	12	29
Apprch %	15.4	84.6		50	50		91.7	8.3		
Total %	6.9	37.9	44.8	6.9	6.9	13.8	37.9	3.4	41.4	

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	**1**	0	1	**3**	0	**3**	**5**
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	0	**2**	2	0	0	0	1	0	1	3
08:00 AM	**1**	2	**3**	0	**2**	**2**	0	0	0	5
Total Volume	1	6	7	2	2	4	4	0	4	15
% App. Total	14.3	85.7		50	50		100	0		
PHF	.250	.750	.583	.500	.250	.500	.333	.000	.333	.750

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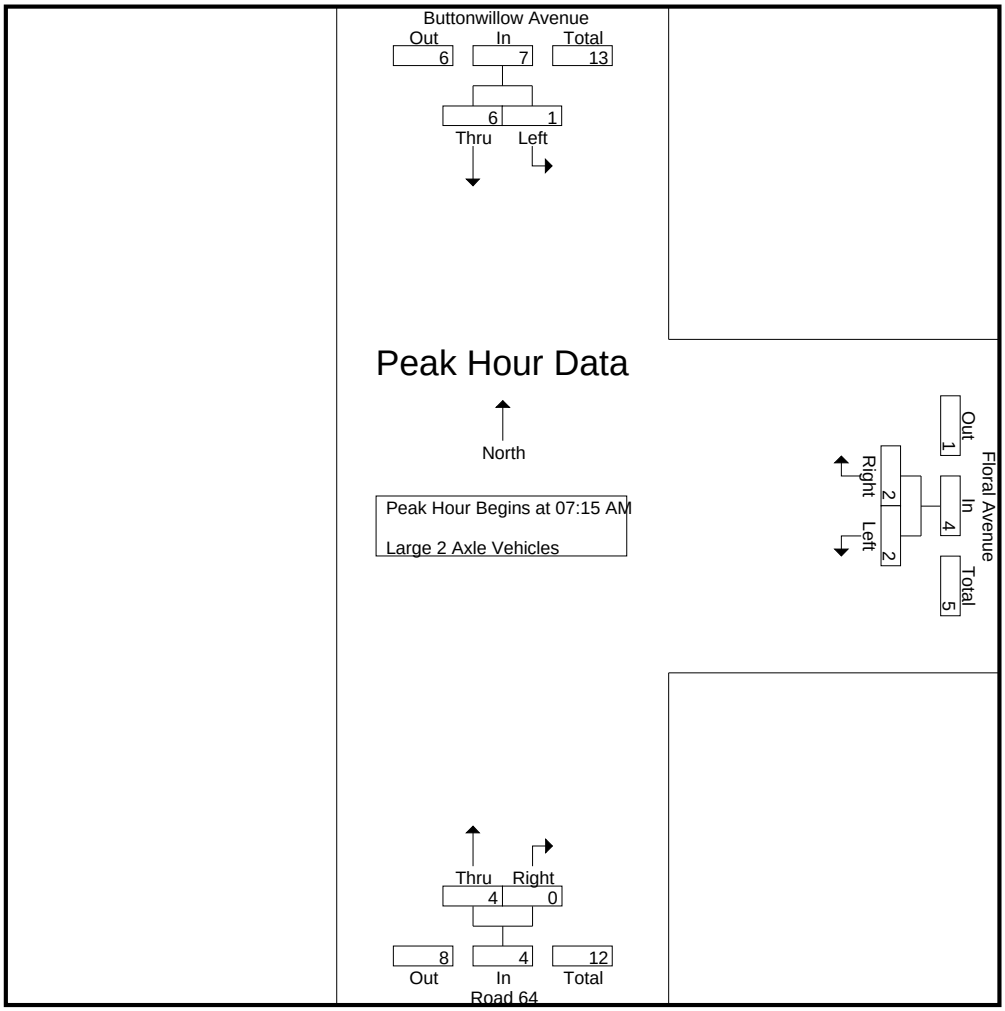

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	**1**	0	1	**3**	0	**3**
+15 mins.	0	1	1	1	0	1	0	0	0
+30 mins.	0	**2**	2	0	0	0	1	0	1
+45 mins.	**1**	2	**3**	0	**2**	**2**	0	0	0
Total Volume	1	6	7	2	2	4	4	0	4
% App. Total	14.3	85.7		50	50		100	0	
PHF	.250	.750	.583	.500	.250	.500	.333	.000	.333

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Groups Printed- 3 Axle Vehicles

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	0	0	1
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	2	3	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	1	0	0	0	0	1	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	2
Grand Total	0	2	2	1	2	3	0	1	1	6
Apprch %	0	100		33.3	66.7		0	100		
Total %	0	33.3	33.3	16.7	33.3	50	0	16.7	16.7	

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	**1**	**1**	0	0	0	1
07:30 AM	0	**1**	**1**	**1**	0	1	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	1	2	0	0	0	3
% App. Total	0	100		50	50		0	0		
PHF	.000	.250	.250	.250	.250	.500	.000	.000	.000	.375

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Weather: Clear

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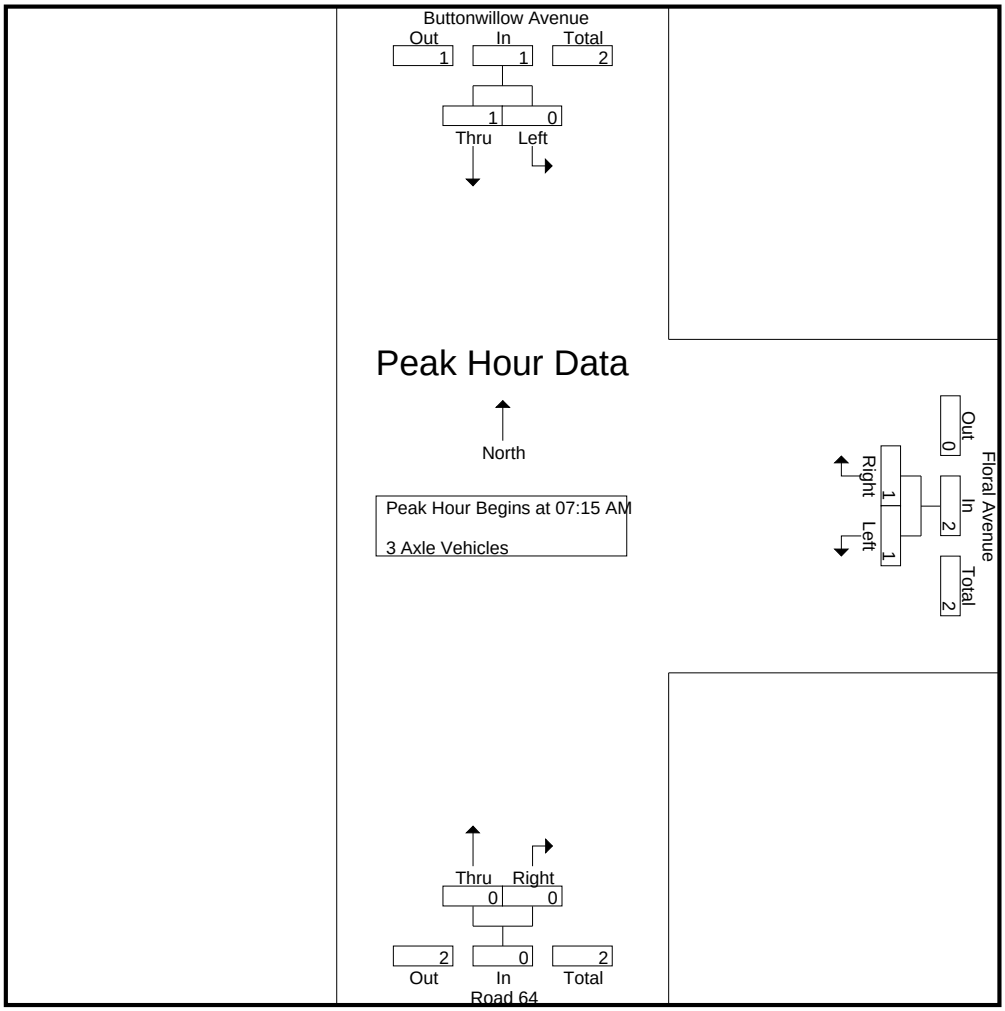

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	**1**	**1**	0	0	0
+15 mins.	0	**1**	**1**	**1**	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	1	2	0	0	0
% App. Total	0	100		50	50		0	0	
PHF	.000	.250	.250	.250	.250	.500	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	1	0	1	1	0	1	2
07:45 AM	0	0	0	1	1	2	2	0	2	4
Total	0	0	0	4	1	5	5	0	5	10
08:00 AM	0	0	0	1	0	1	1	1	2	3
08:15 AM	0	0	0	1	0	1	1	1	2	3
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	2	1	3	0	1	1	4
Total	0	0	0	4	1	5	2	4	6	11
Grand Total	0	0	0	8	2	10	7	4	11	21
Apprch %	0	0		80	20		63.6	36.4		
Total %	0	0	0	38.1	9.5	47.6	33.3	19	52.4	

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	**1**	0	1	1	0	1	2
07:45 AM	0	0	0	1	**1**	**2**	**2**	0	**2**	**4**
08:00 AM	0	0	0	1	0	1	1	**1**	2	3
Total Volume	0	0	0	3	1	4	5	1	6	10
% App. Total	0	0		75	25		83.3	16.7		
PHF	.000	.000	.000	.750	.250	.500	.625	.250	.750	.625

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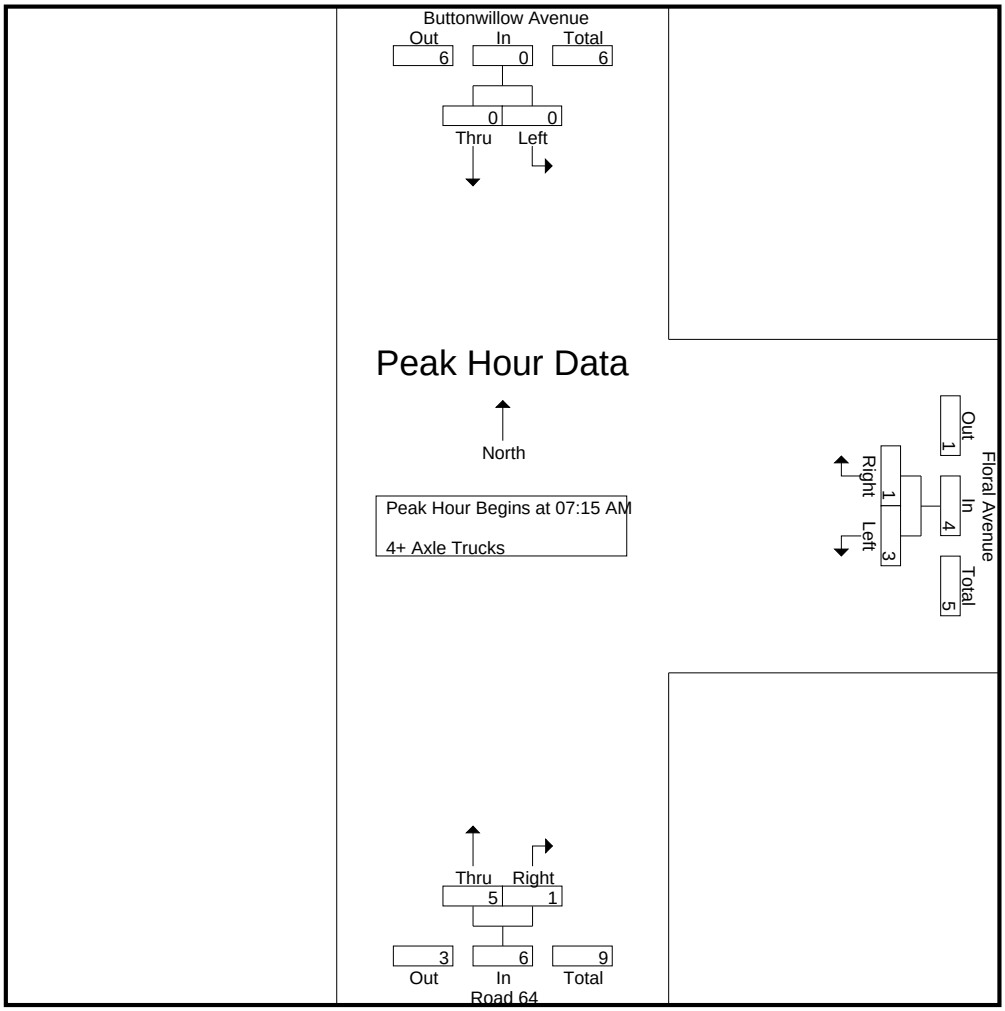

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	**1**	0	1	1	0	1
+30 mins.	0	0	0	1	**1**	**2**	**2**	0	**2**
+45 mins.	0	0	0	1	0	1	1	**1**	2
Total Volume	0	0	0	3	1	4	5	1	6
% App. Total	0	0		75	25		83.3	16.7	
PHF	.000	.000	.000	.750	.250	.500	.625	.250	.750

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	3	89	92	1	6	7	85	4	89	188
04:15 PM	8	78	86	5	4	9	75	9	84	179
04:30 PM	10	92	102	4	4	8	77	6	83	193
04:45 PM	4	79	83	3	8	11	81	7	88	182
Total	25	338	363	13	22	35	318	26	344	742
05:00 PM	2	82	84	3	3	6	63	3	66	156
05:15 PM	4	81	85	3	5	8	50	3	53	146
05:30 PM	8	66	74	3	4	7	70	4	74	155
05:45 PM	3	73	76	3	4	7	75	4	79	162
Total	17	302	319	12	16	28	258	14	272	619
Grand Total	42	640	682	25	38	63	576	40	616	1361
Apprch %	6.2	93.8		39.7	60.3		93.5	6.5		
Total %	3.1	47	50.1	1.8	2.8	4.6	42.3	2.9	45.3	
Passenger Vehicles	41	626	667	21	38	59	543	35	578	1304
% Passenger Vehicles	97.6	97.8	97.8	84	100	93.7	94.3	87.5	93.8	95.8
Large 2 Axle Vehicles	0	13	13	1	0	1	15	1	16	30
% Large 2 Axle Vehicles	0	2	1.9	4	0	1.6	2.6	2.5	2.6	2.2
3 Axle Vehicles	0	1	1	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0.2	0.1	0	0	0	0.2	0	0.2	0.1
4+ Axle Trucks	1	0	1	3	0	3	17	4	21	25
% 4+ Axle Trucks	2.4	0	0.1	12	0	4.8	3	10	3.4	1.8

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	89	92	1	6	7	**85**	4	**89**	188
04:15 PM	8	78	86	**5**	4	9	75	**9**	84	179
04:30 PM	**10**	**92**	**102**	4	4	8	77	6	83	**193**
04:45 PM	4	79	83	3	**8**	**11**	81	7	88	182
Total Volume	25	338	363	13	22	35	318	26	344	742
% App. Total	6.9	93.1		37.1	62.9		92.4	7.6		
PHF	.625	.918	.890	.650	.688	.795	.935	.722	.966	.961

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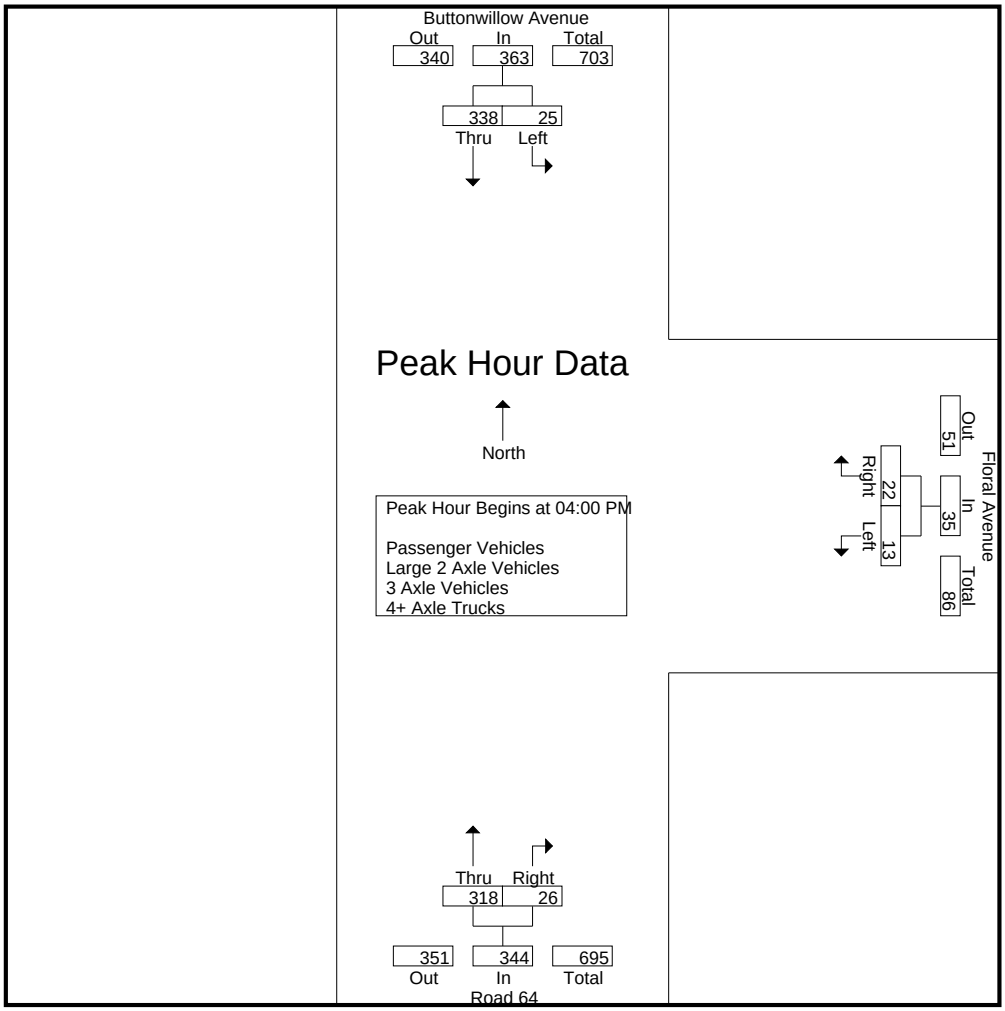

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	89	92	1	6	7	**85**	4	**89**
+15 mins.	8	78	86	**5**	4	9	75	**9**	84
+30 mins.	**10**	**92**	**102**	4	4	8	77	6	83
+45 mins.	4	79	83	3	**8**	**11**	81	7	88
Total Volume	25	338	363	13	22	35	318	26	344
% App. Total	6.9	93.1		37.1	62.9		92.4	7.6	
PHF	.625	.918	.890	.650	.688	.795	.935	.722	.966

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Groups Printed- Passenger Vehicles

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	3	85	88	0	6	6	81	4	85	179
04:15 PM	8	75	83	5	4	9	71	8	79	171
04:30 PM	9	90	99	4	4	8	68	5	73	180
04:45 PM	4	79	83	3	8	11	76	6	82	176
Total	24	329	353	12	22	34	296	23	319	706
05:00 PM	2	80	82	3	3	6	60	3	63	151
05:15 PM	4	80	84	2	5	7	48	2	50	141
05:30 PM	8	65	73	1	4	5	66	3	69	147
05:45 PM	3	72	75	3	4	7	73	4	77	159
Total	17	297	314	9	16	25	247	12	259	598
Grand Total	41	626	667	21	38	59	543	35	578	1304
Apprch %	6.1	93.9		35.6	64.4		93.9	6.1		
Total %	3.1	48	51.2	1.6	2.9	4.5	41.6	2.7	44.3	

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	85	88	0	6	6	**81**	4	**85**	179
04:15 PM	8	75	83	**5**	4	9	71	**8**	79	171
04:30 PM	**9**	**90**	**99**	4	4	8	68	5	73	**180**
04:45 PM	4	79	83	3	**8**	**11**	76	6	82	176
Total Volume	24	329	353	12	22	34	296	23	319	706
% App. Total	6.8	93.2		35.3	64.7		92.8	7.2		
PHF	.667	.914	.891	.600	.688	.773	.914	.719	.938	.981

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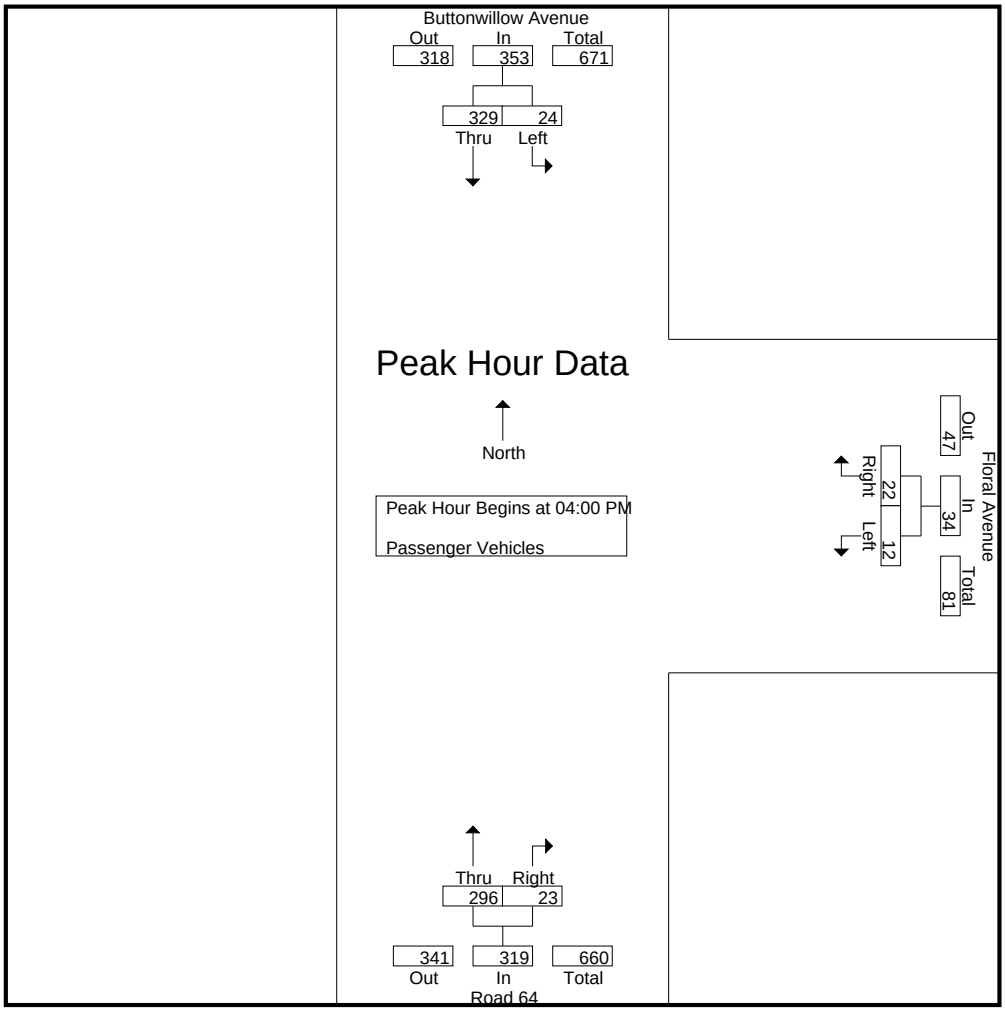

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	85	88	0	6	6	**81**	4	**85**
+15 mins.	8	75	83	**5**	4	9	71	**8**	79
+30 mins.	**9**	**90**	**99**	4	4	8	68	5	73
+45 mins.	4	79	83	3	**8**	**11**	76	6	82
Total Volume	24	329	353	12	22	34	296	23	319
% App. Total	6.8	93.2		35.3	64.7		92.8	7.2	
PHF	.667	.914	.891	.600	.688	.773	.914	.719	.938

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Groups Printed- Large 2 Axle Vehicles

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	4	0	0	0	2	0	2	6
04:15 PM	0	3	3	0	0	0	3	0	3	6
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	9	9	0	0	0	11	0	11	20
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	1	1	1	0	1	0	0	0	2
05:30 PM	0	1	1	0	0	0	1	1	2	3
05:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	4	4	1	0	1	4	1	5	10
Grand Total	0	13	13	1	0	1	15	1	16	30
Apprch %	0	100		100	0		93.8	6.2		
Total %	0	43.3	43.3	3.3	0	3.3	50	3.3	53.3	

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**4**	**4**	0	0	0	2	0	2	**6**
04:15 PM	0	3	3	0	0	0	3	0	3	6
04:30 PM	0	2	2	0	0	0	**4**	0	**4**	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	9	9	0	0	0	11	0	11	20
% App. Total	0	100		0	0		100	0		
PHF	.000	.563	.563	.000	.000	.000	.688	.000	.688	.833

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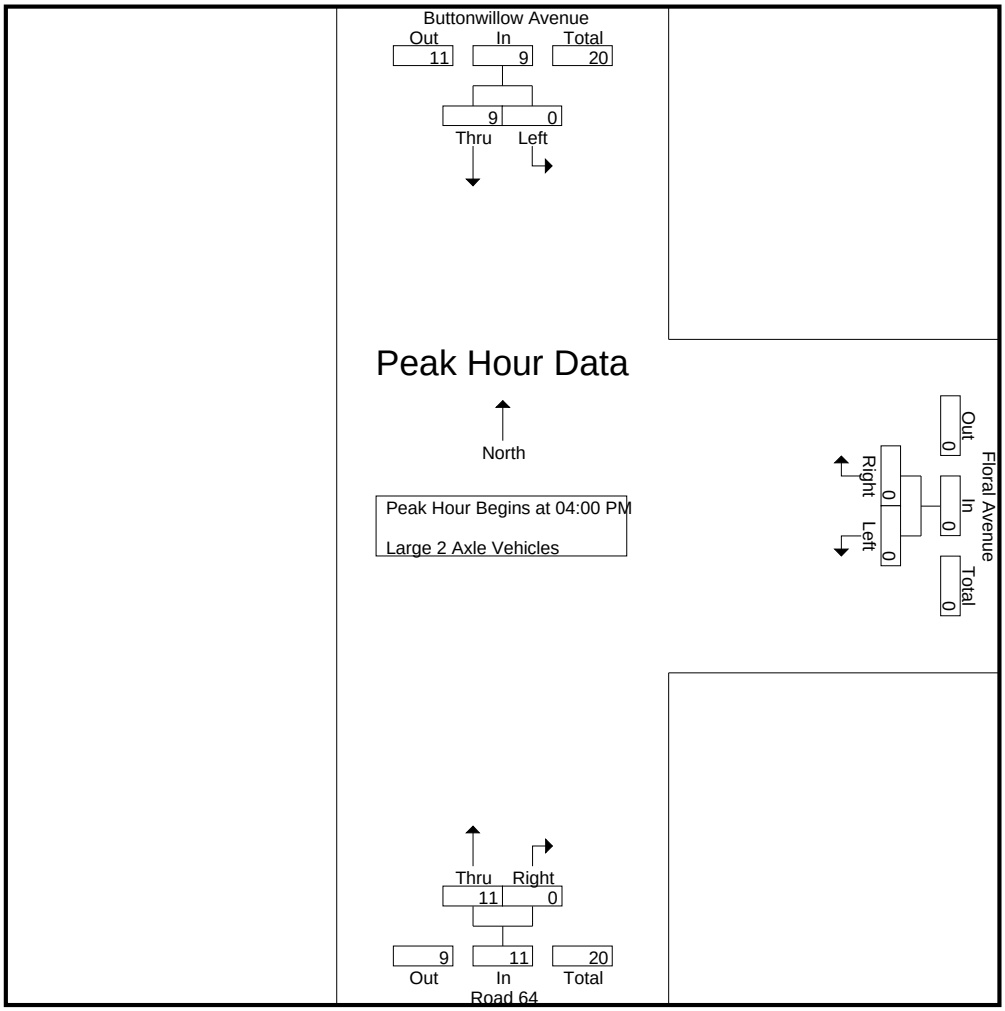

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**4**	**4**	0	0	0	2	0	2
+15 mins.	0	3	3	0	0	0	3	0	3
+30 mins.	0	2	2	0	0	0	**4**	0	**4**
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	0	9	9	0	0	0	11	0	11
% App. Total	0	100		0	0		100	0	
PHF	.000	.563	.563	.000	.000	.000	.688	.000	.688

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Groups Printed- 3 Axle Vehicles

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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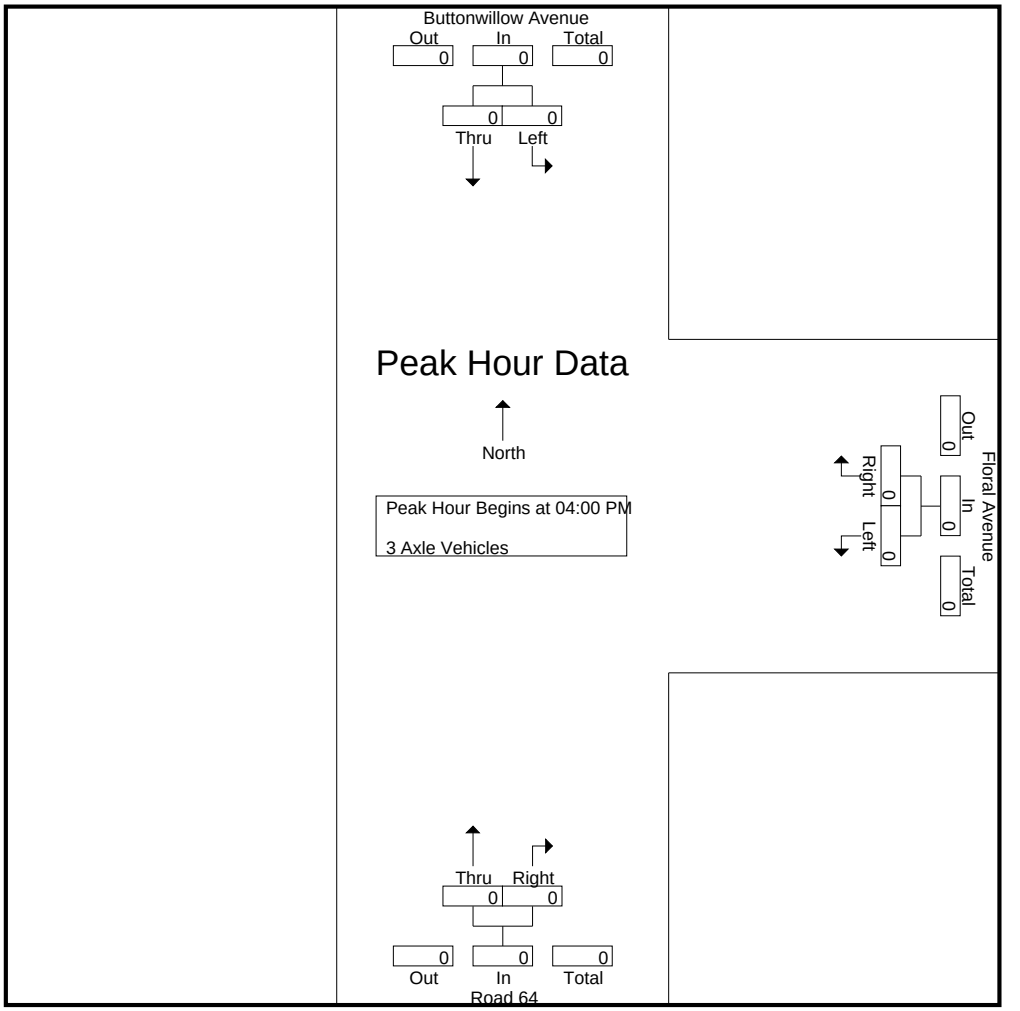

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	2	0	2	3
04:15 PM	0	0	0	0	0	0	1	1	2	2
04:30 PM	1	0	1	0	0	0	5	1	6	7
04:45 PM	0	0	0	0	0	0	3	1	4	4
Total	1	0	1	1	0	1	11	3	14	16
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	2	1	3	3
05:30 PM	0	0	0	2	0	2	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	6	1	7	9
Grand Total	1	0	1	3	0	3	17	4	21	25
Apprch %	100	0		100	0		81	19		
Total %	4	0	4	12	0	12	68	16	84	

	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	**1**	2	0	2	3
04:15 PM	0	0	0	0	0	0	1	**1**	2	2
04:30 PM	**1**	0	**1**	0	0	0	**5**	1	**6**	**7**
04:45 PM	0	0	0	0	0	0	3	1	4	4
Total Volume	1	0	1	1	0	1	11	3	14	16
% App. Total	100	0		100	0		78.6	21.4		
PHF	.250	.000	.250	.250	.000	.250	.550	.750	.583	.571

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County of Fresno
N/S: Buttonwillow Avenue/Road 64
E/W: Floral Avenue
Weather: Clear

File Name : 07_CFO_BW_Flo PM
Site Code : 00323989
Start Date : 10/19/2023
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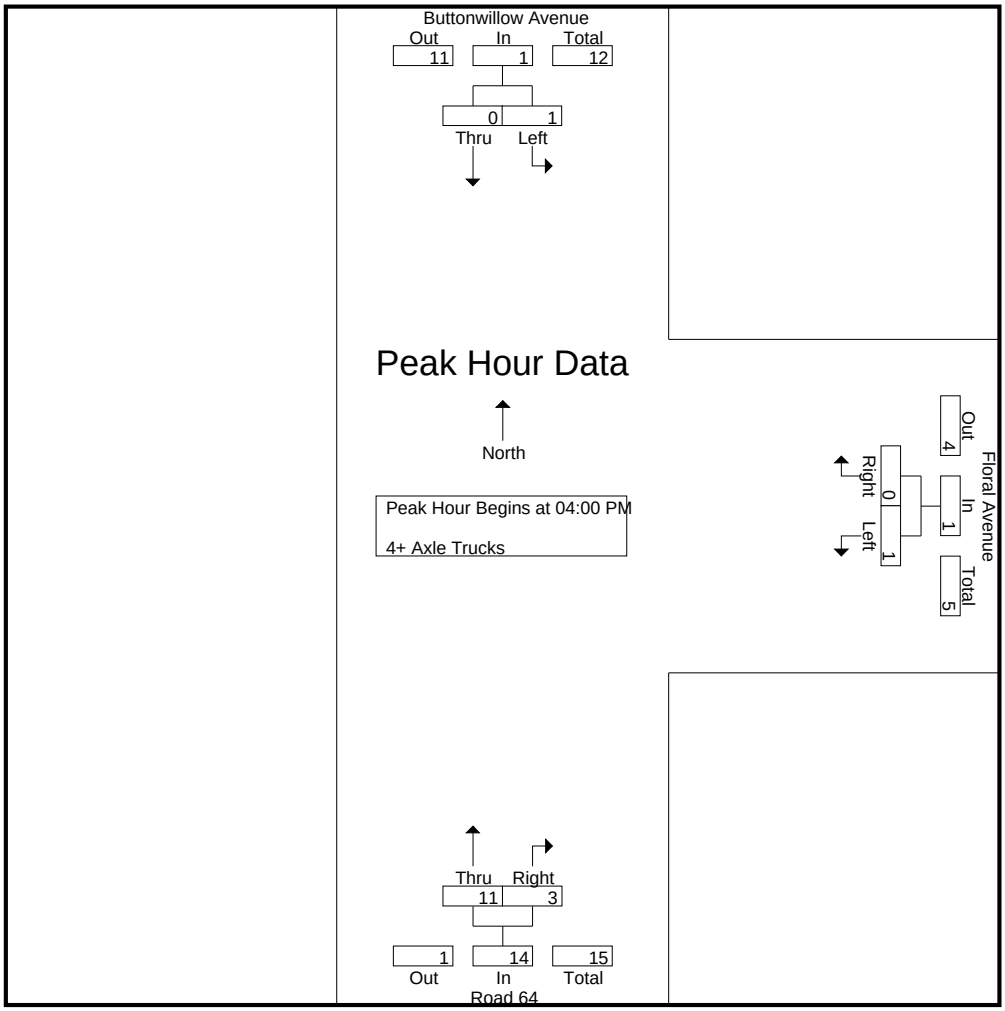

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**1**	0	**1**	2	0	2
+15 mins.	0	0	0	0	0	0	1	**1**	2
+30 mins.	**1**	0	**1**	0	0	0	**5**	1	**6**
+45 mins.	0	0	0	0	0	0	3	1	4
Total Volume	1	0	1	1	0	1	11	3	14
% App. Total	100	0		100	0		78.6	21.4	
PHF	.250	.000	.250	.250	.000	.250	.550	.750	.583

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County of Fresno
N/S: Englehart Avenue/Road 72
E/W: Floral Avenue/Avenue 432
Weather: Clear

File Name : 08_CFO_Eng_Flo AM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	12	2	14	2	6	4	12	3	12	2	17	3	2	1	6	49
07:15 AM	1	11	3	15	1	10	7	18	1	33	1	35	2	4	0	6	74
07:30 AM	2	10	3	15	0	10	2	12	2	28	1	31	2	0	1	3	61
07:45 AM	1	29	0	30	0	14	0	14	5	19	2	26	1	6	1	8	78
Total	4	62	8	74	3	40	13	56	11	92	6	109	8	12	3	23	262
08:00 AM	3	14	1	18	2	5	2	9	1	10	0	11	1	4	2	7	45
08:15 AM	0	9	1	10	0	3	0	3	0	5	0	5	1	8	1	10	28
08:30 AM	4	9	1	14	0	4	2	6	3	24	2	29	1	8	0	9	58
08:45 AM	4	10	0	14	0	4	1	5	0	16	2	18	0	6	0	6	43
Total	11	42	3	56	2	16	5	23	4	55	4	63	3	26	3	32	174
Grand Total	15	104	11	130	5	56	18	79	15	147	10	172	11	38	6	55	436
Apprch %	11.5	80	8.5		6.3	70.9	22.8		8.7	85.5	5.8		20	69.1	10.9		
Total %	3.4	23.9	2.5	29.8	1.1	12.8	4.1	18.1	3.4	33.7	2.3	39.4	2.5	8.7	1.4	12.6	
Passenger Vehicles	15	103	11	129	5	49	16	70	14	145	9	168	10	34	6	50	417
% Passenger Vehicles	100	99	100	99.2	100	87.5	88.9	88.6	93.3	98.6	90	97.7	90.9	89.5	100	90.9	95.6
Large 2 Axle Vehicles	0	1	0	1	0	5	1	6	1	1	0	2	1	3	0	4	13
% Large 2 Axle Vehicles	0	1	0	0.8	0	8.9	5.6	7.6	6.7	0.7	0	1.2	9.1	7.9	0	7.3	3
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	3.6	0	2.5	0	0	0	0	0	0	0	0	0.5
4+ Axle Trucks	0	0	0	0	0	0	1	1	0	1	1	2	0	1	0	1	4
% 4+ Axle Trucks	0	0	0	0	0	0	5.6	1.3	0	0.7	10	1.2	0	2.6	0	1.8	0.9

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	12	2	14	**2**	6	4	12	3	12	**2**	17	**3**	2	**1**	6	49
07:15 AM	1	11	**3**	15	1	10	**7**	**18**	1	**33**	1	**35**	2	4	0	6	74
07:30 AM	**2**	10	3	15	0	10	2	12	2	28	1	31	2	0	1	3	61
07:45 AM	1	**29**	0	**30**	0	**14**	0	14	**5**	19	2	26	1	**6**	1	**8**	**78**
Total Volume	4	62	8	74	3	40	13	56	11	92	6	109	8	12	3	23	262
% App. Total	5.4	83.8	10.8		5.4	71.4	23.2		10.1	84.4	5.5		34.8	52.2	13		
PHF	.500	.534	.667	.617	.375	.714	.464	.778	.550	.697	.750	.779	.667	.500	.750	.719	.840

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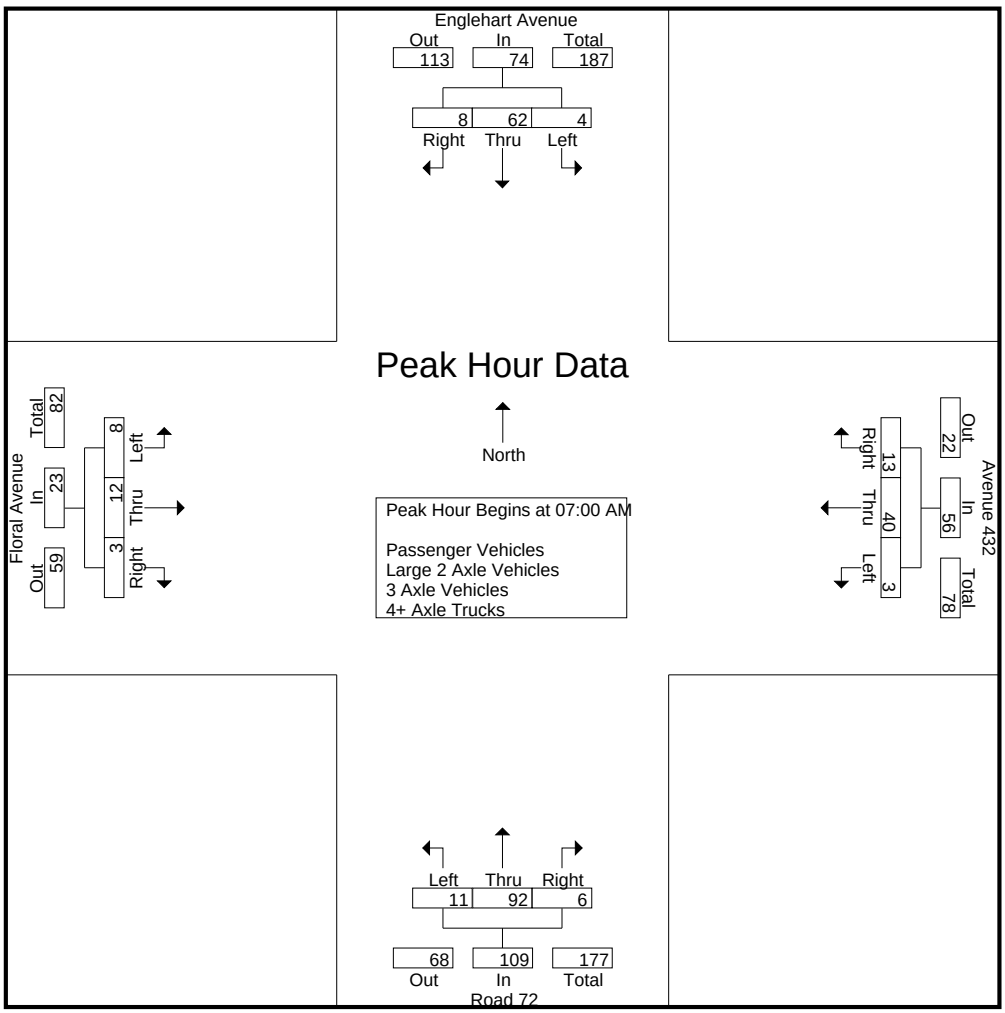
County of Fresno
N/S: Englehart Avenue/Road 72
E/W: Floral Avenue/Avenue 432
Weather: Clear

File Name : 08_CFO_Eng_Flo AM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	1	11	**3**	15	**2**	6	4	12	3	12	**2**	17	**1**	6	1	8
+15 mins.	2	10	3	15	1	10	**7**	**18**	1	**33**	1	**35**	1	4	**2**	7
+30 mins.	1	**29**	0	**30**	0	10	2	12	2	28	1	31	1	**8**	1	**10**
+45 mins.	**3**	14	1	18	0	**14**	0	14	**5**	19	2	26	1	8	0	9
Total Volume	7	64	7	78	3	40	13	56	11	92	6	109	4	26	4	34
% App. Total	9	82.1	9		5.4	71.4	23.2		10.1	84.4	5.5		11.8	76.5	11.8	
PHF	.583	.552	.583	.650	.375	.714	.464	.778	.550	.697	.750	.779	1.000	.813	.500	.850

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County of Fresno
N/S: Englehart Avenue/Road 72
E/W: Floral Avenue/Avenue 432
Weather: Clear

File Name : 08_CFO_Eng_Flo AM
Site Code : 00323989
Start Date : 10/19/2023
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Groups Printed- Passenger Vehicles

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	12	2	14	2	5	3	10	2	12	2	16	3	2	1	6	46
07:15 AM	1	11	3	15	1	8	6	15	1	32	1	34	1	4	0	5	69
07:30 AM	2	10	3	15	0	8	2	10	2	28	1	31	2	0	1	3	59
07:45 AM	1	28	0	29	0	14	0	14	5	19	1	25	1	6	1	8	76
Total	4	61	8	73	3	35	11	49	10	91	5	106	7	12	3	22	250
08:00 AM	3	14	1	18	2	3	2	7	1	10	0	11	1	3	2	6	42
08:15 AM	0	9	1	10	0	3	0	3	0	5	0	5	1	6	1	8	26
08:30 AM	4	9	1	14	0	4	2	6	3	23	2	28	1	8	0	9	57
08:45 AM	4	10	0	14	0	4	1	5	0	16	2	18	0	5	0	5	42
Total	11	42	3	56	2	14	5	21	4	54	4	62	3	22	3	28	167
Grand Total	15	103	11	129	5	49	16	70	14	145	9	168	10	34	6	50	417
Apprch %	11.6	79.8	8.5		7.1	70	22.9		8.3	86.3	5.4		20	68	12		
Total %	3.6	24.7	2.6	30.9	1.2	11.8	3.8	16.8	3.4	34.8	2.2	40.3	2.4	8.2	1.4	12	

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	12	2	14	**2**	5	3	10	2	12	**2**	16	**3**	2	**1**	6	46
07:15 AM	1	11	**3**	15	1	8	**6**	**15**	1	**32**	1	**34**	1	4	0	5	69
07:30 AM	**2**	10	3	15	0	8	2	10	2	28	1	31	2	0	1	3	59
07:45 AM	1	**28**	0	**29**	0	**14**	0	14	**5**	19	1	25	1	**6**	1	**8**	**76**
Total Volume	4	61	8	73	3	35	11	49	10	91	5	106	7	12	3	22	250
% App. Total	5.5	83.6	11		6.1	71.4	22.4		9.4	85.8	4.7		31.8	54.5	13.6		
PHF	.500	.545	.667	.629	.375	.625	.458	.817	.500	.711	.625	.779	.583	.500	.750	.688	.822

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County of Fresno
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E/W: Floral Avenue/Avenue 432
Weather: Clear

File Name : 08_CFO_Eng_Flo AM
Site Code : 00323989
Start Date : 10/19/2023
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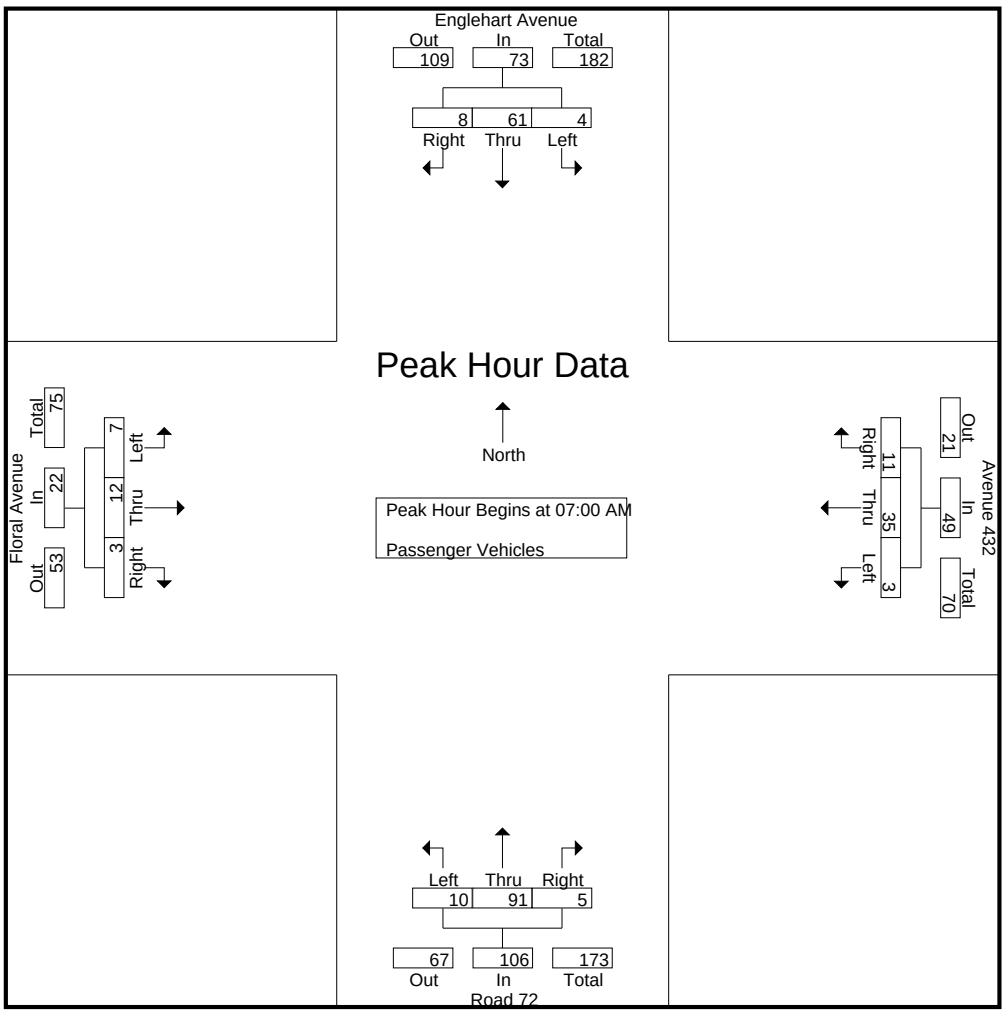

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	12	2	14	**2**	5	3	10	2	12	**2**	16	**3**	2	**1**	6
+15 mins.	1	11	**3**	15	1	8	**6**	**15**	1	**32**	1	**34**	1	4	0	5
+30 mins.	**2**	10	3	15	0	8	2	10	2	28	1	31	2	0	1	3
+45 mins.	1	**28**	0	**29**	0	**14**	0	14	**5**	19	1	25	1	**6**	1	**8**
Total Volume	4	61	8	73	3	35	11	49	10	91	5	106	7	12	3	22
% App. Total	5.5	83.6	11		6.1	71.4	22.4		9.4	85.8	4.7		31.8	54.5	13.6	
PHF	.500	.545	.667	.629	.375	.625	.458	.817	.500	.711	.625	.779	.583	.500	.750	.688

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County of Fresno
N/S: Englehart Avenue/Road 72
E/W: Floral Avenue/Avenue 432
Weather: Clear

File Name : 08_CFO_Eng_Flo AM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	3	1	4	1	0	0	1	1	0	0	1	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	1	0	1	0	3	0	3	6
Grand Total	0	1	0	1	0	5	1	6	1	1	0	2	1	3	0	4	13
Apprch %	0	100	0		0	83.3	16.7		50	50	0		25	75	0		
Total %	0	7.7	0	7.7	0	38.5	7.7	46.2	7.7	7.7	0	15.4	7.7	23.1	0	30.8	

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	**1**	**2**	**1**	0	0	**1**	0	0	0	0	**3**
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	0	0	**1**	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	3	1	4	1	0	0	1	1	0	0	1	7
% App. Total	0	100	0		0	75	25		100	0	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.750	.250	.500	.250	.000	.000	.250	.250	.000	.000	.250	.583

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County of Fresno
N/S: Englehart Avenue/Road 72
E/W: Floral Avenue/Avenue 432
Weather: Clear

File Name : 08_CFO_Eng_Flo AM
Site Code : 00323989
Start Date : 10/19/2023
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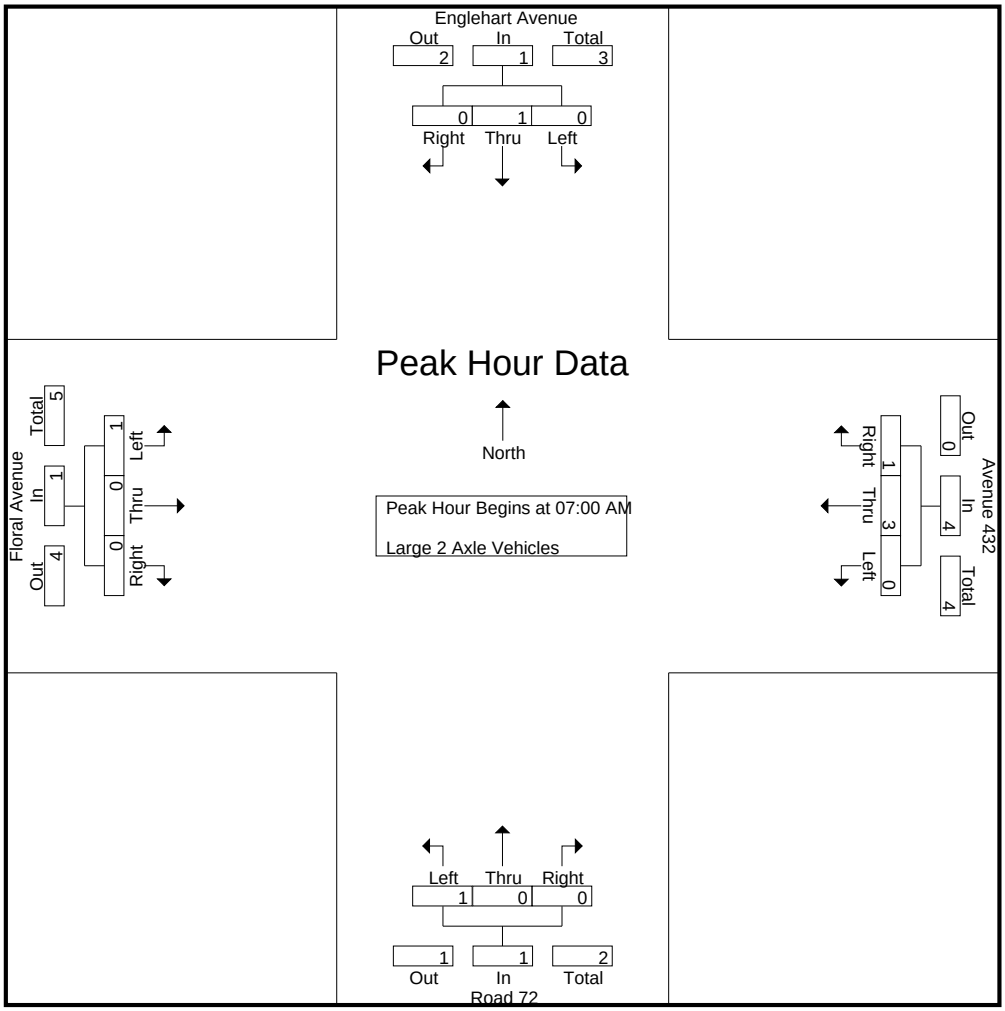

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**1**	0	0	**1**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	3	1	4	1	0	0	1	1	0	0	1
% App. Total	0	100	0		0	75	25		100	0	0		100	0	0	
PHF	.000	.250	.000	.250	.000	.750	.250	.500	.250	.000	.000	.250	.250	.000	.000	.250

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County of Fresno
N/S: Englehart Avenue/Road 72
E/W: Floral Avenue/Avenue 432
Weather: Clear

File Name : 08_CFO_Eng_Flo AM
Site Code : 00323989
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Groups Printed- 3 Axle Vehicles

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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County of Fresno
N/S: Englehart Avenue/Road 72
E/W: Floral Avenue/Avenue 432
Weather: Clear

File Name : 08_CFO_Eng_Flo AM
Site Code : 00323989
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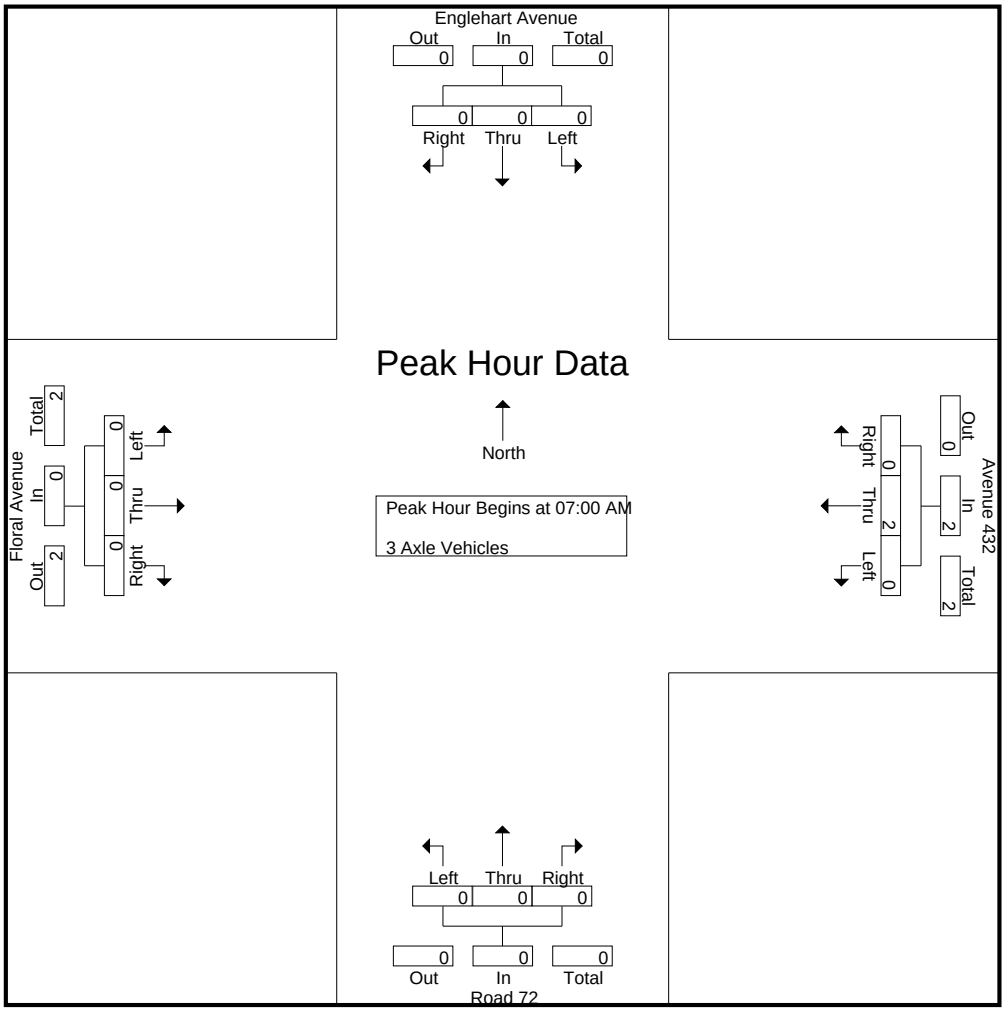

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

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County of Fresno
N/S: Englehart Avenue/Road 72
E/W: Floral Avenue/Avenue 432
Weather: Clear

File Name : 08_CFO_Eng_Flo AM
Site Code : 00323989
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Groups Printed- 4+ Axle Trucks

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	1	1	0	1	1	2	0	1	0	1	4
Apprch %	0	0	0		0	0	100		0	50	50		0	100	0		
Total %	0	0	0	0	0	0	25	25	0	25	25	50	0	25	0	25	

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0	3
% App. Total	0	0	0		0	0	100		0	50	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.000	.000	.375

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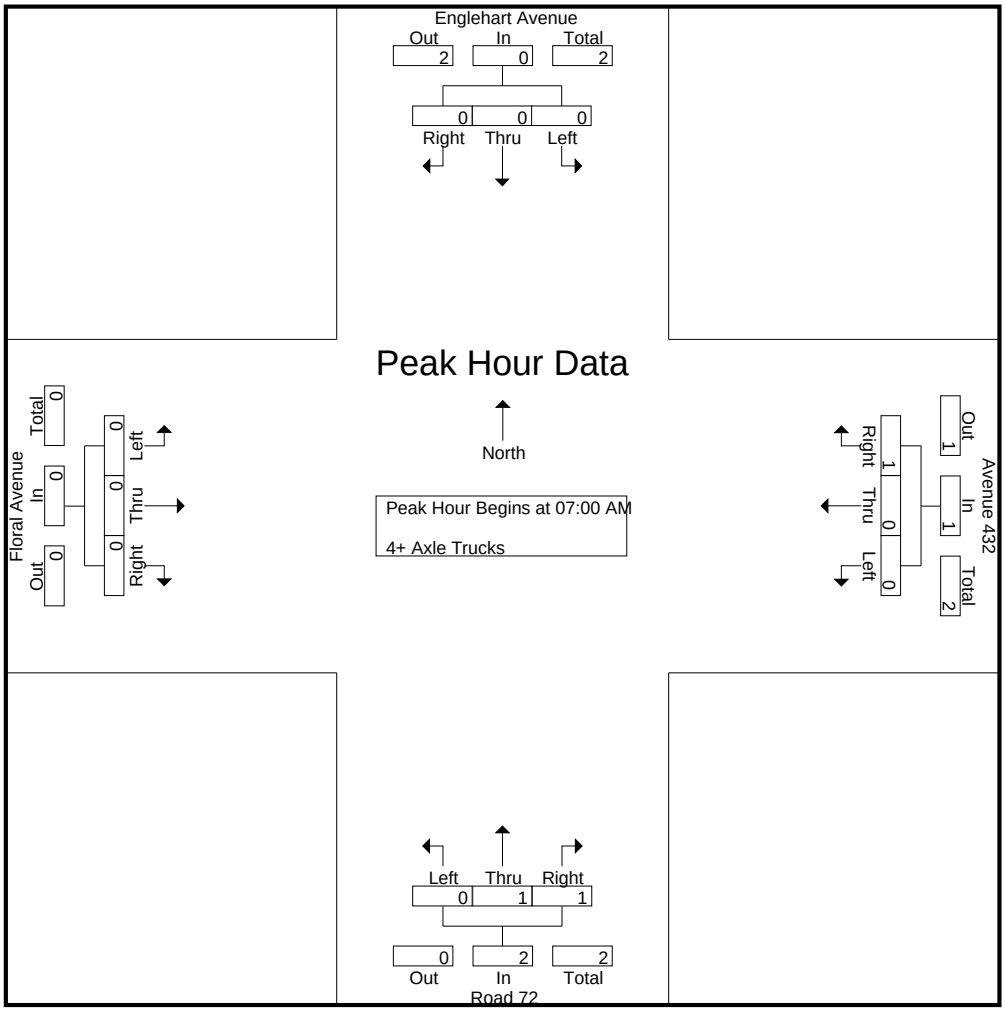

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0
% App. Total	0	0	0		0	0	100		0	50	50		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.000	.000

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File Name : 08_CFO_Eng_Flo PM
Site Code : 00323989
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	23	0	28	0	3	2	5	0	22	1	23	0	6	1	7	63
04:15 PM	2	29	2	33	0	4	7	11	0	18	1	19	2	10	0	12	75
04:30 PM	2	28	0	30	1	6	4	11	0	19	1	20	0	8	4	12	73
04:45 PM	4	35	0	39	4	4	0	8	3	24	2	29	0	8	3	11	87
Total	13	115	2	130	5	17	13	35	3	83	5	91	2	32	8	42	298
05:00 PM	2	33	2	37	0	2	0	2	0	31	1	32	1	3	2	6	77
05:15 PM	6	29	1	36	2	5	0	7	0	19	1	20	1	4	3	8	71
05:30 PM	3	25	0	28	0	2	4	6	3	21	0	24	0	5	6	11	69
05:45 PM	2	21	1	24	1	3	4	8	2	30	3	35	0	5	4	9	76
Total	13	108	4	125	3	12	8	23	5	101	5	111	2	17	15	34	293
Grand Total	26	223	6	255	8	29	21	58	8	184	10	202	4	49	23	76	591
Apprch %	10.2	87.5	2.4		13.8	50	36.2		4	91.1	5		5.3	64.5	30.3		
Total %	4.4	37.7	1	43.1	1.4	4.9	3.6	9.8	1.4	31.1	1.7	34.2	0.7	8.3	3.9	12.9	
Passenger Vehicles	24	223	6	253	8	27	16	51	8	183	10	201	4	41	23	68	573
% Passenger Vehicles	92.3	100	100	99.2	100	93.1	76.2	87.9	100	99.5	100	99.5	100	83.7	100	89.5	97
Large 2 Axle Vehicles	0	0	0	0	0	1	2	3	0	1	0	1	0	3	0	3	7
% Large 2 Axle Vehicles	0	0	0	0	0	3.4	9.5	5.2	0	0.5	0	0.5	0	6.1	0	3.9	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	2	0	0	2	0	1	3	4	0	0	0	0	0	5	0	5	11
% 4+ Axle Trucks	7.7	0	0	0.8	0	3.4	14.3	6.9	0	0	0	0	0	10.2	0	6.6	1.9

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	29	**2**	33	0	4	**7**	**11**	0	18	1	19	**2**	**10**	0	**12**	75
04:30 PM	2	28	0	30	1	**6**	4	11	0	19	1	20	0	8	**4**	12	73
04:45 PM	**4**	**35**	0	**39**	**4**	4	0	8	**3**	24	**2**	29	0	8	3	11	**87**
05:00 PM	2	33	2	37	0	2	0	2	0	**31**	1	**32**	1	3	2	6	77
Total Volume	10	125	4	139	5	16	11	32	3	92	5	100	3	29	9	41	312
% App. Total	7.2	89.9	2.9		15.6	50	34.4		3	92	5		7.3	70.7	22		
PHF	.625	.893	.500	.891	.313	.667	.393	.727	.250	.742	.625	.781	.375	.725	.563	.854	.897

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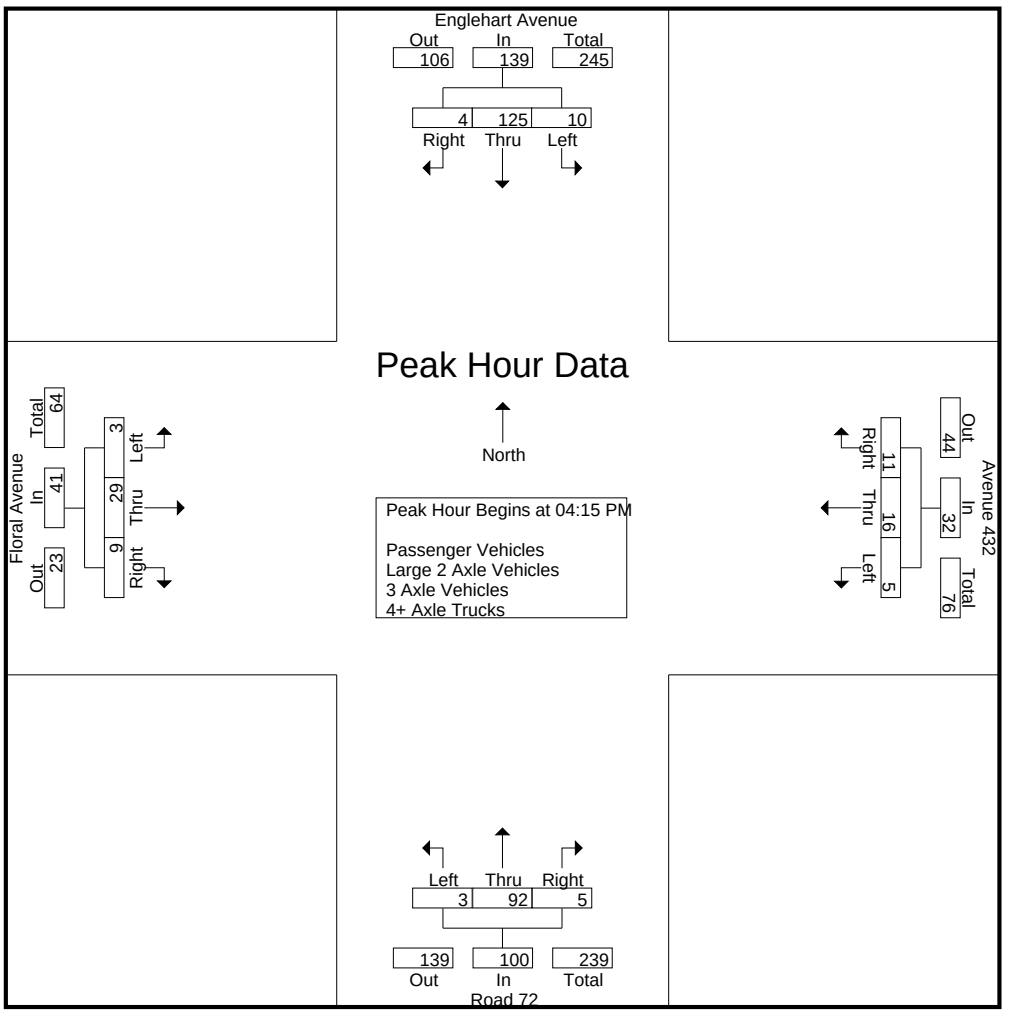

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	2	28	0	30	0	3	2	5	0	**31**	1	32	0	6	1	7
+15 mins.	4	**35**	0	**39**	0	4	**7**	**11**	0	19	1	20	**2**	**10**	0	**12**
+30 mins.	2	33	**2**	37	1	**6**	4	11	**3**	21	0	24	0	8	**4**	12
+45 mins.	**6**	29	1	36	**4**	4	0	8	2	30	**3**	**35**	0	8	3	11
Total Volume	14	125	3	142	5	17	13	35	5	101	5	111	2	32	8	42
% App. Total	9.9	88	2.1		14.3	48.6	37.1		4.5	91	4.5		4.8	76.2	19	
PHF	.583	.893	.375	.910	.313	.708	.464	.795	.417	.815	.417	.793	.250	.800	.500	.875

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File Name : 08_CFO_Eng_Flo PM
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Groups Printed- Passenger Vehicles

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	23	0	27	0	3	2	5	0	22	1	23	0	6	1	7	62
04:15 PM	2	29	2	33	0	4	5	9	0	18	1	19	2	9	0	11	72
04:30 PM	1	28	0	29	1	6	2	9	0	19	1	20	0	5	4	9	67
04:45 PM	4	35	0	39	4	4	0	8	3	24	2	29	0	7	3	10	86
Total	11	115	2	128	5	17	9	31	3	83	5	91	2	27	8	37	287
05:00 PM	2	33	2	37	0	2	0	2	0	31	1	32	1	3	2	6	77
05:15 PM	6	29	1	36	2	4	0	6	0	19	1	20	1	3	3	7	69
05:30 PM	3	25	0	28	0	1	3	4	3	20	0	23	0	4	6	10	65
05:45 PM	2	21	1	24	1	3	4	8	2	30	3	35	0	4	4	8	75
Total	13	108	4	125	3	10	7	20	5	100	5	110	2	14	15	31	286
Grand Total	24	223	6	253	8	27	16	51	8	183	10	201	4	41	23	68	573
Apprch %	9.5	88.1	2.4		15.7	52.9	31.4		4	91	5		5.9	60.3	33.8		
Total %	4.2	38.9	1	44.2	1.4	4.7	2.8	8.9	1.4	31.9	1.7	35.1	0.7	7.2	4	11.9	

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	29	**2**	33	0	4	**5**	**9**	0	18	1	19	**2**	**9**	0	**11**	72
04:30 PM	1	28	0	29	1	**6**	2	9	0	19	1	20	0	5	**4**	9	67
04:45 PM	**4**	**35**	0	**39**	**4**	4	0	8	**3**	24	**2**	29	0	7	3	10	**86**
05:00 PM	2	33	2	37	0	2	0	2	0	**31**	1	**32**	1	3	2	6	77
Total Volume	9	125	4	138	5	16	7	28	3	92	5	100	3	24	9	36	302
% App. Total	6.5	90.6	2.9		17.9	57.1	25		3	92	5		8.3	66.7	25		
PHF	.563	.893	.500	.885	.313	.667	.350	.778	.250	.742	.625	.781	.375	.667	.563	.818	.878

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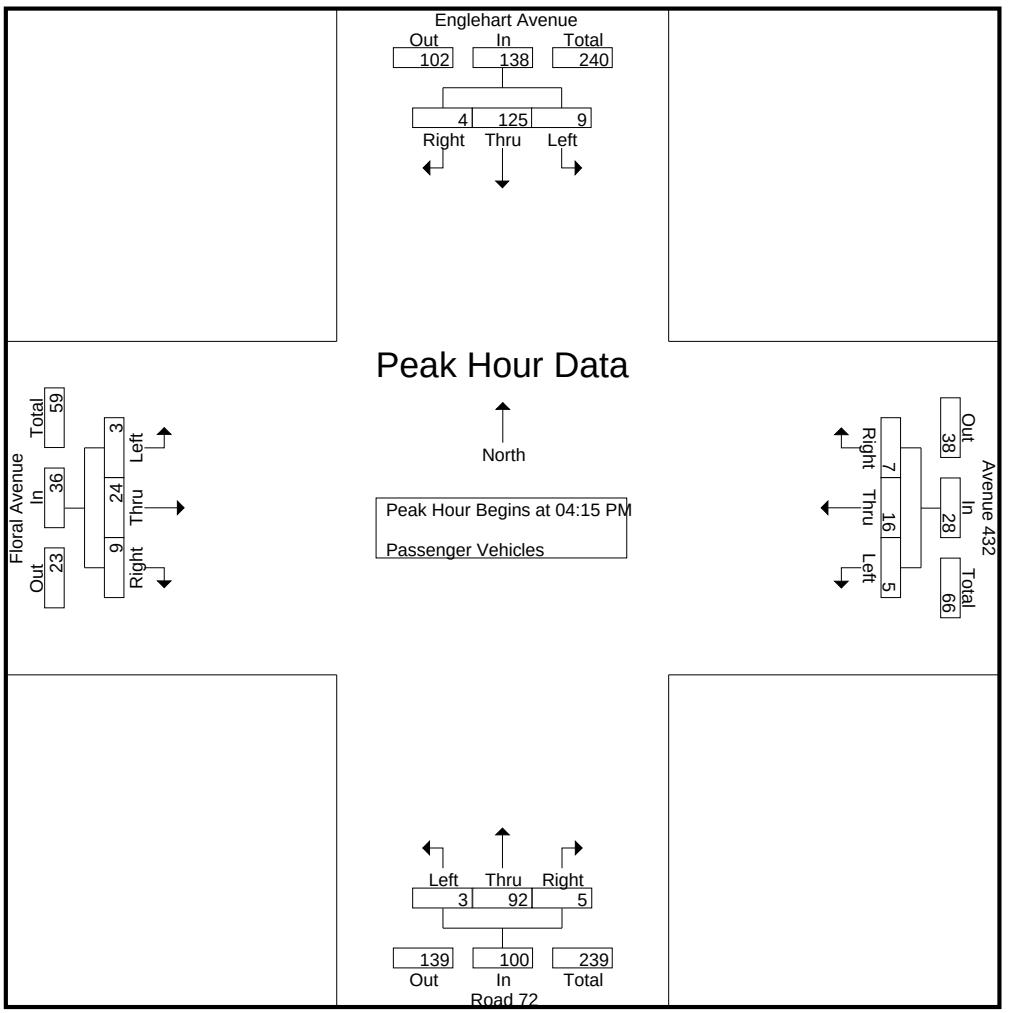

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	29	**2**	33	0	4	**5**	**9**	0	18	1	19	**2**	**9**	0	**11**
+15 mins.	1	28	0	29	1	**6**	2	9	0	19	1	20	0	5	**4**	9
+30 mins.	**4**	**35**	0	**39**	**4**	4	0	8	**3**	24	**2**	29	0	7	3	10
+45 mins.	2	33	2	37	0	2	0	2	0	**31**	1	**32**	1	3	2	6
Total Volume	9	125	4	138	5	16	7	28	3	92	5	100	3	24	9	36
% App. Total	6.5	90.6	2.9		17.9	57.1	25		3	92	5		8.3	66.7	25	
PHF	.563	.893	.500	.885	.313	.667	.350	.778	.250	.742	.625	.781	.375	.667	.563	.818

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Groups Printed- Large 2 Axle Vehicles

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Grand Total	0	0	0	0	0	1	2	3	0	1	0	1	0	3	0	3	7
Apprch %	0	0	0		0	33.3	66.7		0	100	0		0	100	0		
Total %	0	0	0	0	0	14.3	28.6	42.9	0	14.3	0	14.3	0	42.9	0	42.9	

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	**1**	0	**1**	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.250	.000	.250	.375

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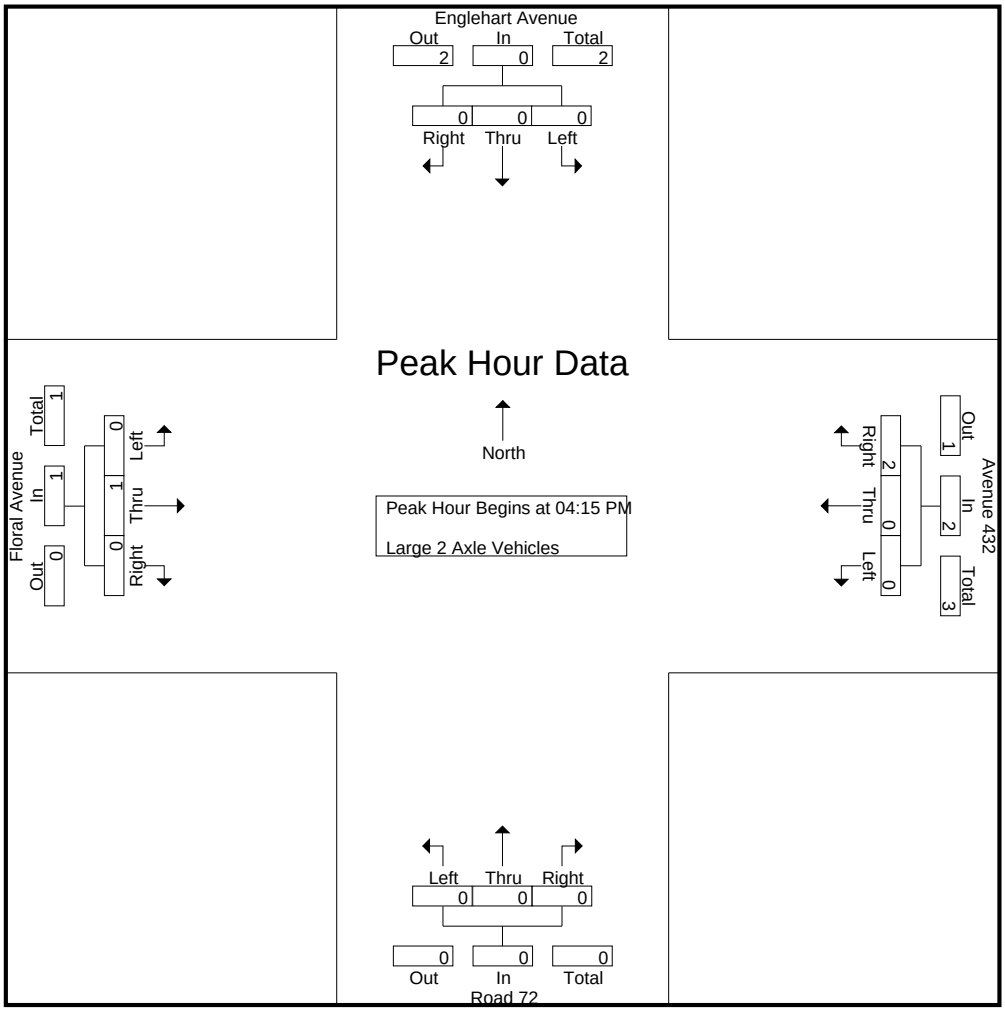

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.250	.000	.250

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Groups Printed- 3 Axle Vehicles

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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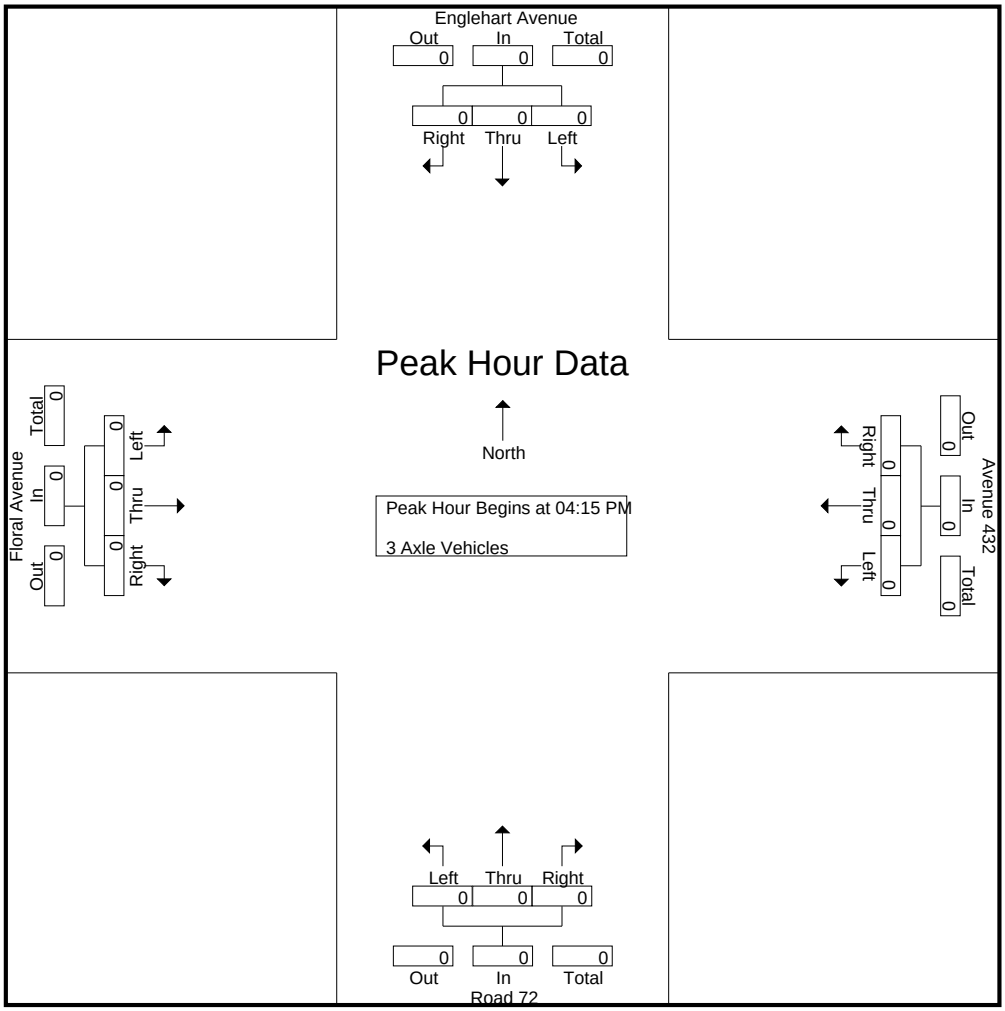
County of Fresno
N/S: Englehart Avenue/Road 72
E/W: Floral Avenue/Avenue 432
Weather: Clear

File Name : 08_CFO_Eng_Flo PM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Weather: Clear

File Name : 08_CFO_Eng_Flo PM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:30 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	0	0	2	0	0	2	2	0	0	0	0	0	4	0	4	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Grand Total	2	0	0	2	0	1	3	4	0	0	0	0	0	5	0	5	11
Apprch %	100	0	0		0	25	75		0	0	0		0	100	0		
Total %	18.2	0	0	18.2	0	9.1	27.3	36.4	0	0	0	0	0	45.5	0	45.5	

	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	1	0	1	2
04:30 PM	**1**	0	0	**1**	0	0	1	1	0	0	0	0	0	**2**	0	**2**	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	2	2	0	0	0	0	0	4	0	4	7
% App. Total	100	0	0		0	0	100		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500	.438

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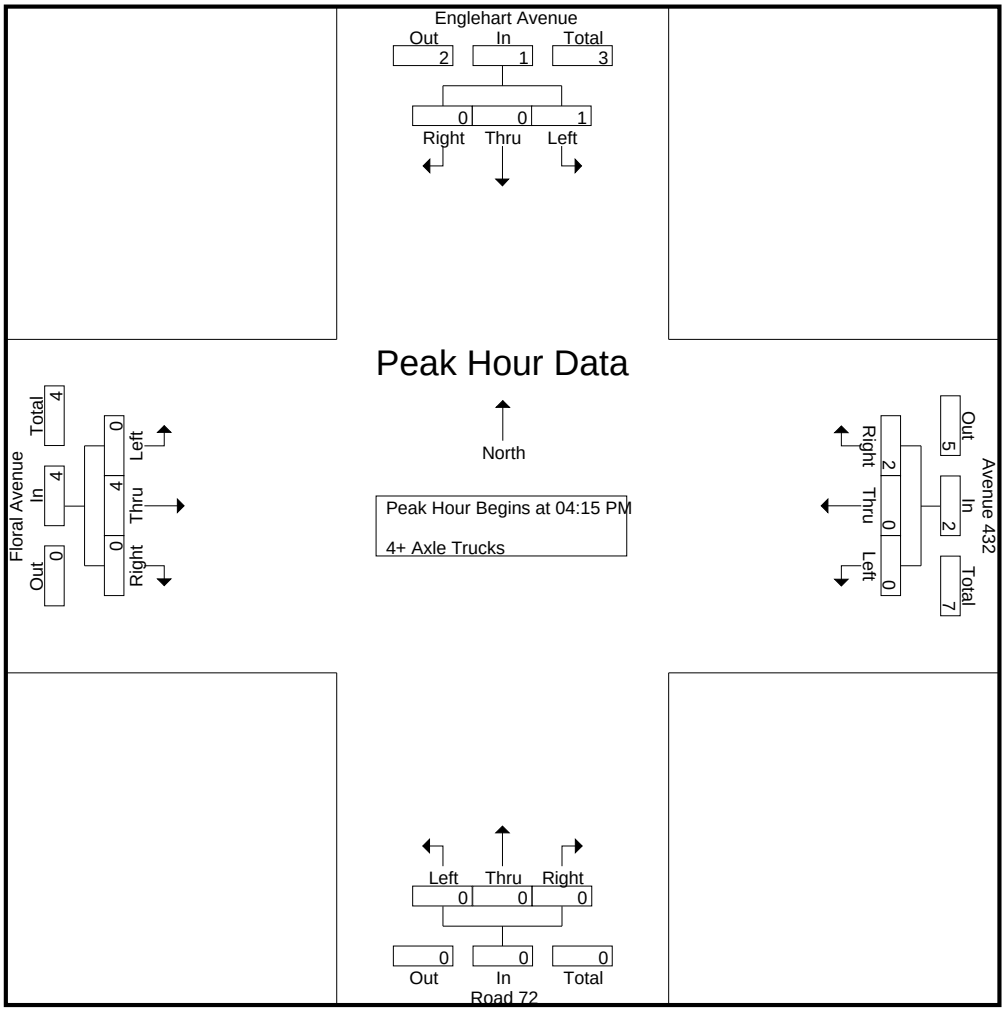
Weather: Clear

File Name : 08_CFO_Eng_Flo PM
Site Code : 00323989
Start Date : 10/19/2023
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	1	0	1
+15 mins.	**1**	0	0	**1**	0	0	1	1	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	2	2	0	0	0	0	0	4	0	4
% App. Total	100	0	0		0	0	100		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500

APPENDIX C

VOLUME DEVELOPMENT WORKSHEETS

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
1 Buttonwillow Avenue/Dinuba Avenue						
NBL	154	3	157	106	13	119
NBT	153	7	160	217	25	242
NBR	46	0	46	50	0	50
SBL	55	0	55	101	0	101
SBT	178	25	203	187	9	196
SBR	138	0	138	119	0	119
EBL	78	0	78	131	0	131
EBT	273	0	273	316	0	316
EBR	128	14	142	207	4	211
WBL	65	0	65	58	0	58
WBT	406	0	406	218	0	218
WBR	84	0	84	82	0	82
North Leg						
Approach	371	25	396	407	9	416
Departure	315	7	322	430	25	455
Total	686	32	718	837	34	871
South Leg						
Approach	353	10	363	373	38	411
Departure	371	39	410	452	13	465
Total	724	49	773	825	51	876
East Leg						
Approach	555	0	555	358	0	358
Departure	374	0	374	467	0	467
Total	929	0	929	825	0	825
West Leg						
Approach	479	14	493	654	4	658
Departure	698	3	701	443	13	456
Total	1,177	17	1,194	1,097	17	1,114
Total Approaches						
Approach	1,758	49	1,807	1,792	51	1,843
Departure	1,758	49	1,807	1,792	51	1,843
Total	3,516	98	3,614	3,584	102	3,686

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
2 Buttonwillow Avenue/Huntsman Avenue						
NBL	0	0	0	0	0	0
NBT	327	0	327	372	0	372
NBR	4	16	20	3	6	9
SBL	24	39	63	11	13	24
SBT	299	0	299	411	0	411
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	3	5	8	2	16	18
WBT	0	0	0	0	0	0
WBR	10	10	20	5	38	43
North Leg						
Approach	323	39	362	422	13	435
Departure	337	10	347	377	38	415
Total	660	49	709	799	51	850
South Leg						
Approach	331	16	347	375	6	381
Departure	302	5	307	413	16	429
Total	633	21	654	788	22	810
East Leg						
Approach	13	15	28	7	54	61
Departure	28	55	83	14	19	33
Total	41	70	111	21	73	94
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	667	70	737	804	73	877
Departure	667	70	737	804	73	877
Total	1,334	140	1,474	1,608	146	1,754

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
3 Englehart Avenue/Dinuba Avenue						
NBL	44	0	44	51	0	51
NBT	59	2	61	48	6	54
NBR	12	2	14	8	6	14
SBL	4	0	4	9	0	9
SBT	38	7	45	73	2	75
SBR	28	0	28	19	0	19
EBL	16	0	16	16	0	16
EBT	228	0	228	311	0	311
EBR	36	0	36	49	0	49
WBL	22	7	29	12	2	14
WBT	291	0	291	233	0	233
WBR	2	0	2	5	0	5
North Leg						
Approach	70	7	77	101	2	103
Departure	77	2	79	69	6	75
Total	147	9	156	170	8	178
South Leg						
Approach	115	4	119	107	12	119
Departure	96	14	110	134	4	138
Total	211	18	229	241	16	257
East Leg						
Approach	315	7	322	250	2	252
Departure	244	2	246	328	6	334
Total	559	9	568	578	8	586
West Leg						
Approach	280	0	280	376	0	376
Departure	363	0	363	303	0	303
Total	643	0	643	679	0	679
Total Approaches						
Approach	780	18	798	834	16	850
Departure	780	18	798	834	16	850
Total	1,560	36	1,596	1,668	32	1,700

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
4 Englehart Avenue/Huntsman Avenue						
NBL	8	12	20	7	4	11
NBT	109	0	109	108	0	108
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	84	0	84	128	0	128
SBR	12	12	24	4	4	8
EBL	5	3	8	5	12	17
EBT	0	0	0	0	0	0
EBR	1	3	4	11	12	23
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	96	12	108	132	4	136
Departure	114	3	117	113	12	125
Total	210	15	225	245	16	261
South Leg						
Approach	117	12	129	115	4	119
Departure	85	3	88	139	12	151
Total	202	15	217	254	16	270
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	6	6	12	16	24	40
Departure	20	24	44	11	8	19
Total	26	30	56	27	32	59
Total Approaches						
Approach	219	30	249	263	32	295
Departure	219	30	249	263	32	295
Total	438	60	498	526	64	590

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
5 Project Driveway 1/Huntsman Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	12	12	0	43	43
EBL	0	44	44	0	15	15
EBT	11	10	11	19	4	23
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	15	3	18	17	10	27
WBR	0	0	0	0	0	0
North Leg						
Approach	0	12	12	0	43	43
Departure	0	44	44	0	15	15
Total	0	56	56	0	58	58
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	15	3	18	17	10	27
Departure	11	10	11	19	4	23
Total	26	13	29	36	14	50
West Leg						
Approach	11	54	55	19	19	38
Departure	15	15	30	17	53	70
Total	26	69	85	36	72	108
Total Approaches						
Approach	26	69	85	36	72	108
Departure	26	69	85	36	72	108
Total	52	138	170	72	144	216

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
6 Project Driveway 2/Huntsman Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	6	6	0	25	25
SBT	0	0	0	0	0	0
SBR	0	3	3	0	10	10
EBL	0	10	10	0	4	4
EBT	11	0	11	19	0	19
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	15	0	15	17	0	17
WBR	0	25	25	0	9	9
North Leg						
Approach	0	9	9	0	35	35
Departure	0	35	35	0	13	13
Total	0	44	44	0	48	48
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	15	25	40	17	9	26
Departure	11	6	17	19	25	44
Total	26	31	57	36	34	70
West Leg						
Approach	11	10	21	19	4	23
Departure	15	3	18	17	10	27
Total	26	13	39	36	14	50
Total Approaches						
Approach	26	44	70	36	48	84
Departure	26	44	70	36	48	84
Total	52	88	140	72	96	168

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
7 Apple Avenue/Huntsman Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	5	0	5	9	0	9
SBT	0	0	0	0	0	0
SBR	5	0	5	1	0	1
EBL	28	0	28	4	0	4
EBT	6	44	50	10	15	25
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	5	12	17	6	43	49
WBR	10	0	10	11	0	11
North Leg						
Approach	10	0	10	10	0	10
Departure	38	0	38	15	0	15
Total	48	0	48	25	0	25
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	15	12	27	17	43	60
Departure	11	44	55	19	15	34
Total	26	56	82	36	58	94
West Leg						
Approach	34	44	78	14	15	29
Departure	10	12	22	7	43	50
Total	44	56	100	21	58	79
Total Approaches						
Approach	59	56	115	41	58	99
Departure	59	56	115	41	58	99
Total	118	112	230	82	116	198

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
8 Buttonwillow Avenue/Eastside Packing Driveway						
NBL	0	0	0	0	0	0
NBT	327	16	343	370	6	376
NBR	8	0	8	3	0	3
SBL	1	0	1	0	0	0
SBT	299	5	304	374	16	390
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	1	0	1	0	0	0
WBT	0	0	0	0	0	0
WBR	3	0	3	3	0	3
North Leg						
Approach	300	5	305	374	16	390
Departure	330	16	346	373	6	379
Total	630	21	651	747	22	769
South Leg						
Approach	335	16	351	373	6	379
Departure	300	5	305	374	16	390
Total	635	21	656	747	22	769
East Leg						
Approach	4	0	4	3	0	3
Departure	9	0	9	3	0	3
Total	13	0	13	6	0	6
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	639	21	660	750	22	772
Departure	639	21	660	750	22	772
Total	1,278	42	1,320	1,500	44	1,544

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
9 Buttonwillow Avenue/Floral Avenue						
NBL	0	0	0	0	0	0
NBT	292	16	308	351	6	357
NBR	17	0	17	32	0	32
SBL	18	0	18	27	0	27
SBT	282	5	287	347	16	363
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	37	0	37	15	0	15
WBT	0	0	0	0	0	0
WBR	43	0	43	22	0	22
North Leg						
Approach	300	5	305	374	16	390
Departure	335	16	351	373	6	379
Total	635	21	656	747	22	769
South Leg						
Approach	309	16	325	383	6	389
Departure	319	5	324	362	16	378
Total	628	21	649	745	22	767
East Leg						
Approach	80	0	80	37	0	37
Departure	35	0	35	59	0	59
Total	115	0	115	96	0	96
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	689	21	710	794	22	816
Departure	689	21	710	794	22	816
Total	1,378	42	1,420	1,588	44	1,632

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
10 Englehart Avenue/Floral Avenue						
NBL	12	0	12	3	0	3
NBT	94	12	106	92	4	96
NBR	8	0	8	5	0	5
SBL	4	0	4	12	0	12
SBT	63	3	66	125	12	137
SBR	8	0	8	4	0	4
EBL	9	0	9	3	0	3
EBT	12	0	12	38	0	38
EBR	3	0	3	9	0	9
WBL	3	0	3	5	0	5
WBT	45	0	45	16	0	16
WBR	16	0	16	17	0	17
North Leg						
Approach	75	3	78	141	12	153
Departure	119	12	131	112	4	116
Total	194	15	209	253	16	269
South Leg						
Approach	114	12	126	100	4	104
Departure	69	3	72	139	12	151
Total	183	15	198	239	16	255
East Leg						
Approach	64	0	64	38	0	38
Departure	24	0	24	55	0	55
Total	88	0	88	93	0	93
West Leg						
Approach	24	0	24	50	0	50
Departure	65	0	65	23	0	23
Total	89	0	89	73	0	73
Total Approaches						
Approach	277	15	292	329	16	345
Departure	277	15	292	329	16	345
Total	554	30	584	658	32	690

LSA

Table C-2 - Near Term (2026) Peak Hour Volume Summary

AM Peak Hour

		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
1	**Buttonwillow Avenue/Dinuba Avenue**					
NBL		154	0	154	3	157
NBT		153	0	153	7	160
NBR		46	1	47	0	47
SBL		55	9	64	0	64
SBT		178	2	180	25	205
SBR		138	12	150	0	150
EBL		78	0	78	0	78
EBT		273	4	277	0	277
EBR		128	0	128	14	142
WBL		65	2	67	0	67
WBT		406	8	414	0	414
WBR		84	8	92	0	92
North Leg						
	Approach	371	23	394	25	419
	Departure	315	8	323	7	330
	Total	686	31	717	32	749
South Leg						
	Approach	353	1	354	10	364
	Departure	371	4	375	39	414
	Total	724	5	729	49	778
East Leg						
	Approach	555	18	573	0	573
	Departure	374	14	388	0	388
	Total	929	32	961	0	961
West Leg						
	Approach	479	4	483	14	497
	Departure	698	20	718	3	721
	Total	1,177	24	1,201	17	1,218
Total Approaches						
	Approach	1,758	46	1,804	49	1,853
	Departure	1,758	46	1,804	49	1,853
	Total	3,516	92	3,608	98	3,706

PM Peak Hour

		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
1	**Buttonwillow Avenue/Dinuba Avenue**					
NBL		106	0	106	13	119
NBT		217	0	217	25	242
NBR		50	3	53	0	53
SBL		101	9	110	0	110
SBT		187	2	189	9	198
SBR		119	9	128	0	128
EBL		131	0	131	0	131
EBT		316	10	326	0	326
EBR		207	0	207	4	211
WBL		58	2	60	0	60
WBT		218	6	224	0	224
WBR		82	6	88	0	88
North Leg						
	Approach	407	20	427	9	436
	Departure	430	6	436	25	461
	Total	837	26	863	34	897
South Leg						
	Approach	373	3	376	38	414
	Departure	452	4	456	13	469
	Total	825	7	832	51	883
East Leg						
	Approach	358	14	372	0	372
	Departure	467	22	489	0	489
	Total	825	36	861	0	861
West Leg						
	Approach	654	10	664	4	668
	Departure	443	15	458	13	471
	Total	1,097	25	1,122	17	1,139
Total Approaches						
	Approach	1,792	47	1,839	51	1,890
	Departure	1,792	47	1,839	51	1,890
	Total	3,584	94	3,678	102	3,780

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Table C-2 - Near Term (2026) Peak Hour Volume Summary

		AM Peak Hour						PM Peak Hour				
		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
2	**Buttonwillow Avenue/Huntsman Avenue**						**2**	**Buttonwillow Avenue/Huntsman Avenue**				
NBL		0	0	0	0	0	NBL	0	0	0	0	0
NBT		327	1	328	0	328	NBT	372	2	374	0	374
NBR		4	0	4	16	20	NBR	3	0	3	6	9
SBL		24	1	25	39	64	SBL	11	0	11	13	24
SBT		299	2	301	0	301	SBT	411	1	412	0	412
SBR		0	0	0	0	0	SBR	0	0	0	0	0
EBL		0	0	0	0	0	EBL	0	0	0	0	0
EBT		0	0	0	0	0	EBT	0	0	0	0	0
EBR		0	0	0	0	0	EBR	0	0	0	0	0
WBL		3	0	3	5	8	WBL	2	0	2	16	18
WBT		0	0	0	0	0	WBT	0	0	0	0	0
WBR		10	0	10	10	20	WBR	5	0	5	38	43
North Leg							North Leg					
	Approach	323	3	326	39	365		Approach	422	1	423	13	436
	Departure	337	1	338	10	348		Departure	377	2	379	38	417
	Total	660	4	664	49	713		Total	799	3	802	51	853
South Leg							South Leg					
	Approach	331	1	332	16	348		Approach	375	2	377	6	383
	Departure	302	2	304	5	309		Departure	413	1	414	16	430
	Total	633	3	636	21	657		Total	788	3	791	22	813
East Leg							East Leg					
	Approach	13	0	13	15	28		Approach	7	0	7	54	61
	Departure	28	1	29	55	84		Departure	14	0	14	19	33
	Total	41	1	42	70	112		Total	21	0	21	73	94
West Leg							West Leg					
	Approach	0	0	0	0	0		Approach	0	0	0	0	0
	Departure	0	0	0	0	0		Departure	0	0	0	0	0
	Total	0	0	0	0	0		Total	0	0	0	0	0
Total Approaches							Total Approaches					
	Approach	667	4	671	70	741		Approach	804	3	807	73	880
	Departure	667	4	671	70	741		Departure	804	3	807	73	880
	Total	1,334	8	1,342	140	1,482		Total	1,608	6	1,614	146	1,760

Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour				
	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
3 Englehart Avenue/Dinuba Avenue						**3 Englehart Avenue/Dinuba Avenue**					
NBL	44	1	45	0	45	NBL	51	3	54	0	54
NBT	59	0	59	2	61	NBT	48	0	48	6	54
NBR	12	0	12	2	14	NBR	8	0	8	6	14
SBL	4	0	4	0	4	SBL	9	0	9	0	9
SBT	38	0	38	7	45	SBT	73	0	73	2	75
SBR	28	0	28	0	28	SBR	19	1	20	0	20
EBL	16	1	17	0	17	EBL	16	1	17	0	17
EBT	228	1	229	0	229	EBT	311	1	312	0	312
EBR	36	2	38	0	38	EBR	49	2	51	0	51
WBL	22	0	22	7	29	WBL	12	0	12	2	14
WBT	291	0	291	0	291	WBT	233	1	234	0	234
WBR	2	0	2	0	2	WBR	5	0	5	0	5
North Leg						North Leg					
Approach	70	0	70	7	77	Approach	101	1	102	2	104
Departure	77	1	78	2	80	Departure	69	1	70	6	76
Total	147	1	148	9	157	Total	170	2	172	8	180
South Leg						South Leg					
Approach	115	1	116	4	120	Approach	107	3	110	12	122
Departure	96	2	98	14	112	Departure	134	2	136	4	140
Total	211	3	214	18	232	Total	241	5	246	16	262
East Leg						East Leg					
Approach	315	0	315	7	322	Approach	250	1	251	2	253
Departure	244	1	245	2	247	Departure	328	1	329	6	335
Total	559	1	560	9	569	Total	578	2	580	8	588
West Leg						West Leg					
Approach	280	4	284	0	284	Approach	376	4	380	0	380
Departure	363	1	364	0	364	Departure	303	5	308	0	308
Total	643	5	648	0	648	Total	679	9	688	0	688
Total Approaches						Total Approaches					
Approach	780	5	785	18	803	Approach	834	9	843	16	859
Departure	780	5	785	18	803	Departure	834	9	843	16	859
Total	1,560	10	1,570	36	1,606	Total	1,668	18	1,686	32	1,718

Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour				
	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
4 Englehart Avenue/Huntsman Avenue						**4 Englehart Avenue/Huntsman Avenue**					
NBL	8	0	8	12	20	NBL	7	0	7	4	11
NBT	109	1	110	0	110	NBT	108	3	111	0	111
NBR	0	0	0	0	0	NBR	0	0	0	0	0
SBL	0	0	0	0	0	SBL	0	0	0	0	0
SBT	84	2	86	0	86	SBT	128	2	130	0	130
SBR	12	0	12	12	24	SBR	4	0	4	4	8
EBL	5	0	5	3	8	EBL	5	0	5	12	17
EBT	0	0	0	0	0	EBT	0	0	0	0	0
EBR	1	0	1	3	4	EBR	11	0	11	12	23
WBL	0	0	0	0	0	WBL	0	0	0	0	0
WBT	0	0	0	0	0	WBT	0	0	0	0	0
WBR	0	0	0	0	0	WBR	0	0	0	0	0
North Leg						North Leg					
Approach	96	2	98	12	110	Approach	132	2	134	4	138
Departure	114	1	115	3	118	Departure	113	3	116	12	128
Total	210	3	213	15	228	Total	245	5	250	16	266
South Leg						South Leg					
Approach	117	1	118	12	130	Approach	115	3	118	4	122
Departure	85	2	87	3	90	Departure	139	2	141	12	153
Total	202	3	205	15	220	Total	254	5	259	16	275
East Leg						East Leg					
Approach	0	0	0	0	0	Approach	0	0	0	0	0
Departure	0	0	0	0	0	Departure	0	0	0	0	0
Total	0	0	0	0	0	Total	0	0	0	0	0
West Leg						West Leg					
Approach	6	0	6	6	12	Approach	16	0	16	24	40
Departure	20	0	20	24	44	Departure	11	0	11	8	19
Total	26	0	26	30	56	Total	27	0	27	32	59
Total Approaches						Total Approaches					
Approach	219	3	222	30	252	Approach	263	5	268	32	300
Departure	219	3	222	30	252	Departure	263	5	268	32	300
Total	438	6	444	60	504	Total	526	10	536	64	600

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Table C-2 - Near Term (2026) Peak Hour Volume Summary

		AM Peak Hour						PM Peak Hour				
		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
5	**Project Driveway 1/Huntsman Avenue**						**5**	**Project Driveway 1/Huntsman Avenue**				
NBL		0	0	0	0	0	NBL	0	0	0	0	0
NBT		0	0	0	0	0	NBT	0	0	0	0	0
NBR		0	0	0	0	0	NBR	0	0	0	0	0
SBL		0	0	0	0	0	SBL	0	0	0	0	0
SBT		0	0	0	0	0	SBT	0	0	0	0	0
SBR		0	0	0	12	12	SBR	0	0	0	43	43
EBL		0	0	0	44	44	EBL	0	0	0	15	15
EBT		11	0	11	10	21	EBT	19	0	19	4	23
EBR		0	0	0	0	0	EBR	0	0	0	0	0
WBL		0	0	0	0	0	WBL	0	0	0	0	0
WBT		15	0	15	3	18	WBT	17	0	17	10	27
WBR		0	0	0	0	0	WBR	0	0	0	0	0
North Leg							North Leg					
	Approach	0	0	0	12	12		Approach	0	0	0	43	43
	Departure	0	0	0	44	44		Departure	0	0	0	15	15
	Total	0	0	0	56	56		Total	0	0	0	58	58
South Leg							South Leg					
	Approach	0	0	0	0	0		Approach	0	0	0	0	0
	Departure	0	0	0	0	0		Departure	0	0	0	0	0
	Total	0	0	0	0	0		Total	0	0	0	0	0
East Leg							East Leg					
	Approach	15	0	15	3	18		Approach	17	0	17	10	27
	Departure	11	0	11	10	21		Departure	19	0	19	4	23
	Total	26	0	26	13	39		Total	36	0	36	14	50
West Leg							West Leg					
	Approach	11	0	11	54	65		Approach	19	0	19	19	38
	Departure	15	0	15	15	30		Departure	17	0	17	53	70
	Total	26	0	26	69	95		Total	36	0	36	72	108
Total Approaches							Total Approaches					
	Approach	26	0	26	69	95		Approach	36	0	36	72	108
	Departure	26	0	26	69	95		Departure	36	0	36	72	108
	Total	52	0	52	138	190		Total	72	0	72	144	216

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Table C-2 - Near Term (2026) Peak Hour Volume Summary

		AM Peak Hour						PM Peak Hour				
		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
6	**Project Driveway 2/Huntsman Avenue**						**6**	**Project Driveway 2/Huntsman Avenue**				
NBL		0	0	0	0	0	NBL	0	0	0	0	0
NBT		0	0	0	0	0	NBT	0	0	0	0	0
NBR		0	0	0	0	0	NBR	0	0	0	0	0
SBL		0	0	0	6	6	SBL	0	0	0	25	25
SBT		0	0	0	0	0	SBT	0	0	0	0	0
SBR		0	0	0	3	3	SBR	0	0	0	10	10
EBL		0	0	0	10	10	EBL	0	0	0	4	4
EBT		11	0	11	0	11	EBT	19	0	19	0	19
EBR		0	0	0	0	0	EBR	0	0	0	0	0
WBL		0	0	0	0	0	WBL	0	0	0	0	0
WBT		15	0	15	0	15	WBT	17	0	17	0	17
WBR		0	0	0	25	25	WBR	0	0	0	9	9
North Leg							North Leg					
	Approach	0	0	0	9	9		Approach	0	0	0	35	35
	Departure	0	0	0	35	35		Departure	0	0	0	13	13
	Total	0	0	0	44	44		Total	0	0	0	48	48
South Leg							South Leg					
	Approach	0	0	0	0	0		Approach	0	0	0	0	0
	Departure	0	0	0	0	0		Departure	0	0	0	0	0
	Total	0	0	0	0	0		Total	0	0	0	0	0
East Leg							East Leg					
	Approach	15	0	15	25	40		Approach	17	0	17	9	26
	Departure	11	0	11	6	17		Departure	19	0	19	25	44
	Total	26	0	26	31	57		Total	36	0	36	34	70
West Leg							West Leg					
	Approach	11	0	11	10	21		Approach	19	0	19	4	23
	Departure	15	0	15	3	18		Departure	17	0	17	10	27
	Total	26	0	26	13	39		Total	36	0	36	14	50
Total Approaches							Total Approaches					
	Approach	26	0	26	44	70		Approach	36	0	36	48	84
	Departure	26	0	26	44	70		Departure	36	0	36	48	84
	Total	52	0	52	88	140		Total	72	0	72	96	168

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Table C-2 - Near Term (2026) Peak Hour Volume Summary

		AM Peak Hour						PM Peak Hour				
		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
7	**Apple Avenue/Huntsman Avenue**						**7**	**Apple Avenue/Huntsman Avenue**				
NBL		0	0	0	0	0	NBL	0	0	0	0	0
NBT		0	0	0	0	0	NBT	0	0	0	0	0
NBR		0	0	0	0	0	NBR	0	0	0	0	0
SBL		5	0	5	0	5	SBL	9	0	9	0	9
SBT		0	0	0	0	0	SBT	0	0	0	0	0
SBR		5	0	5	0	5	SBR	1	0	1	0	1
EBL		28	0	28	0	28	EBL	4	0	4	0	4
EBT		6	0	6	44	50	EBT	10	0	10	15	25
EBR		0	0	0	0	0	EBR	0	0	0	0	0
WBL		0	0	0	0	0	WBL	0	0	0	0	0
WBT		5	0	5	12	17	WBT	6	0	6	43	49
WBR		10	0	10	0	10	WBR	11	0	11	0	11
North Leg							North Leg					
	Approach	10	0	10	0	10		Approach	10	0	10	0	10
	Departure	38	0	38	0	38		Departure	15	0	15	0	15
	Total	48	0	48	0	48		Total	25	0	25	0	25
South Leg							South Leg					
	Approach	0	0	0	0	0		Approach	0	0	0	0	0
	Departure	0	0	0	0	0		Departure	0	0	0	0	0
	Total	0	0	0	0	0		Total	0	0	0	0	0
East Leg							East Leg					
	Approach	15	0	15	12	27		Approach	17	0	17	43	60
	Departure	11	0	11	44	55		Departure	19	0	19	15	34
	Total	26	0	26	56	82		Total	36	0	36	58	94
West Leg							West Leg					
	Approach	34	0	34	44	78		Approach	14	0	14	15	29
	Departure	10	0	10	12	22		Departure	7	0	7	43	50
	Total	44	0	44	56	100		Total	21	0	21	58	79
Total Approaches							Total Approaches					
	Approach	59	0	59	56	115		Approach	41	0	41	58	99
	Departure	59	0	59	56	115		Departure	41	0	41	58	99
	Total	118	0	118	112	230		Total	82	0	82	116	198

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Table C-2 - Near Term (2026) Peak Hour Volume Summary

		AM Peak Hour						PM Peak Hour				
		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
8	**Buttonwillow Avenue/Eastside Packing Driveway**						**8**	**Buttonwillow Avenue/Eastside Packing Driveway**				
NBL		0	0	0	0	0	NBL	0	0	0	0	0
NBT		327	1	328	16	344	NBT	370	2	372	6	378
NBR		8	0	8	0	8	NBR	3	0	3	0	3
SBL		1	0	1	0	1	SBL	0	0	0	0	0
SBT		299	2	301	5	306	SBT	374	1	375	16	391
SBR		0	0	0	0	0	SBR	0	0	0	0	0
EBL		0	0	0	0	0	EBL	0	0	0	0	0
EBT		0	0	0	0	0	EBT	0	0	0	0	0
EBR		0	0	0	0	0	EBR	0	0	0	0	0
WBL		1	0	1	0	1	WBL	0	0	0	0	0
WBT		0	0	0	0	0	WBT	0	0	0	0	0
WBR		3	0	3	0	3	WBR	3	0	3	0	3
North Leg							North Leg					
	Approach	300	2	302	5	307		Approach	374	1	375	16	391
	Departure	330	1	331	16	347		Departure	373	2	375	6	381
	Total	630	3	633	21	654		Total	747	3	750	22	772
South Leg							South Leg					
	Approach	335	1	336	16	352		Approach	373	2	375	6	381
	Departure	300	2	302	5	307		Departure	374	1	375	16	391
	Total	635	3	638	21	659		Total	747	3	750	22	772
East Leg							East Leg					
	Approach	4	0	4	0	4		Approach	3	0	3	0	3
	Departure	9	0	9	0	9		Departure	3	0	3	0	3
	Total	13	0	13	0	13		Total	6	0	6	0	6
West Leg							West Leg					
	Approach	0	0	0	0	0		Approach	0	0	0	0	0
	Departure	0	0	0	0	0		Departure	0	0	0	0	0
	Total	0	0	0	0	0		Total	0	0	0	0	0
Total Approaches							Total Approaches					
	Approach	639	3	642	21	663		Approach	750	3	753	22	775
	Departure	639	3	642	21	663		Departure	750	3	753	22	775
	Total	1,278	6	1,284	42	1,326		Total	1,500	6	1,506	44	1,550

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Table C-2 - Near Term (2026) Peak Hour Volume Summary

		AM Peak Hour						PM Peak Hour				
		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
9	**Buttonwillow Avenue/Floral Avenue**						**9**	**Buttonwillow Avenue/Floral Avenue**				
NBL		0	0	0	0	0	NBL	0	0	0	0	0
NBT		292	0	292	16	308	NBT	351	1	352	6	358
NBR		17	0	17	0	17	NBR	32	0	32	0	32
SBL		18	1	19	0	19	SBL	27	1	28	0	28
SBT		282	1	283	5	288	SBT	347	1	348	16	364
SBR		0	0	0	0	0	SBR	0	0	0	0	0
EBL		0	0	0	0	0	EBL	0	0	0	0	0
EBT		0	0	0	0	0	EBT	0	0	0	0	0
EBR		0	0	0	0	0	EBR	0	0	0	0	0
WBL		37	0	37	0	37	WBL	15	0	15	0	15
WBT		0	0	0	0	0	WBT	0	0	0	0	0
WBR		43	0	43	0	43	WBR	22	1	23	0	23
North Leg							North Leg					
	Approach	300	2	302	5	307		Approach	374	2	376	16	392
	Departure	335	0	335	16	351		Departure	373	2	375	6	381
	Total	635	2	637	21	658		Total	747	4	751	22	773
South Leg							South Leg					
	Approach	309	0	309	16	325		Approach	383	1	384	6	390
	Departure	319	1	320	5	325		Departure	362	1	363	16	379
	Total	628	1	629	21	650		Total	745	2	747	22	769
East Leg							East Leg					
	Approach	80	0	80	0	80		Approach	37	1	38	0	38
	Departure	35	1	36	0	36		Departure	59	1	60	0	60
	Total	115	1	116	0	116		Total	96	2	98	0	98
West Leg							West Leg					
	Approach	0	0	0	0	0		Approach	0	0	0	0	0
	Departure	0	0	0	0	0		Departure	0	0	0	0	0
	Total	0	0	0	0	0		Total	0	0	0	0	0
Total Approaches							Total Approaches					
	Approach	689	2	691	21	712		Approach	794	4	798	22	820
	Departure	689	2	691	21	712		Departure	794	4	798	22	820
	Total	1,378	4	1,382	42	1,424		Total	1,588	8	1,596	44	1,640

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Table C-2 - Near Term (2026) Peak Hour Volume Summary

		AM Peak Hour							PM Peak Hour				
		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project			Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
10	**Englehart Avenue/Floral Avenue**						**10**	**Englehart Avenue/Floral Avenue**					
NBL		12	0	12	0	12	NBL		3	0	3	0	3
NBT		94	0	94	12	106	NBT		92	1	93	4	97
NBR		8	0	8	0	8	NBR		5	0	5	0	5
SBL		4	1	5	0	5	SBL		12	1	13	0	13
SBT		63	1	64	3	67	SBT		125	1	126	12	138
SBR		8	0	8	0	8	SBR		4	0	4	0	4
EBL		9	0	9	0	9	EBL		3	0	3	0	3
EBT		12	0	12	0	12	EBT		38	0	38	0	38
EBR		3	0	3	0	3	EBR		9	0	9	0	9
WBL		3	0	3	0	3	WBL		5	0	5	0	5
WBT		45	0	45	0	45	WBT		16	0	16	0	16
WBR		16	0	16	0	16	WBR		17	1	18	0	18
North Leg							North Leg						
	Approach	75	2	77	3	80		Approach	141	2	143	12	155
	Departure	119	0	119	12	131		Departure	112	2	114	4	118
	Total	194	2	196	15	211		Total	253	4	257	16	273
South Leg							South Leg						
	Approach	114	0	114	12	126		Approach	100	1	101	4	105
	Departure	69	1	70	3	73		Departure	139	1	140	12	152
	Total	183	1	184	15	199		Total	239	2	241	16	257
East Leg							East Leg						
	Approach	64	0	64	0	64		Approach	38	1	39	0	39
	Departure	24	1	25	0	25		Departure	55	1	56	0	56
	Total	88	1	89	0	89		Total	93	2	95	0	95
West Leg							West Leg						
	Approach	24	0	24	0	24		Approach	50	0	50	0	50
	Departure	65	0	65	0	65		Departure	23	0	23	0	23
	Total	89	0	89	0	89		Total	73	0	73	0	73
Total Approaches							Total Approaches						
	Approach	277	2	279	15	294		Approach	329	4	333	16	349
	Departure	277	2	279	15	294		Departure	329	4	333	16	349
	Total	554	4	558	30	588		Total	658	8	666	32	698

LSA

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
1 Buttonwillow Avenue/Dinuba Avenue						
NBL	170	3	173	130	13	143
NBT	160	7	167	256	25	281
NBR	49	0	49	56	0	56
SBL	67	0	67	116	0	116
SBT	216	25	241	200	9	209
SBR	157	0	157	132	0	132
EBL	83	0	83	145	0	145
EBT	279	0	279	330	0	330
EBR	152	14	166	230	4	234
WBL	72	0	72	60	0	60
WBT	422	0	422	234	0	234
WBR	97	0	97	92	0	92
North Leg						
Approach	440	25	465	448	9	457
Departure	340	7	347	493	25	518
Total	780	32	812	941	34	975
South Leg						
Approach	379	10	389	442	38	480
Departure	440	39	479	490	13	503
Total	819	49	868	932	51	983
East Leg						
Approach	591	0	591	386	0	386
Departure	395	0	395	502	0	502
Total	986	0	986	888	0	888
West Leg						
Approach	514	14	528	705	4	709
Departure	749	3	752	496	13	509
Total	1,263	17	1,280	1,201	17	1,218
Total Approaches						
Approach	1,924	49	1,973	1,981	51	2,032
Departure	1,924	49	1,973	1,981	51	2,032
Total	3,848	98	3,946	3,962	102	4,064

LSA

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
2 Buttonwillow Avenue/Huntsman Avenue						
NBL	0	0	0	0	0	0
NBT	344	0	344	387	0	387
NBR	26	16	42	21	6	27
SBL	111	39	150	62	13	75
SBT	316	0	316	433	0	433
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	21	5	26	28	16	44
WBT	0	0	0	0	0	0
WBR	48	10	58	62	38	100
North Leg						
Approach	427	39	466	495	13	508
Departure	392	10	402	449	38	487
Total	819	49	868	944	51	995
South Leg						
Approach	370	16	386	408	6	414
Departure	337	5	342	461	16	477
Total	707	21	728	869	22	891
East Leg						
Approach	69	15	84	90	54	144
Departure	137	55	192	83	19	102
Total	206	70	276	173	73	246
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	866	70	936	993	73	1,066
Departure	866	70	936	993	73	1,066
Total	1,732	140	1,872	1,986	146	2,132

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Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
3 Englehart Avenue/Dinuba Avenue						
NBL	47	0	47	57	0	57
NBT	62	2	64	65	6	71
NBR	13	2	15	8	6	14
SBL	6	0	6	9	0	9
SBT	65	7	72	77	2	79
SBR	45	0	45	20	0	20
EBL	18	0	18	30	0	30
EBT	231	0	231	328	0	328
EBR	45	0	45	54	0	54
WBL	24	7	31	13	2	15
WBT	300	0	300	244	0	244
WBR	2	0	2	6	0	6
North Leg						
Approach	116	7	123	106	2	108
Departure	82	2	84	101	6	107
Total	198	9	207	207	8	215
South Leg						
Approach	122	4	126	130	12	142
Departure	134	14	148	144	4	148
Total	256	18	274	274	16	290
East Leg						
Approach	326	7	333	263	2	265
Departure	250	2	252	345	6	351
Total	576	9	585	608	8	616
West Leg						
Approach	294	0	294	412	0	412
Departure	392	0	392	321	0	321
Total	686	0	686	733	0	733
Total Approaches						
Approach	858	18	876	911	16	927
Departure	858	18	876	911	16	927
Total	1,716	36	1,752	1,822	32	1,854

LSA

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
4 Englehart Avenue/Huntsman Avenue						
NBL	8	12	20	7	4	11
NBT	116	0	116	117	0	117
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	90	0	90	137	0	137
SBR	51	12	63	7	4	11
EBL	5	3	8	35	12	47
EBT	0	0	0	0	0	0
EBR	1	3	4	11	12	23
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	141	12	153	144	4	148
Departure	121	3	124	152	12	164
Total	262	15	277	296	16	312
South Leg						
Approach	124	12	136	124	4	128
Departure	91	3	94	148	12	160
Total	215	15	230	272	16	288
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	6	6	12	46	24	70
Departure	59	24	83	14	8	22
Total	65	30	95	60	32	92
Total Approaches						
Approach	271	30	301	314	32	346
Departure	271	30	301	314	32	346
Total	542	60	602	628	64	692

LSA

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
5 Project Driveway 1/Huntsman Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	12	12	0	43	43
EBL	0	44	44	0	15	15
EBT	12	10	22	48	4	52
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	53	3	56	18	10	28
WBR	0	0	0	0	0	0
North Leg						
Approach	0	12	12	0	43	43
Departure	0	44	44	0	15	15
Total	0	56	56	0	58	58
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	53	3	56	18	10	28
Departure	12	10	22	48	4	52
Total	65	13	78	66	14	80
West Leg						
Approach	12	54	66	48	19	67
Departure	53	15	68	18	53	71
Total	65	69	134	66	72	138
Total Approaches						
Approach	65	69	134	66	72	138
Departure	65	69	134	66	72	138
Total	130	138	268	132	144	276

LSA

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
6 Project Driveway 2/Huntsman Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	6	6	0	25	25
SBT	0	0	0	0	0	0
SBR	0	3	3	0	10	10
EBL	0	10	10	0	4	4
EBT	12	0	12	48	0	48
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	53	0	53	18	0	18
WBR	0	25	25	0	9	9
North Leg						
Approach	0	9	9	0	35	35
Departure	0	35	35	0	13	13
Total	0	44	44	0	48	48
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	53	25	78	18	9	27
Departure	12	6	18	48	25	73
Total	65	31	96	66	34	100
West Leg						
Approach	12	10	22	48	4	52
Departure	53	3	56	18	10	28
Total	65	13	78	66	14	80
Total Approaches						
Approach	65	44	109	66	48	114
Departure	65	44	109	66	48	114
Total	130	88	218	132	96	228

LSA

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
7 Apple Avenue/Huntsman Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	5	0	5	10	0	10
SBT	0	0	0	0	0	0
SBR	9	0	9	1	0	1
EBL	29	0	29	5	0	5
EBT	6	44	50	38	15	53
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	40	12	52	6	43	49
WBR	14	0	14	12	0	12
North Leg						
Approach	14	0	14	11	0	11
Departure	43	0	43	17	0	17
Total	57	0	57	28	0	28
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	54	12	66	18	43	61
Departure	11	44	55	48	15	63
Total	65	56	121	66	58	124
West Leg						
Approach	35	44	79	43	15	58
Departure	49	12	61	7	43	50
Total	84	56	140	50	58	108
Total Approaches						
Approach	103	56	159	72	58	130
Departure	103	56	159	72	58	130
Total	206	112	318	144	116	260

LSA

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
8 Buttonwillow Avenue/Eastside Packing Driveway						
NBL	0	0	0	0	0	0
NBT	341	16	357	407	6	413
NBR	8	0	8	4	0	4
SBL	1	0	1	0	0	0
SBT	310	5	315	388	16	404
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	1	0	1	0	0	0
WBT	0	0	0	0	0	0
WBR	3	0	3	3	0	3
North Leg						
Approach	311	5	316	388	16	404
Departure	344	16	360	410	6	416
Total	655	21	676	798	22	820
South Leg						
Approach	349	16	365	411	6	417
Departure	311	5	316	388	16	404
Total	660	21	681	799	22	821
East Leg						
Approach	4	0	4	3	0	3
Departure	9	0	9	4	0	4
Total	13	0	13	7	0	7
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	664	21	685	802	22	824
Departure	664	21	685	802	22	824
Total	1,328	42	1,370	1,604	44	1,648

LSA

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
9 Buttonwillow Avenue/Floral Avenue						
NBL	0	0	0	0	0	0
NBT	301	16	317	379	6	385
NBR	18	0	18	34	0	34
SBL	20	0	20	35	0	35
SBT	289	5	294	352	16	368
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	39	0	39	16	0	16
WBT	0	0	0	0	0	0
WBR	49	0	49	29	0	29
North Leg						
Approach	309	5	314	387	16	403
Departure	350	16	366	408	6	414
Total	659	21	680	795	22	817
South Leg						
Approach	319	16	335	413	6	419
Departure	328	5	333	368	16	384
Total	647	21	668	781	22	803
East Leg						
Approach	88	0	88	45	0	45
Departure	38	0	38	69	0	69
Total	126	0	126	114	0	114
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	716	21	737	845	22	867
Departure	716	21	737	845	22	867
Total	1,432	42	1,474	1,690	44	1,734

LSA

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
10 Englehart Avenue/Floral Avenue						
NBL	28	0	28	10	0	10
NBT	99	12	111	98	4	102
NBR	8	0	8	5	0	5
SBL	5	0	5	14	0	14
SBT	67	3	70	132	12	144
SBR	8	0	8	4	0	4
EBL	9	0	9	3	0	3
EBT	13	0	13	40	0	40
EBR	6	0	6	34	0	34
WBL	3	0	3	5	0	5
WBT	47	0	47	17	0	17
WBR	17	0	17	19	0	19
North Leg						
Approach	80	3	83	150	12	162
Departure	125	12	137	120	4	124
Total	205	15	220	270	16	286
South Leg						
Approach	135	12	147	113	4	117
Departure	76	3	79	171	12	183
Total	211	15	226	284	16	300
East Leg						
Approach	67	0	67	41	0	41
Departure	26	0	26	59	0	59
Total	93	0	93	100	0	100
West Leg						
Approach	28	0	28	77	0	77
Departure	83	0	83	31	0	31
Total	111	0	111	108	0	108
Total Approaches						
Approach	310	15	325	381	16	397
Departure	310	15	325	381	16	397
Total	620	30	650	762	32	794

APPENDIX D

LEVEL OF SERVICE WORKSHEETS

INTERSECTION SUMMARY

Site: 1 [Existing AM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	28.8	28.8 mph
Travel Distance (Total)	veh-mi/h	1198.5	1438.2 pers-mi/h
Travel Time (Total)	veh-h/h	41.7	50.0 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.72	
Travel Time Index		6.88	
Congestion Coefficient		1.39	
Demand Flows (Total)	veh/h	1911	2293 pers/h
Arrival Flows (Total)	veh/h	1911	
Percent Heavy Vehicles (Demand)	%	4.8	
Percent Heavy Vehicles (Arrivals)	%	4.8	
Degree of Saturation		0.713	
Practical Spare Capacity	%	19.1	
Effective Intersection Capacity	veh/h	2679	
Control Delay (Total)	veh-h/h	7.90	9.48 pers-h/h
Control Delay (Average)	sec	14.9	14.9 sec
Control Delay (Worst Lane by MC)	sec	18.9	
Control Delay (Worst Movement by MC)	sec	32.7	32.7 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	14.9	
Idling Time (Average)	sec	8.1	
Intersection Level of Service (LOS)		LOS B	
95% Back of Queue - Veh (Worst Lane)	veh	9.0	
95% Back of Queue - Dist (Worst Lane)	ft	230.0	
Ave. Que Storage Ratio (Worst Lane)		0.06	
Effective Stops (Total)	veh/h	1488	1785 pers/h
Effective Stop Rate		0.78	0.78
Proportion Queued		0.78	0.78
Performance Index		99.8	99.8
Cost (Total)	$/h	1071.95	1071.95 $/h
Fuel Consumption (Total)	gal/h	57.2	
Carbon Dioxide (Total)	kg/h	514.3	
Hydrocarbons (Total)	kg/h	0.045	
Carbon Monoxide (Total)	kg/h	0.60	
NOx (Total)	kg/h	1.103	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	917,217	1,100,661 pers/y
Delay (Total)	veh-h/y	3,793	4,551 pers-h/y
Effective Stops (Total)	veh/y	714,071	856,885 pers/y
Travel Distance (Total)	veh-mi/y	575,278	690,334 pers-mi/y
Travel Time (Total)	veh-h/y	19,993	23,991 pers-h/y
Cost (Total)	$/y	514,535	514,535 $/y
Fuel Consumption (Total)	gal/y	27,441	
Carbon Dioxide (Total)	kg/y	246,874	
Hydrocarbons (Total)	kg/y	22	
Carbon Monoxide (Total)	kg/y	287	
NOx (Total)	kg/y	530	

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Existing PM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	28.8	28.8 mph
Travel Distance (Total)	veh-mi/h	1182.8	1419.4 pers-mi/h
Travel Time (Total)	veh-h/h	41.0	49.2 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.72	
Travel Time Index		6.89	
Congestion Coefficient		1.39	
Demand Flows (Total)	veh/h	1886	2264 pers/h
Arrival Flows (Total)	veh/h	1886	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.779	
Practical Spare Capacity	%	9.1	
Effective Intersection Capacity	veh/h	2421	
Control Delay (Total)	veh-h/h	7.69	9.23 pers-h/h
Control Delay (Average)	sec	14.7	14.7 sec
Control Delay (Worst Lane by MC)	sec	20.1	
Control Delay (Worst Movement by MC)	sec	30.3	30.3 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	14.7	
Idling Time (Average)	sec	7.7	
Intersection Level of Service (LOS)		LOS B	
95% Back of Queue - Veh (Worst Lane)	veh	13.1	
95% Back of Queue - Dist (Worst Lane)	ft	338.8	
Ave. Que Storage Ratio (Worst Lane)		0.09	
Effective Stops (Total)	veh/h	1499	1799 pers/h
Effective Stop Rate		0.79	0.79
Proportion Queued		0.79	0.79
Performance Index		100.9	100.9
Cost (Total)	$/h	1038.77	1038.77 $/h
Fuel Consumption (Total)	gal/h	54.0	
Carbon Dioxide (Total)	kg/h	484.7	
Hydrocarbons (Total)	kg/h	0.043	
Carbon Monoxide (Total)	kg/h	0.58	
NOx (Total)	kg/h	0.858	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	905,432	1,086,518 pers/y
Delay (Total)	veh-h/y	3,691	4,429 pers-h/y
Effective Stops (Total)	veh/y	719,509	863,411 pers/y
Travel Distance (Total)	veh-mi/y	567,761	681,313 pers-mi/y
Travel Time (Total)	veh-h/y	19,699	23,639 pers-h/y
Cost (Total)	$/y	498,608	498,608 $/y
Fuel Consumption (Total)	gal/y	25,930	
Carbon Dioxide (Total)	kg/y	232,660	
Hydrocarbons (Total)	kg/y	21	
Carbon Monoxide (Total)	kg/y	277	
NOx (Total)	kg/y	412	

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Existing AM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	28.4	28.4 mph
Travel Distance (Total)	veh-mi/h	1231.8	1478.1 pers-mi/h
Travel Time (Total)	veh-h/h	43.4	52.1 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.71	
Travel Time Index		6.77	
Congestion Coefficient		1.41	
Demand Flows (Total)	veh/h	1964	2357 pers/h
Arrival Flows (Total)	veh/h	1964	
Percent Heavy Vehicles (Demand)	%	4.9	
Percent Heavy Vehicles (Arrivals)	%	4.9	
Degree of Saturation		0.722	
Practical Spare Capacity	%	17.7	
Effective Intersection Capacity	veh/h	2720	
Control Delay (Total)	veh-h/h	8.73	10.48 pers-h/h
Control Delay (Average)	sec	16.0	16.0 sec
Control Delay (Worst Lane by MC)	sec	21.2	
Control Delay (Worst Movement by MC)	sec	35.5	35.5 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	16.0	
Idling Time (Average)	sec	8.7	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	9.2	
95% Back of Queue - Dist (Worst Lane)	ft	234.8	
Ave. Que Storage Ratio (Worst Lane)		0.06	
Effective Stops (Total)	veh/h	1624	1948 pers/h
Effective Stop Rate		0.83	0.83
Proportion Queued		0.80	0.80
Performance Index		107.3	107.3
Cost (Total)	$/h	1115.64	1115.64 $/h
Fuel Consumption (Total)	gal/h	59.4	
Carbon Dioxide (Total)	kg/h	534.3	
Hydrocarbons (Total)	kg/h	0.047	
Carbon Monoxide (Total)	kg/h	0.62	
NOx (Total)	kg/h	1.163	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	942,783	1,131,339 pers/y
Delay (Total)	veh-h/y	4,190	5,028 pers-h/y
Effective Stops (Total)	veh/y	779,371	935,246 pers/y
Travel Distance (Total)	veh-mi/y	591,249	709,500 pers-mi/y
Travel Time (Total)	veh-h/y	20,835	25,002 pers-h/y
Cost (Total)	$/y	535,505	535,505 $/y
Fuel Consumption (Total)	gal/y	28,503	
Carbon Dioxide (Total)	kg/y	256,479	
Hydrocarbons (Total)	kg/y	23	
Carbon Monoxide (Total)	kg/y	297	
NOx (Total)	kg/y	558	

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Existing PM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Travel Speed (Average)	mph	28.5	28.5	mph
Travel Distance (Total)	veh-mi/h	1216.6	1460.0	pers-mi/h
Travel Time (Total)	veh-h/h	42.7	51.3	pers-h/h
Desired Speed	mph	40.0		
Speed Efficiency		0.71		
Travel Time Index		6.80		
Congestion Coefficient		1.41		
Demand Flows (Total)	veh/h	1940	2328	pers/h
Arrival Flows (Total)	veh/h	1940		
Percent Heavy Vehicles (Demand)	%	3.6		
Percent Heavy Vehicles (Arrivals)	%	3.6		
Degree of Saturation		0.793		
Practical Spare Capacity	%	7.2		
Effective Intersection Capacity	veh/h	2447		
Control Delay (Total)	veh-h/h	8.44	10.12	pers-h/h
Control Delay (Average)	sec	15.7	15.7	sec
Control Delay (Worst Lane by MC)	sec	21.2		
Control Delay (Worst Movement by MC)	sec	31.5	31.5	sec
Geometric Delay (Average)	sec	0.0		
Stop-Line Delay (Average)	sec	15.7		
Idling Time (Average)	sec	8.2		
Intersection Level of Service (LOS)		LOS C		
95% Back of Queue - Veh (Worst Lane)	veh	13.7		
95% Back of Queue - Dist (Worst Lane)	ft	354.1		
Ave. Que Storage Ratio (Worst Lane)		0.09		
Effective Stops (Total)	veh/h	1633	1959	pers/h
Effective Stop Rate		0.84	0.84	
Proportion Queued		0.82	0.82	
Performance Index		108.0	108.0	
Cost (Total)	$/h	1079.22	1079.22	$/h
Fuel Consumption (Total)	gal/h	55.9		
Carbon Dioxide (Total)	kg/h	501.7		
Hydrocarbons (Total)	kg/h	0.045		
Carbon Monoxide (Total)	kg/h	0.60		
NOx (Total)	kg/h	0.888		

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Demand Flows (Total)	veh/y	931,200	1,117,440	pers/y
Delay (Total)	veh-h/y	4,049	4,859	pers-h/y
Effective Stops (Total)	veh/y	783,730	940,477	pers/y
Travel Distance (Total)	veh-mi/y	583,985	700,783	pers-mi/y
Travel Time (Total)	veh-h/y	20,516	24,619	pers-h/y
Cost (Total)	$/y	518,025	518,025	$/y
Fuel Consumption (Total)	gal/y	26,838		
Carbon Dioxide (Total)	kg/y	240,809		
Hydrocarbons (Total)	kg/y	22		
Carbon Monoxide (Total)	kg/y	286		
NOx (Total)	kg/y	426		

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Near Term AM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	28.3	28.3 mph
Travel Distance (Total)	veh-mi/h	1229.7	1475.7 pers-mi/h
Travel Time (Total)	veh-h/h	43.4	52.1 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.71	
Travel Time Index		6.76	
Congestion Coefficient		1.41	
Demand Flows (Total)	veh/h	1961	2353 pers/h
Arrival Flows (Total)	veh/h	1961	
Percent Heavy Vehicles (Demand)	%	4.8	
Percent Heavy Vehicles (Arrivals)	%	4.8	
Degree of Saturation		0.737	
Practical Spare Capacity	%	15.4	
Effective Intersection Capacity	veh/h	2662	
Control Delay (Total)	veh-h/h	8.75	10.50 pers-h/h
Control Delay (Average)	sec	16.1	16.1 sec
Control Delay (Worst Lane by MC)	sec	21.4	
Control Delay (Worst Movement by MC)	sec	35.9	35.9 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	16.1	
Idling Time (Average)	sec	8.7	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	10.0	
95% Back of Queue - Dist (Worst Lane)	ft	254.2	
Ave. Que Storage Ratio (Worst Lane)		0.06	
Effective Stops (Total)	veh/h	1619	1942 pers/h
Effective Stop Rate		0.83	0.83
Proportion Queued		0.80	0.80
Performance Index		107.4	107.4
Cost (Total)	$/h	1112.61	1112.61 $/h
Fuel Consumption (Total)	gal/h	59.0	
Carbon Dioxide (Total)	kg/h	531.0	
Hydrocarbons (Total)	kg/h	0.047	
Carbon Monoxide (Total)	kg/h	0.62	
NOx (Total)	kg/h	1.134	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	941,217	1,129,461 pers/y
Delay (Total)	veh-h/y	4,201	5,041 pers-h/y
Effective Stops (Total)	veh/y	776,914	932,297 pers/y
Travel Distance (Total)	veh-mi/y	590,272	708,327 pers-mi/y
Travel Time (Total)	veh-h/y	20,825	24,990 pers-h/y
Cost (Total)	$/y	534,051	534,051 $/y
Fuel Consumption (Total)	gal/y	28,331	
Carbon Dioxide (Total)	kg/y	254,859	
Hydrocarbons (Total)	kg/y	22	
Carbon Monoxide (Total)	kg/y	296	
NOx (Total)	kg/y	544	

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Near Term PM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	28.5	28.5 mph
Travel Distance (Total)	veh-mi/h	1213.8	1456.5 pers-mi/h
Travel Time (Total)	veh-h/h	42.6	51.2 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.71	
Travel Time Index		6.80	
Congestion Coefficient		1.41	
Demand Flows (Total)	veh/h	1936	2323 pers/h
Arrival Flows (Total)	veh/h	1936	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.803	
Practical Spare Capacity	%	5.9	
Effective Intersection Capacity	veh/h	2412	
Control Delay (Total)	veh-h/h	8.42	10.10 pers-h/h
Control Delay (Average)	sec	15.7	15.7 sec
Control Delay (Worst Lane by MC)	sec	21.9	
Control Delay (Worst Movement by MC)	sec	32.4	32.4 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	15.7	
Idling Time (Average)	sec	8.2	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	14.2	
95% Back of Queue - Dist (Worst Lane)	ft	368.4	
Ave. Que Storage Ratio (Worst Lane)		0.09	
Effective Stops (Total)	veh/h	1624	1949 pers/h
Effective Stop Rate		0.84	0.84
Proportion Queued		0.82	0.82
Performance Index		108.0	108.0
Cost (Total)	$/h	1076.19	1076.19 $/h
Fuel Consumption (Total)	gal/h	55.7	
Carbon Dioxide (Total)	kg/h	499.9	
Hydrocarbons (Total)	kg/h	0.045	
Carbon Monoxide (Total)	kg/h	0.60	
NOx (Total)	kg/h	0.880	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	929,179	1,115,015 pers/y
Delay (Total)	veh-h/y	4,041	4,849 pers-h/y
Effective Stops (Total)	veh/y	779,457	935,349 pers/y
Travel Distance (Total)	veh-mi/y	582,617	699,140 pers-mi/y
Travel Time (Total)	veh-h/y	20,469	24,563 pers-h/y
Cost (Total)	$/y	516,573	516,573 $/y
Fuel Consumption (Total)	gal/y	26,743	
Carbon Dioxide (Total)	kg/y	239,930	
Hydrocarbons (Total)	kg/y	22	
Carbon Monoxide (Total)	kg/y	286	
NOx (Total)	kg/y	422	

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Near Term AM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	27.9	27.9 mph
Travel Distance (Total)	veh-mi/h	1263.0	1515.6 pers-mi/h
Travel Time (Total)	veh-h/h	45.3	54.4 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.70	
Travel Time Index		6.63	
Congestion Coefficient		1.43	
Demand Flows (Total)	veh/h	2014	2417 pers/h
Arrival Flows (Total)	veh/h	2014	
Percent Heavy Vehicles (Demand)	%	4.9	
Percent Heavy Vehicles (Arrivals)	%	4.9	
Degree of Saturation		0.746	
Practical Spare Capacity	%	14.0	
Effective Intersection Capacity	veh/h	2701	
Control Delay (Total)	veh-h/h	9.73	11.68 pers-h/h
Control Delay (Average)	sec	17.4	17.4 sec
Control Delay (Worst Lane by MC)	sec	24.4	
Control Delay (Worst Movement by MC)	sec	39.3	39.3 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	17.4	
Idling Time (Average)	sec	9.5	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	10.2	
95% Back of Queue - Dist (Worst Lane)	ft	259.7	
Ave. Que Storage Ratio (Worst Lane)		0.07	
Effective Stops (Total)	veh/h	1766	2119 pers/h
Effective Stop Rate		0.88	0.88
Proportion Queued		0.83	0.83
Performance Index		115.7	115.7
Cost (Total)	$/h	1159.16	1159.16 $/h
Fuel Consumption (Total)	gal/h	61.3	
Carbon Dioxide (Total)	kg/h	551.6	
Hydrocarbons (Total)	kg/h	0.049	
Carbon Monoxide (Total)	kg/h	0.64	
NOx (Total)	kg/h	1.195	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	966,783	1,160,139 pers/y
Delay (Total)	veh-h/y	4,672	5,606 pers-h/y
Effective Stops (Total)	veh/y	847,471	1,016,965 pers/y
Travel Distance (Total)	veh-mi/y	606,244	727,493 pers-mi/y
Travel Time (Total)	veh-h/y	21,741	26,089 pers-h/y
Cost (Total)	$/y	556,398	556,398 $/y
Fuel Consumption (Total)	gal/y	29,427	
Carbon Dioxide (Total)	kg/y	264,761	
Hydrocarbons (Total)	kg/y	23	
Carbon Monoxide (Total)	kg/y	307	
NOx (Total)	kg/y	573	

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Near Term PM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	28.1	28.1 mph
Travel Distance (Total)	veh-mi/h	1247.6	1497.1 pers-mi/h
Travel Time (Total)	veh-h/h	44.4	53.3 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.70	
Travel Time Index		6.69	
Congestion Coefficient		1.42	
Demand Flows (Total)	veh/h	1989	2387 pers/h
Arrival Flows (Total)	veh/h	1989	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.817	
Practical Spare Capacity	%	4.1	
Effective Intersection Capacity	veh/h	2437	
Control Delay (Total)	veh-h/h	9.26	11.11 pers-h/h
Control Delay (Average)	sec	16.8	16.8 sec
Control Delay (Worst Lane by MC)	sec	23.2	
Control Delay (Worst Movement by MC)	sec	33.9	33.9 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	16.8	
Idling Time (Average)	sec	8.7	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	14.9	
95% Back of Queue - Dist (Worst Lane)	ft	385.7	
Ave. Que Storage Ratio (Worst Lane)		0.10	
Effective Stops (Total)	veh/h	1766	2119 pers/h
Effective Stop Rate		0.89	0.89
Proportion Queued		0.84	0.84
Performance Index		115.6	115.6
Cost (Total)	$/h	1118.39	1118.39 $/h
Fuel Consumption (Total)	gal/h	57.7	
Carbon Dioxide (Total)	kg/h	517.2	
Hydrocarbons (Total)	kg/h	0.047	
Carbon Monoxide (Total)	kg/h	0.61	
NOx (Total)	kg/h	0.910	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	954,947	1,145,937 pers/y
Delay (Total)	veh-h/y	4,444	5,332 pers-h/y
Effective Stops (Total)	veh/y	847,512	1,017,014 pers/y
Travel Distance (Total)	veh-mi/y	598,841	718,610 pers-mi/y
Travel Time (Total)	veh-h/y	21,330	25,596 pers-h/y
Cost (Total)	$/y	536,826	536,826 $/y
Fuel Consumption (Total)	gal/y	27,672	
Carbon Dioxide (Total)	kg/y	248,265	
Hydrocarbons (Total)	kg/y	22	
Carbon Monoxide (Total)	kg/y	295	
NOx (Total)	kg/y	437	

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Cumulative AM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	27.0	27.0 mph
Travel Distance (Total)	veh-mi/h	1311.5	1573.8 pers-mi/h
Travel Time (Total)	veh-h/h	48.7	58.4 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.67	
Travel Time Index		6.38	
Congestion Coefficient		1.48	
Demand Flows (Total)	veh/h	2091	2510 pers/h
Arrival Flows (Total)	veh/h	2091	
Percent Heavy Vehicles (Demand)	%	4.9	
Percent Heavy Vehicles (Arrivals)	%	4.9	
Degree of Saturation		0.808	
Practical Spare Capacity	%	5.2	
Effective Intersection Capacity	veh/h	2588	
Control Delay (Total)	veh-h/h	11.71	14.05 pers-h/h
Control Delay (Average)	sec	20.2	20.2 sec
Control Delay (Worst Lane by MC)	sec	30.1	
Control Delay (Worst Movement by MC)	sec	46.1	46.1 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	20.2	
Idling Time (Average)	sec	11.2	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	11.7	
95% Back of Queue - Dist (Worst Lane)	ft	299.8	
Ave. Que Storage Ratio (Worst Lane)		0.08	
Effective Stops (Total)	veh/h	2020	2424 pers/h
Effective Stop Rate		0.97	0.97
Proportion Queued		0.87	0.87
Performance Index		131.0	131.0
Cost (Total)	$/h	1236.71	1236.71 $/h
Fuel Consumption (Total)	gal/h	64.7	
Carbon Dioxide (Total)	kg/h	582.3	
Hydrocarbons (Total)	kg/h	0.052	
Carbon Monoxide (Total)	kg/h	0.67	
NOx (Total)	kg/h	1.265	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	1,003,826	1,204,591 pers/y
Delay (Total)	veh-h/y	5,619	6,743 pers-h/y
Effective Stops (Total)	veh/y	969,560	1,163,472 pers/y
Travel Distance (Total)	veh-mi/y	629,515	755,418 pers-mi/y
Travel Time (Total)	veh-h/y	23,356	28,028 pers-h/y
Cost (Total)	$/y	593,619	593,619 $/y
Fuel Consumption (Total)	gal/y	31,067	
Carbon Dioxide (Total)	kg/y	279,522	
Hydrocarbons (Total)	kg/y	25	
Carbon Monoxide (Total)	kg/y	322	
NOx (Total)	kg/y	607	

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Cumulative PM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	27.0	27.0 mph
Travel Distance (Total)	veh-mi/h	1307.7	1569.3 pers-mi/h
Travel Time (Total)	veh-h/h	48.4	58.0 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.68	
Travel Time Index		6.40	
Congestion Coefficient		1.48	
Demand Flows (Total)	veh/h	2085	2502 pers/h
Arrival Flows (Total)	veh/h	2085	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.871	
Practical Spare Capacity	%	-2.4	
Effective Intersection Capacity	veh/h	2395	
Control Delay (Total)	veh-h/h	11.47	13.77 pers-h/h
Control Delay (Average)	sec	19.8	19.8 sec
Control Delay (Worst Lane by MC)	sec	28.4	
Control Delay (Worst Movement by MC)	sec	39.6	39.6 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	19.8	
Idling Time (Average)	sec	10.5	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	18.9	
95% Back of Queue - Dist (Worst Lane)	ft	490.9	
Ave. Que Storage Ratio (Worst Lane)		0.12	
Effective Stops (Total)	veh/h	2095	2514 pers/h
Effective Stop Rate		1.00	1.00
Proportion Queued		0.87	0.87
Performance Index		135.7	135.7
Cost (Total)	$/h	1208.10	1208.10 $/h
Fuel Consumption (Total)	gal/h	61.5	
Carbon Dioxide (Total)	kg/h	552.0	
Hydrocarbons (Total)	kg/h	0.050	
Carbon Monoxide (Total)	kg/h	0.65	
NOx (Total)	kg/h	0.976	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	1,000,926	1,201,112 pers/y
Delay (Total)	veh-h/y	5,507	6,608 pers-h/y
Effective Stops (Total)	veh/y	1,005,698	1,206,838 pers/y
Travel Distance (Total)	veh-mi/y	627,713	753,256 pers-mi/y
Travel Time (Total)	veh-h/y	23,218	27,862 pers-h/y
Cost (Total)	$/y	579,887	579,887 $/y
Fuel Consumption (Total)	gal/y	29,531	
Carbon Dioxide (Total)	kg/y	264,947	
Hydrocarbons (Total)	kg/y	24	
Carbon Monoxide (Total)	kg/y	313	
NOx (Total)	kg/y	468	

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Cumulative AM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	26.3	26.3 mph
Travel Distance (Total)	veh-mi/h	1344.8	1613.7 pers-mi/h
Travel Time (Total)	veh-h/h	51.2	61.5 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.66	
Travel Time Index		6.18	
Congestion Coefficient		1.52	
Demand Flows (Total)	veh/h	2145	2573 pers/h
Arrival Flows (Total)	veh/h	2145	
Percent Heavy Vehicles (Demand)	%	5.0	
Percent Heavy Vehicles (Arrivals)	%	5.0	
Degree of Saturation		0.857	
Practical Spare Capacity	%	-0.8	
Effective Intersection Capacity	veh/h	2502	
Control Delay (Total)	veh-h/h	13.35	16.02 pers-h/h
Control Delay (Average)	sec	22.4	22.4 sec
Control Delay (Worst Lane by MC)	sec	35.6	
Control Delay (Worst Movement by MC)	sec	52.1	52.1 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	22.4	
Idling Time (Average)	sec	12.6	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	12.0	
95% Back of Queue - Dist (Worst Lane)	ft	306.9	
Ave. Que Storage Ratio (Worst Lane)		0.08	
Effective Stops (Total)	veh/h	2214	2656 pers/h
Effective Stop Rate		1.03	1.03
Proportion Queued		0.89	0.89
Performance Index		142.7	142.7
Cost (Total)	$/h	1295.65	1295.65 $/h
Fuel Consumption (Total)	gal/h	67.3	
Carbon Dioxide (Total)	kg/h	605.7	
Hydrocarbons (Total)	kg/h	0.054	
Carbon Monoxide (Total)	kg/h	0.70	
NOx (Total)	kg/h	1.331	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	1,029,391	1,235,270 pers/y
Delay (Total)	veh-h/y	6,406	7,687 pers-h/y
Effective Stops (Total)	veh/y	1,062,548	1,275,057 pers/y
Travel Distance (Total)	veh-mi/y	645,486	774,583 pers-mi/y
Travel Time (Total)	veh-h/y	24,588	29,505 pers-h/y
Cost (Total)	$/y	621,910	621,910 $/y
Fuel Consumption (Total)	gal/y	32,307	
Carbon Dioxide (Total)	kg/y	290,721	
Hydrocarbons (Total)	kg/y	26	
Carbon Monoxide (Total)	kg/y	334	
NOx (Total)	kg/y	639	

1 Hours per Year: 480 (Site)

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INTERSECTION SUMMARY

Site: 1 [Cumulative PM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	mph	26.5	26.5 mph
Travel Distance (Total)	veh-mi/h	1341.5	1609.8 pers-mi/h
Travel Time (Total)	veh-h/h	50.7	60.8 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.66	
Travel Time Index		6.24	
Congestion Coefficient		1.51	
Demand Flows (Total)	veh/h	2139	2567 pers/h
Arrival Flows (Total)	veh/h	2139	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.885	
Practical Spare Capacity	%	-4.0	
Effective Intersection Capacity	veh/h	2416	
Control Delay (Total)	veh-h/h	12.82	15.38 pers-h/h
Control Delay (Average)	sec	21.6	21.6 sec
Control Delay (Worst Lane by MC)	sec	30.4	
Control Delay (Worst Movement by MC)	sec	41.8	41.8 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	21.6	
Idling Time (Average)	sec	11.6	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	19.9	
95% Back of Queue - Dist (Worst Lane)	ft	517.0	
Ave. Que Storage Ratio (Worst Lane)		0.13	
Effective Stops (Total)	veh/h	2277	2733 pers/h
Effective Stop Rate		1.06	1.06
Proportion Queued		0.88	0.88
Performance Index		146.2	146.2
Cost (Total)	$/h	1259.52	1259.52 $/h
Fuel Consumption (Total)	gal/h	63.7	
Carbon Dioxide (Total)	kg/h	571.1	
Hydrocarbons (Total)	kg/h	0.052	
Carbon Monoxide (Total)	kg/h	0.67	
NOx (Total)	kg/h	1.008	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	1,026,695	1,232,034 pers/y
Delay (Total)	veh-h/y	6,151	7,382 pers-h/y
Effective Stops (Total)	veh/y	1,093,029	1,311,634 pers/y
Travel Distance (Total)	veh-mi/y	643,938	772,725 pers-mi/y
Travel Time (Total)	veh-h/y	24,321	29,185 pers-h/y
Cost (Total)	$/y	604,571	604,571 $/y
Fuel Consumption (Total)	gal/y	30,557	
Carbon Dioxide (Total)	kg/y	274,137	
Hydrocarbons (Total)	kg/y	25	
Carbon Monoxide (Total)	kg/y	323	
NOx (Total)	kg/y	484	

1 Hours per Year: 480 (Site)

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Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	10	327	4	24	299
Future Vol, veh/h	3	10	327	4	24	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	3	11	355	4	26	325

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	735	358	0	0	360	0
Stage 1	358	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	325	691	-	-	939	-
Stage 1	613	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	314	691	-	-	939	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.83	0	0.66
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	541	939	-
HCM Lane V/C Ratio	-	-	0.026	0.028	-
HCM Control Delay (s/veh)	-	-	11.8	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	228	36	22	291	2	44	59	12	4	38	28
Future Vol, veh/h	16	228	36	22	291	2	44	59	12	4	38	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	17	248	39	24	316	2	48	64	13	4	41	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	287	0	0	687	668	267	680	687	317
Stage 1	-	-	-	-	-	-	302	302	-	365	365	-
Stage 2	-	-	-	-	-	-	385	366	-	315	322	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1135	-	-	357	381	755	368	372	728
Stage 1	-	-	-	-	-	-	701	668	-	658	627	-
Stage 2	-	-	-	-	-	-	632	626	-	701	655	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1135	-	-	291	365	755	288	357	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	365	-	288	357	-
Stage 1	-	-	-	-	-	-	689	657	-	647	611	-
Stage 2	-	-	-	-	-	-	550	610	-	611	644	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.45	0.58	20.88	14.87
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	1253	-	-	1135	-	-	440
HCM Lane V/C Ratio	0.357	0.014	-	-	0.021	-	-	0.173
HCM Control Delay (s/veh)	20.9	7.9	0	-	8.2	0	-	14.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.6	0	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	8	109	84	12
Future Vol, veh/h	5	1	8	109	84	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	5	1	9	118	91	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	234	98	104	0	-	0
Stage 1	98	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	759	964	1500	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	754	964	1500	-	-	-
Mov Cap-2 Maneuver	754	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.64	0.51	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1500	-	783	-	-
HCM Lane V/C Ratio	0.006	-	0.008	-	-
HCM Control Delay (s/veh)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	6	5	10	5	5
Future Vol, veh/h	28	6	5	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	30	7	5	11	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	78	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.97	-	-	-	6.4	6.87
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.983	-	-	-	3.5	3.903
Pot Cap-1 Maneuver	1188	-	-	-	929	909
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1188	-	-	-	906	909
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.68	0	9.02
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	907
HCM Lane V/C Ratio	0.026	-	-	-	0.012
HCM Control Delay (s/veh)	8.1	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	327	8	1	299
Future Vol, veh/h	1	3	327	8	1	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	355	9	1	325

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	687	360	0	0	364	0
Stage 1	360	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	416	511	-	-	1206	-
Stage 1	711	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	415	511	-	-	1206	-
Mov Cap-2 Maneuver	415	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.52	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	483	1206	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Control Delay (s/veh)	-	-	12.5	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	43	292	17	18	282
Future Vol, veh/h	37	43	292	17	18	282
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	40	47	317	18	20	307

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	672	327	0	0	336	0
Stage 1	327	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	393	694	-	-	1201	-
Stage 1	690	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	385	694	-	-	1201	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.58	0	0.48
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	506	1201	-
HCM Lane V/C Ratio	-	-	0.172	0.016	-
HCM Control Delay (s/veh)	-	-	13.6	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	12	3	3	45	16	12	94	8	4	63	8
Future Vol, veh/h	9	12	3	3	45	16	12	94	8	4	63	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	13	3	3	49	17	13	102	9	4	68	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	234	218	73	216	218	107	77	0	0	111	0	0
Stage 1	82	82	-	133	133	-	-	-	-	-	-	-
Stage 2	153	137	-	84	86	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	698	683	0	744	661	0	1478	-	-	1492	-	-
Stage 1	900	831	0	876	766	0	-	-	-	-	-	-
Stage 2	824	787	0	929	803	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	638	675	-	721	653	-	1478	-	-	1492	-	-
Mov Cap-2 Maneuver	638	675	-	721	653	-	-	-	-	-	-	-
Stage 1	892	829	-	867	759	-	-	-	-	-	-	-
Stage 2	764	780	-	912	800	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.78	0.4
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	-	-	1492	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-	0.003	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	5	372	3	11	411
Future Vol, veh/h	2	5	372	3	11	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	2	5	388	3	11	428

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	840	389	0	0	391	0
Stage 1	389	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	338	664	-	-	1126	-
Stage 1	689	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	334	664	-	-	1126	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.06	0	0.21
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	517	1126	-
HCM Lane V/C Ratio	-	-	0.014	0.01	-
HCM Control Delay (s/veh)	-	-	12.1	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	311	49	12	233	5	51	48	8	9	73	19
Future Vol, veh/h	16	311	49	12	233	5	51	48	8	9	73	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	17	338	53	13	253	5	55	52	9	10	79	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	391	0	0	718	684	365	681	708	256
Stage 1	-	-	-	-	-	-	399	399	-	282	282	-
Stage 2	-	-	-	-	-	-	319	285	-	399	426	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1277	-	-	1178	-	-	347	371	685	367	361	788
Stage 1	-	-	-	-	-	-	631	602	-	729	680	-
Stage 2	-	-	-	-	-	-	697	676	-	631	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1178	-	-	255	360	685	302	350	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	360	-	302	350	-
Stage 1	-	-	-	-	-	-	620	591	-	716	671	-
Stage 2	-	-	-	-	-	-	590	667	-	558	577	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.33	0.39	23.43	18.06
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	1277	-	-	1178	-	-	385
HCM Lane V/C Ratio	0.375	0.014	-	-	0.011	-	-	0.285
HCM Control Delay (s/veh)	23.4	7.9	0	-	8.1	0	-	18.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	11	7	108	128	4
Future Vol, veh/h	5	11	7	108	128	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	5	12	7	115	136	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	268	138	140	0	-	0
Stage 1	138	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-	-
Pot Cap-1 Maneuver	725	915	1356	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	721	915	1356	-	-	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.35	0.47	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	844	-	-
HCM Lane V/C Ratio	0.005	-	0.02	-	-
HCM Control Delay (s/veh)	7.7	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	10	6	11	9	1
Future Vol, veh/h	4	10	6	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	4	11	7	12	10	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	18	0	-	0	32	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	5.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1140	-	-	-	987	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1140	-	-	-	983	1074
Mov Cap-2 Maneuver	-	-	-	-	983	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.33	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1140	-	-	-	991
HCM Lane V/C Ratio	0.004	-	-	-	0.011
HCM Control Delay (s/veh)	8.2	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	370	3	0	374
Future Vol, veh/h	0	3	370	3	0	374
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	378	3	0	382

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	761	379	0	0	381	0
Stage 1	379	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	376	497	-	-	1189	-
Stage 1	696	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	376	497	-	-	1189	-
Mov Cap-2 Maneuver	376	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.29	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	497	1189	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s/veh)	-	-	12.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	22	351	32	27	347
Future Vol, veh/h	15	22	351	32	27	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	16	23	366	33	28	361

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	800	382	0	0	399	0
Stage 1	382	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	346	669	-	-	1149	-
Stage 1	677	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	335	669	-	-	1149	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.21	0	0.59
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	1149	-
HCM Lane V/C Ratio	-	-	0.081	0.024	-
HCM Control Delay (s/veh)	-	-	13.2	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	38	9	5	16	17	3	92	5	12	125	4
Future Vol, veh/h	3	38	9	5	16	17	3	92	5	12	125	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	41	10	5	17	18	3	100	5	13	136	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	279	276	138	292	276	103	140	0	0	105	0	0
Stage 1	164	164	-	109	109	-	-	-	-	-	-	-
Stage 2	115	112	-	183	166	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	677	607	0	664	635	0	1455	-	-	1437	-	-
Stage 1	843	735	0	901	809	0	-	-	-	-	-	-
Stage 2	894	775	0	824	765	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	650	599	-	612	628	-	1455	-	-	1437	-	-
Mov Cap-2 Maneuver	650	599	-	612	628	-	-	-	-	-	-	-
Stage 1	841	728	-	899	807	-	-	-	-	-	-	-
Stage 2	873	773	-	769	757	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.22	0.64
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	-	-	1437	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.009	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	20	327	20	63	299
Future Vol, veh/h	8	20	327	20	63	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	9	22	355	22	68	325

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	828	366	0	0	377	0
Stage 1	366	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	284	683	-	-	924	-
Stage 1	607	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	258	683	-	-	924	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.29	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	465	924	-
HCM Lane V/C Ratio	-	-	0.066	0.074	-
HCM Control Delay (s/veh)	-	-	13.3	9.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	228	36	29	291	2	44	61	14	4	45	28
Future Vol, veh/h	16	228	36	29	291	2	44	61	14	4	45	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	17	248	39	32	316	2	48	66	15	4	49	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	287	0	0	706	684	267	696	702	317
Stage 1	-	-	-	-	-	-	302	302	-	380	380	-
Stage 2	-	-	-	-	-	-	404	382	-	316	322	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1135	-	-	347	374	755	359	365	728
Stage 1	-	-	-	-	-	-	701	668	-	646	617	-
Stage 2	-	-	-	-	-	-	617	616	-	700	655	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1135	-	-	273	355	755	274	347	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	355	-	274	347	-
Stage 1	-	-	-	-	-	-	689	657	-	635	596	-
Stage 2	-	-	-	-	-	-	525	596	-	606	644	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.45	0.74	22.05	15.66
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	339	1253	-	-	1135	-	-	421
HCM Lane V/C Ratio	0.382	0.014	-	-	0.028	-	-	0.199
HCM Control Delay (s/veh)	22.1	7.9	0	-	8.3	0	-	15.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	4	20	109	84	24
Future Vol, veh/h	8	4	20	109	84	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	9	4	22	118	91	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	266	104	117	0	-	0
Stage 1	104	-	-	-	-	-
Stage 2	162	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	727	956	1484	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	716	956	1484	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.69	1.16	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	781	-	-
HCM Lane V/C Ratio	0.015	-	0.017	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	11	18	0	0	12
Future Vol, veh/h	44	11	18	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	12	20	0	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	127	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1597	-	-	-	867	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	917	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	841	1058
Mov Cap-2 Maneuver	-	-	-	-	841	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.86	0	8.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	1058
HCM Lane V/C Ratio	0.03	-	-	-	0.012
HCM Control Delay (s/veh)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	11	15	25	6	3
Future Vol, veh/h	10	11	15	25	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	12	16	27	7	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	43	0	-	0	64	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1565	-	-	-	942	1045
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	936	1045
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	989	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.48	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	969
HCM Lane V/C Ratio	0.007	-	-	-	0.01
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	50	17	10	5	5
Future Vol, veh/h	28	50	17	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	30	54	18	11	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	139	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.97	-	-	-	6.4	6.87
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.983	-	-	-	3.5	3.903
Pot Cap-1 Maneuver	1173	-	-	-	859	893
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1173	-	-	-	836	893
Mov Cap-2 Maneuver	-	-	-	-	836	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.93	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1173	-	-	-	863
HCM Lane V/C Ratio	0.026	-	-	-	0.013
HCM Control Delay (s/veh)	8.2	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	343	8	1	304
Future Vol, veh/h	1	3	343	8	1	304
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	373	9	1	330

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	710	377	0	0	382	0
Stage 1	377	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	403	498	-	-	1188	-
Stage 1	698	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	403	498	-	-	1188	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.72	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	470	1188	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Control Delay (s/veh)	-	-	12.7	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	43	308	17	18	287
Future Vol, veh/h	37	43	308	17	18	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	40	47	335	18	20	312

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	695	344	0	0	353	0
Stage 1	344	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	381	679	-	-	1184	-
Stage 1	677	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	373	679	-	-	1184	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	659	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.88	0	0.48
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	492	1184	-
HCM Lane V/C Ratio	-	-	0.177	0.017	-
HCM Control Delay (s/veh)	-	-	13.9	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	12	3	3	45	16	12	106	8	4	66	8
Future Vol, veh/h	9	12	3	3	45	16	12	106	8	4	66	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	13	3	3	49	17	13	115	9	4	72	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	251	235	76	233	235	120	80	0	0	124	0	0
Stage 1	85	85	-	146	146	-	-	-	-	-	-	-
Stage 2	166	150	-	87	89	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	681	669	0	726	647	0	1474	-	-	1475	-	-
Stage 1	897	828	0	862	756	0	-	-	-	-	-	-
Stage 2	811	777	0	926	800	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	621	661	-	703	639	-	1474	-	-	1475	-	-
Mov Cap-2 Maneuver	621	661	-	703	639	-	-	-	-	-	-	-
Stage 1	888	826	-	854	749	-	-	-	-	-	-	-
Stage 2	751	770	-	908	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.71	0.38
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1474	-	-	-	-	1475	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-	0.003	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	43	372	9	24	411
Future Vol, veh/h	18	43	372	9	24	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	19	45	388	9	25	428

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	870	392	0	0	397	0
Stage 1	392	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	324	661	-	-	1120	-
Stage 1	687	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	661	-	-	1120	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.26	0	0.46
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	1120	-
HCM Lane V/C Ratio	-	-	0.127	0.022	-
HCM Control Delay (s/veh)	-	-	13.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	311	49	14	233	5	51	54	14	9	75	19
Future Vol, veh/h	16	311	49	14	233	5	51	54	14	9	75	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	17	338	53	15	253	5	55	59	15	10	82	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	391	0	0	724	689	365	689	713	256
Stage 1	-	-	-	-	-	-	399	399	-	286	286	-
Stage 2	-	-	-	-	-	-	324	289	-	402	426	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1277	-	-	1178	-	-	344	369	685	363	359	788
Stage 1	-	-	-	-	-	-	631	602	-	725	677	-
Stage 2	-	-	-	-	-	-	692	673	-	629	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1178	-	-	250	357	685	288	347	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	250	357	-	288	347	-
Stage 1	-	-	-	-	-	-	620	591	-	713	666	-
Stage 2	-	-	-	-	-	-	583	663	-	544	577	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.33	0.45	24.02	18.41
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	316	1277	-	-	1178	-	-	379
HCM Lane V/C Ratio	0.409	0.014	-	-	0.013	-	-	0.295
HCM Control Delay (s/veh)	24	7.9	0	-	8.1	0	-	18.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.9	0	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	23	11	108	128	8
Future Vol, veh/h	17	23	11	108	128	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	18	24	12	115	136	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	279	140	145	0	-	0
Stage 1	140	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-	-
Pot Cap-1 Maneuver	715	913	1351	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	709	913	1351	-	-	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	893	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.67	0.71	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1351	-	813	-	-
HCM Lane V/C Ratio	0.009	-	0.052	-	-
HCM Control Delay (s/veh)	7.7	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	23	17	0	0	43
Future Vol, veh/h	15	23	17	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	18	0	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	18	0	-	0	76	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1598	-	-	-	927	1060
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1598	-	-	-	918	1060
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.87	0	8.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1598	-	-	-	1060
HCM Lane V/C Ratio	0.01	-	-	-	0.044
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	19	17	9	25	10
Future Vol, veh/h	4	19	17	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	18	10	27	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	28	0	-	0	53	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1585	-	-	-	956	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	953	1053
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.27	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	980
HCM Lane V/C Ratio	0.003	-	-	-	0.039
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	25	49	11	9	1
Future Vol, veh/h	4	25	49	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	4	27	53	12	10	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	95	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	5.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1089	-	-	-	909	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1089	-	-	-	906	1012
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.15	0	8.98
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	-	915
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s/veh)	8.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	376	3	0	390
Future Vol, veh/h	0	3	376	3	0	390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	384	3	0	398

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	783	385	0	0	387	0
Stage 1	385	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	365	493	-	-	1183	-
Stage 1	692	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	365	493	-	-	1183	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.36	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	493	1183	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s/veh)	-	-	12.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	22	357	32	27	363
Future Vol, veh/h	15	22	357	32	27	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	16	23	372	33	28	378

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	823	389	0	0	405	0
Stage 1	389	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	335	664	-	-	1143	-
Stage 1	672	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	325	664	-	-	1143	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.41	0	0.57
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	467	1143	-
HCM Lane V/C Ratio	-	-	0.083	0.025	-
HCM Control Delay (s/veh)	-	-	13.4	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	38	9	5	16	17	3	96	5	12	137	4
Future Vol, veh/h	3	38	9	5	16	17	3	96	5	12	137	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	41	10	5	17	18	3	104	5	13	149	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	297	293	151	309	293	107	153	0	0	110	0	0
Stage 1	177	177	-	114	114	-	-	-	-	-	-	-
Stage 2	120	116	-	196	179	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	659	593	0	647	621	0	1440	-	-	1432	-	-
Stage 1	829	725	0	896	805	0	-	-	-	-	-	-
Stage 2	890	771	0	811	755	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	633	586	-	595	614	-	1440	-	-	1432	-	-
Mov Cap-2 Maneuver	633	586	-	595	614	-	-	-	-	-	-	-
Stage 1	827	718	-	894	803	-	-	-	-	-	-	-
Stage 2	868	769	-	757	747	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.22	0.59
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	-	-	1432	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.009	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	10	328	4	25	301
Future Vol, veh/h	3	10	328	4	25	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	3	11	357	4	27	327

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	740	359	0	0	361	0
Stage 1	359	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	322	690	-	-	938	-
Stage 1	612	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	311	690	-	-	938	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.87	0	0.69
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	538	938	-
HCM Lane V/C Ratio	-	-	0.026	0.029	-
HCM Control Delay (s/veh)	-	-	11.9	9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	229	38	22	291	2	45	59	12	4	38	28
Future Vol, veh/h	17	229	38	22	291	2	45	59	12	4	38	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	18	249	41	24	316	2	49	64	13	4	41	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	290	0	0	691	673	270	683	692	317
Stage 1	-	-	-	-	-	-	307	307	-	365	365	-
Stage 2	-	-	-	-	-	-	385	366	-	318	327	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1132	-	-	355	379	753	366	370	728
Stage 1	-	-	-	-	-	-	697	665	-	658	627	-
Stage 2	-	-	-	-	-	-	632	626	-	698	651	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1132	-	-	289	363	753	285	354	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	363	-	285	354	-
Stage 1	-	-	-	-	-	-	685	653	-	646	611	-
Stage 2	-	-	-	-	-	-	550	610	-	607	640	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.47	0.58	21.18	14.95
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	347	1253	-	-	1132	-	-	438
HCM Lane V/C Ratio	0.363	0.015	-	-	0.021	-	-	0.174
HCM Control Delay (s/veh)	21.2	7.9	0	-	8.2	0	-	14.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.6	0	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	8	110	86	12
Future Vol, veh/h	5	1	8	110	86	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	5	1	9	120	93	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	237	100	107	0	-	0
Stage 1	100	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	756	961	1497	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	751	961	1497	-	-	-
Mov Cap-2 Maneuver	751	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.66	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1497	-	779	-	-
HCM Lane V/C Ratio	0.006	-	0.008	-	-
HCM Control Delay (s/veh)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	15	0	0	0
Future Vol, veh/h	0	11	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	16	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	28	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1601	-	-	-	987	1063
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1601	-	-	-	987	1063
Mov Cap-2 Maneuver	-	-	-	-	987	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	15	0	0	0
Future Vol, veh/h	0	11	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	16	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	28	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1601	-	-	-	987	1063
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1601	-	-	-	987	1063
Mov Cap-2 Maneuver	-	-	-	-	987	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	6	5	10	5	5
Future Vol, veh/h	28	6	5	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	30	7	5	11	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	78	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.97	-	-	-	6.4	6.87
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.983	-	-	-	3.5	3.903
Pot Cap-1 Maneuver	1188	-	-	-	929	909
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1188	-	-	-	906	909
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.68	0	9.02
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	907
HCM Lane V/C Ratio	0.026	-	-	-	0.012
HCM Control Delay (s/veh)	8.1	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	328	8	1	301
Future Vol, veh/h	1	3	328	8	1	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	357	9	1	327

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	690	361	0	0	365	0
Stage 1	361	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	414	510	-	-	1204	-
Stage 1	710	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	413	510	-	-	1204	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.54	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	482	1204	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Control Delay (s/veh)	-	-	12.5	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	43	292	17	19	283
Future Vol, veh/h	37	43	292	17	19	283
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	40	47	317	18	21	308

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	676	327	0	0	336	0
Stage 1	327	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	391	694	-	-	1201	-
Stage 1	690	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	383	694	-	-	1201	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.61	0	0.51
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	505	1201	-
HCM Lane V/C Ratio	-	-	0.172	0.017	-
HCM Control Delay (s/veh)	-	-	13.6	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	12	3	3	45	16	12	94	8	5	64	8
Future Vol, veh/h	9	12	3	3	45	16	12	94	8	5	64	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	13	3	3	49	17	13	102	9	5	70	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	238	222	74	220	222	107	78	0	0	111	0	0
Stage 1	85	85	-	133	133	-	-	-	-	-	-	-
Stage 2	153	137	-	87	89	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	694	680	0	741	658	0	1477	-	-	1492	-	-
Stage 1	897	828	0	876	766	0	-	-	-	-	-	-
Stage 2	824	787	0	926	800	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	634	671	-	717	649	-	1477	-	-	1492	-	-
Mov Cap-2 Maneuver	634	671	-	717	649	-	-	-	-	-	-	-
Stage 1	888	825	-	867	759	-	-	-	-	-	-	-
Stage 2	764	780	-	908	797	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.79	0.48
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1477	-	-	-	-	1492	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	5	374	3	11	412
Future Vol, veh/h	2	5	374	3	11	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	2	5	390	3	11	429

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	843	391	0	0	393	0
Stage 1	391	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	337	662	-	-	1124	-
Stage 1	688	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	332	662	-	-	1124	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.08	0	0.21
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	516	1124	-
HCM Lane V/C Ratio	-	-	0.014	0.01	-
HCM Control Delay (s/veh)	-	-	12.1	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	312	51	12	234	5	54	48	8	9	73	20
Future Vol, veh/h	17	312	51	12	234	5	54	48	8	9	73	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	18	339	55	13	254	5	59	52	9	10	79	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	395	0	0	724	690	367	685	715	257
Stage 1	-	-	-	-	-	-	404	404	-	283	283	-
Stage 2	-	-	-	-	-	-	320	286	-	402	432	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1276	-	-	1175	-	-	344	368	683	365	358	786
Stage 1	-	-	-	-	-	-	627	599	-	728	679	-
Stage 2	-	-	-	-	-	-	696	675	-	629	584	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1276	-	-	1175	-	-	251	357	683	299	346	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	357	-	299	346	-
Stage 1	-	-	-	-	-	-	616	588	-	715	670	-
Stage 2	-	-	-	-	-	-	589	666	-	555	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.35	0.39	24.25	18.18
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	305	1276	-	-	1175	-	-	383
HCM Lane V/C Ratio	0.393	0.014	-	-	0.011	-	-	0.289
HCM Control Delay (s/veh)	24.3	7.9	0	-	8.1	0	-	18.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	11	7	111	130	4
Future Vol, veh/h	5	11	7	111	130	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	5	12	7	118	138	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	273	140	143	0	-	0
Stage 1	140	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-	-
Pot Cap-1 Maneuver	720	913	1353	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	716	913	1353	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.37	0.46	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	841	-	-
HCM Lane V/C Ratio	0.006	-	0.02	-	-
HCM Control Delay (s/veh)	7.7	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	17	0	0	0
Future Vol, veh/h	0	19	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	18	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	18	0	-	0	39	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1598	-	-	-	973	1060
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1598	-	-	-	973	1060
Mov Cap-2 Maneuver	-	-	-	-	973	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1002	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1598	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	17	0	0	0
Future Vol, veh/h	0	19	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	18	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	18	0	-	0	39	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1598	-	-	-	973	1060
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1598	-	-	-	973	1060
Mov Cap-2 Maneuver	-	-	-	-	973	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1002	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1598	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	10	6	11	9	1
Future Vol, veh/h	4	10	6	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	4	11	7	12	10	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	18	0	-	0	32	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	5.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1140	-	-	-	987	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1140	-	-	-	983	1074
Mov Cap-2 Maneuver	-	-	-	-	983	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.33	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1140	-	-	-	991
HCM Lane V/C Ratio	0.004	-	-	-	0.011
HCM Control Delay (s/veh)	8.2	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	372	3	0	375
Future Vol, veh/h	0	3	372	3	0	375
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	380	3	0	383

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	764	381	0	0	383	0
Stage 1	381	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	375	495	-	-	1187	-
Stage 1	695	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	375	495	-	-	1187	-
Mov Cap-2 Maneuver	375	-	-	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.31	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	1187	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s/veh)	-	-	12.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	23	352	32	28	348
Future Vol, veh/h	15	23	352	32	28	348
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	16	24	367	33	29	363

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	804	383	0	0	400	0
Stage 1	383	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	344	669	-	-	1148	-
Stage 1	676	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	333	669	-	-	1148	-
Mov Cap-2 Maneuver	333	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.2	0	0.61
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	1148	-
HCM Lane V/C Ratio	-	-	0.083	0.025	-
HCM Control Delay (s/veh)	-	-	13.2	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	38	9	5	16	18	3	93	5	13	126	4
Future Vol, veh/h	3	38	9	5	16	18	3	93	5	13	126	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	41	10	5	17	20	3	101	5	14	137	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	284	280	139	296	280	104	141	0	0	107	0	0
Stage 1	167	167	-	110	110	-	-	-	-	-	-	-
Stage 2	116	113	-	186	170	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	673	603	0	660	632	0	1454	-	-	1436	-	-
Stage 1	839	732	0	900	808	0	-	-	-	-	-	-
Stage 2	893	774	0	821	762	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	646	596	-	607	624	-	1454	-	-	1436	-	-
Mov Cap-2 Maneuver	646	596	-	607	624	-	-	-	-	-	-	-
Stage 1	837	724	-	898	806	-	-	-	-	-	-	-
Stage 2	872	772	-	766	754	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.22	0.68
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1454	-	-	-	-	1436	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.01	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	20	328	20	64	301
Future Vol, veh/h	8	20	328	20	64	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	9	22	357	22	70	327

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	834	367	0	0	378	0
Stage 1	367	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	281	682	-	-	923	-
Stage 1	606	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	255	682	-	-	923	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.34	0	1.62
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	462	923	-
HCM Lane V/C Ratio	-	-	0.066	0.075	-
HCM Control Delay (s/veh)	-	-	13.3	9.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	229	38	29	291	2	45	61	14	4	45	28
Future Vol, veh/h	17	229	38	29	291	2	45	61	14	4	45	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	18	249	41	32	316	2	49	66	15	4	49	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	290	0	0	710	688	270	699	708	317
Stage 1	-	-	-	-	-	-	307	307	-	380	380	-
Stage 2	-	-	-	-	-	-	404	382	-	319	327	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1132	-	-	344	372	753	357	362	728
Stage 1	-	-	-	-	-	-	697	665	-	646	617	-
Stage 2	-	-	-	-	-	-	617	616	-	697	651	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1132	-	-	271	353	753	272	344	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	353	-	272	344	-
Stage 1	-	-	-	-	-	-	685	653	-	634	596	-
Stage 2	-	-	-	-	-	-	525	596	-	603	640	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.47	0.74	22.41	15.75
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	335	1253	-	-	1132	-	-	418
HCM Lane V/C Ratio	0.389	0.015	-	-	0.028	-	-	0.2
HCM Control Delay (s/veh)	22.4	7.9	0	-	8.3	0	-	15.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	4	20	110	86	24
Future Vol, veh/h	8	4	20	110	86	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	9	4	22	120	93	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	270	107	120	0	-	0
Stage 1	107	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	724	953	1481	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	713	953	1481	-	-	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.71	1.15	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1481	-	778	-	-
HCM Lane V/C Ratio	0.015	-	0.017	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	21	18	0	0	12
Future Vol, veh/h	44	21	18	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	23	20	0	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	138	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1597	-	-	-	855	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	829	1058
Mov Cap-2 Maneuver	-	-	-	-	829	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	907	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.96	0	8.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	1058
HCM Lane V/C Ratio	0.03	-	-	-	0.012
HCM Control Delay (s/veh)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	11	15	25	6	3
Future Vol, veh/h	10	11	15	25	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	12	16	27	7	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	43	0	-	0	64	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1565	-	-	-	942	1045
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	936	1045
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	989	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.48	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	969
HCM Lane V/C Ratio	0.007	-	-	-	0.01
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	50	17	10	5	5
Future Vol, veh/h	28	50	17	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	30	54	18	11	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	139	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.97	-	-	-	6.4	6.87
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.983	-	-	-	3.5	3.903
Pot Cap-1 Maneuver	1173	-	-	-	859	893
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1173	-	-	-	836	893
Mov Cap-2 Maneuver	-	-	-	-	836	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.93	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1173	-	-	-	863
HCM Lane V/C Ratio	0.026	-	-	-	0.013
HCM Control Delay (s/veh)	8.2	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	344	8	1	306
Future Vol, veh/h	1	3	344	8	1	306
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	374	9	1	333

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	713	378	0	0	383	0
Stage 1	378	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	401	498	-	-	1187	-
Stage 1	697	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	401	498	-	-	1187	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.74	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	469	1187	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Control Delay (s/veh)	-	-	12.7	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	43	308	17	19	288
Future Vol, veh/h	37	43	308	17	19	288
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	40	47	335	18	21	313

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	698	344	0	0	353	0
Stage 1	344	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	379	679	-	-	1184	-
Stage 1	677	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	371	679	-	-	1184	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.91	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1184	-
HCM Lane V/C Ratio	-	-	0.177	0.017	-
HCM Control Delay (s/veh)	-	-	13.9	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	12	3	3	45	16	12	106	8	5	67	8
Future Vol, veh/h	9	12	3	3	45	16	12	106	8	5	67	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	13	3	3	49	17	13	115	9	5	73	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	254	238	77	236	238	120	82	0	0	124	0	0
Stage 1	88	88	-	146	146	-	-	-	-	-	-	-
Stage 2	166	150	-	90	92	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	677	666	0	723	644	0	1473	-	-	1475	-	-
Stage 1	893	826	0	862	756	0	-	-	-	-	-	-
Stage 2	811	777	0	922	797	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	617	658	-	699	636	-	1473	-	-	1475	-	-
Mov Cap-2 Maneuver	617	658	-	699	636	-	-	-	-	-	-	-
Stage 1	884	823	-	854	749	-	-	-	-	-	-	-
Stage 2	751	770	-	904	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.71	0.47
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1473	-	-	-	-	1475	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	43	374	9	24	412
Future Vol, veh/h	18	43	374	9	24	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	19	45	390	9	25	429

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	873	394	0	0	399	0
Stage 1	394	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	323	659	-	-	1118	-
Stage 1	685	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	314	659	-	-	1118	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.29	0	0.46
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	497	1118	-
HCM Lane V/C Ratio	-	-	0.128	0.022	-
HCM Control Delay (s/veh)	-	-	13.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
Future Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	18	339	55	15	254	5	59	59	15	10	82	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	395	0	0	729	694	367	693	719	257
Stage 1	-	-	-	-	-	-	404	404	-	287	287	-
Stage 2	-	-	-	-	-	-	326	290	-	405	432	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1276	-	-	1175	-	-	341	366	683	360	356	786
Stage 1	-	-	-	-	-	-	627	599	-	724	676	-
Stage 2	-	-	-	-	-	-	691	672	-	626	584	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1276	-	-	1175	-	-	246	354	683	286	344	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	246	354	-	286	344	-
Stage 1	-	-	-	-	-	-	616	588	-	711	666	-
Stage 2	-	-	-	-	-	-	581	662	-	541	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.35	0.45	24.92	18.54
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	311	1276	-	-	1175	-	-	378
HCM Lane V/C Ratio	0.426	0.014	-	-	0.013	-	-	0.299
HCM Control Delay (s/veh)	24.9	7.9	0	-	8.1	0	-	18.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2	0	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	23	11	111	130	8
Future Vol, veh/h	17	23	11	111	130	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	18	24	12	118	138	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	284	143	147	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-	-
Pot Cap-1 Maneuver	710	910	1348	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	704	910	1348	-	-	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.69	0.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	809	-	-
HCM Lane V/C Ratio	0.009	-	0.053	-	-
HCM Control Delay (s/veh)	7.7	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	19	27	0	0	43
Future Vol, veh/h	23	19	27	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	21	29	0	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	100	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	71	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1584	-	-	-	899	1045
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	952	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1584	-	-	-	884	1045
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	1045
HCM Lane V/C Ratio	0.016	-	-	-	0.045
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	19	17	9	25	10
Future Vol, veh/h	4	19	17	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	18	10	27	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	28	0	-	0	53	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1585	-	-	-	956	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	953	1053
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.27	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	980
HCM Lane V/C Ratio	0.003	-	-	-	0.039
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	25	49	11	9	1
Future Vol, veh/h	4	25	49	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	4	27	53	12	10	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	95	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	5.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1089	-	-	-	909	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1089	-	-	-	906	1012
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.15	0	8.98
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	-	915
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s/veh)	8.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	378	3	0	391
Future Vol, veh/h	0	3	378	3	0	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	386	3	0	399

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	786	387	0	0	389	0
Stage 1	387	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	364	491	-	-	1181	-
Stage 1	690	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	364	491	-	-	1181	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.38	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1181	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s/veh)	-	-	12.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	23	358	32	28	364
Future Vol, veh/h	15	23	358	32	28	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	16	24	373	33	29	379

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	827	390	0	0	406	0
Stage 1	390	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	333	663	-	-	1142	-
Stage 1	672	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	323	663	-	-	1142	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.4	0	0.59
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	468	1142	-
HCM Lane V/C Ratio	-	-	0.085	0.026	-
HCM Control Delay (s/veh)	-	-	13.4	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Future Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	41	10	5	17	20	3	105	5	14	150	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	301	298	152	314	297	108	154	0	0	111	0	0
Stage 1	180	180	-	115	115	-	-	-	-	-	-	-
Stage 2	121	117	-	199	183	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	655	590	0	643	618	0	1438	-	-	1431	-	-
Stage 1	826	723	0	895	805	0	-	-	-	-	-	-
Stage 2	889	770	0	808	752	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	628	582	-	590	610	-	1438	-	-	1431	-	-
Mov Cap-2 Maneuver	628	582	-	590	610	-	-	-	-	-	-	-
Stage 1	824	715	-	893	803	-	-	-	-	-	-	-
Stage 2	867	769	-	753	744	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.21	0.63
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	-	-	1431	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.01	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	43	374	9	24	412
Future Vol, veh/h	18	43	374	9	24	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	20	47	407	10	26	448

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	911	411	0	0	416	0
Stage 1	411	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	251	645	-	-	890	-
Stage 1	577	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	645	-	-	890	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.84	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	432	890	-
HCM Lane V/C Ratio	-	-	0.153	0.029	-
HCM Control Delay (s/veh)	-	-	14.8	9.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
Future Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	18	339	55	15	254	5	59	59	15	10	82	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.7	13.2	10.8	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	4%	6%	9%
Vol Thru, %	44%	82%	92%	72%
Vol Right, %	11%	13%	2%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	380	253	104
LT Vol	54	17	14	9
Through Vol	54	312	234	75
RT Vol	14	51	5	20
Lane Flow Rate	133	413	275	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.223	0.576	0.438	0.185
Departure Headway (Hd)	6.047	5.02	5.732	5.896
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	591	719	627	607
Service Time	4.101	3.059	3.775	3.952
HCM Lane V/C Ratio	0.225	0.574	0.439	0.186
HCM Control Delay, s/veh	10.8	14.7	13.2	10.3
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.8	3.7	2.2	0.7

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	23	11	111	130	8
Future Vol, veh/h	17	23	11	111	130	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	18	25	12	121	141	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	290	146	150	0	-	0
Stage 1	146	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	705	907	1444	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	698	907	1444	-	-	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.73	0.68	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1444	-	805	-	-
HCM Lane V/C Ratio	0.008	-	0.054	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	19	17	0	0	43
Future Vol, veh/h	15	19	17	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	21	18	0	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	18	0	-	0	72	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1598	-	-	-	932	1060
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1598	-	-	-	923	1060
Mov Cap-2 Maneuver	-	-	-	-	923	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.21	0	8.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1598	-	-	-	1060
HCM Lane V/C Ratio	0.01	-	-	-	0.044
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	19	17	9	25	10
Future Vol, veh/h	4	19	17	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	18	10	27	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	28	0	-	0	53	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1585	-	-	-	956	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	953	1053
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.27	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	980
HCM Lane V/C Ratio	0.003	-	-	-	0.039
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	25	49	11	9	1
Future Vol, veh/h	4	25	49	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	4	27	53	12	10	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	95	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	4.97	-	-	-	6.4	6.87
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.983	-	-	-	3.5	3.903
Pot Cap-1 Maneuver	1133	-	-	-	909	851
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1133	-	-	-	906	851
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.13	0	9.05
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1133	-	-	-	900
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s/veh)	8.2	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	378	3	0	391
Future Vol, veh/h	0	3	378	3	0	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	0	3	411	3	0	425

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	838	413	0	0	414	0
Stage 1	413	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	339	473	-	-	1156	-
Stage 1	673	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	339	473	-	-	1156	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.66	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	473	1156	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s/veh)	-	-	12.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	23	358	32	28	364
Future Vol, veh/h	15	23	358	32	28	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	16	25	389	35	30	396

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	863	407	0	0	424	0
Stage 1	407	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	301	625	-	-	1114	-
Stage 1	633	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	291	625	-	-	1114	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.26	0	0.59
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	430	1114	-
HCM Lane V/C Ratio	-	-	0.096	0.027	-
HCM Control Delay (s/veh)	-	-	14.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Future Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	3	41	10	5	17	20	3	105	5	14	150	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	301	298	152	314	297	108	154	0	0	111	0	0
Stage 1	180	180	-	115	115	-	-	-	-	-	-	-
Stage 2	121	117	-	199	183	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	630	617	0	643	597	0	1384	-	-	1492	-	-
Stage 1	796	754	0	895	780	0	-	-	-	-	-	-
Stage 2	858	802	0	808	728	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	604	609	-	592	589	-	1384	-	-	1492	-	-
Mov Cap-2 Maneuver	604	609	-	592	589	-	-	-	-	-	-	-
Stage 1	794	746	-	893	778	-	-	-	-	-	-	-
Stage 2	836	800	-	755	721	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.22	0.62
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	-	-	1492	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.009	-	-
HCM Control Delay (s/veh)	7.6	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	43	374	9	24	412
Future Vol, veh/h	18	43	374	9	24	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	19	45	390	9	25	429

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	873	394	0	0	399	0
Stage 1	394	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	323	659	-	-	1118	-
Stage 1	685	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	314	659	-	-	1118	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.29	0	0.46
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	497	1118	-
HCM Lane V/C Ratio	-	-	0.128	0.022	-
HCM Control Delay (s/veh)	-	-	13.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
Future Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	7	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	18	339	55	15	254	5	59	59	15	10	82	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	15.1	11.7	10.6	10.2
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	4%	6%	9%
Vol Thru, %	44%	82%	92%	72%
Vol Right, %	11%	13%	2%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	380	253	104
LT Vol	54	17	14	9
Through Vol	54	312	234	75
RT Vol	14	51	5	20
Lane Flow Rate	133	413	275	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.218	0.584	0.4	0.183
Departure Headway (Hd)	5.911	5.091	5.231	5.841
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	606	710	687	613
Service Time	3.959	3.125	3.268	3.891
HCM Lane V/C Ratio	0.219	0.582	0.4	0.184
HCM Control Delay, s/veh	10.6	15.1	11.7	10.2
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	0.8	3.8	1.9	0.7

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	23	11	111	130	8
Future Vol, veh/h	17	23	11	111	130	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	18	24	12	118	138	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	284	143	147	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-	-
Pot Cap-1 Maneuver	710	910	1348	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	704	910	1348	-	-	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.69	0.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	809	-	-
HCM Lane V/C Ratio	0.009	-	0.053	-	-
HCM Control Delay (s/veh)	7.7	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	23	27	0	0	43
Future Vol, veh/h	15	23	27	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	29	0	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	87	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1584	-	-	-	914	1045
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1584	-	-	-	905	1045
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.88	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	1045
HCM Lane V/C Ratio	0.01	-	-	-	0.045
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	19	17	9	25	10
Future Vol, veh/h	4	19	17	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	18	10	27	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	28	0	-	0	53	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1585	-	-	-	956	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	953	1053
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.27	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	980
HCM Lane V/C Ratio	0.003	-	-	-	0.039
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	25	49	11	9	1
Future Vol, veh/h	4	25	49	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	4	27	53	12	10	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	95	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	5.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1089	-	-	-	909	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1089	-	-	-	906	1012
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.15	0	8.98
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	-	915
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s/veh)	8.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	378	3	0	391
Future Vol, veh/h	0	3	378	3	0	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	386	3	0	399

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	786	387	0	0	389	0
Stage 1	387	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	364	491	-	-	1181	-
Stage 1	690	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	364	491	-	-	1181	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.38	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1181	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s/veh)	-	-	12.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	23	358	32	28	364
Future Vol, veh/h	15	23	358	32	28	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	16	24	373	33	29	379

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	827	390	0	0	406	0
Stage 1	390	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	333	663	-	-	1142	-
Stage 1	672	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	323	663	-	-	1142	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.4	0	0.59
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	468	1142	-
HCM Lane V/C Ratio	-	-	0.085	0.026	-
HCM Control Delay (s/veh)	-	-	13.4	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Future Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	41	10	5	17	20	3	105	5	14	150	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	301	298	152	314	297	108	154	0	0	111	0	0
Stage 1	180	180	-	115	115	-	-	-	-	-	-	-
Stage 2	121	117	-	199	183	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	655	590	0	643	618	0	1438	-	-	1431	-	-
Stage 1	826	723	0	895	805	0	-	-	-	-	-	-
Stage 2	889	770	0	808	752	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	628	582	-	590	610	-	1438	-	-	1431	-	-
Mov Cap-2 Maneuver	628	582	-	590	610	-	-	-	-	-	-	-
Stage 1	824	715	-	893	803	-	-	-	-	-	-	-
Stage 2	867	769	-	753	744	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.21	0.63
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	-	-	1431	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.01	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	48	344	26	111	316
Future Vol, veh/h	21	48	344	26	111	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	23	52	374	28	121	343

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	973	388	0	0	402	0
Stage 1	388	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	230	665	-	-	902	-
Stage 1	593	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	192	665	-	-	902	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	395	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.8	0	2.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	380	902	-
HCM Lane V/C Ratio	-	-	0.198	0.134	-
HCM Control Delay (s/veh)	-	-	16.8	9.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.5	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	231	45	24	300	2	47	62	13	6	65	45
Future Vol, veh/h	18	231	45	24	300	2	47	62	13	6	65	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	20	251	49	26	326	2	51	67	14	7	71	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	300	0	0	728	695	276	703	718	327
Stage 1	-	-	-	-	-	-	315	315	-	379	379	-
Stage 2	-	-	-	-	-	-	414	380	-	324	339	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1243	-	-	1122	-	-	335	368	747	355	357	719
Stage 1	-	-	-	-	-	-	690	659	-	647	618	-
Stage 2	-	-	-	-	-	-	610	617	-	693	643	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1243	-	-	1122	-	-	238	351	747	270	340	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	238	351	-	270	340	-
Stage 1	-	-	-	-	-	-	677	647	-	634	600	-
Stage 2	-	-	-	-	-	-	487	600	-	597	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.49	0.61	24.84	17.18
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	312	1243	-	-	1122	-	-	421
HCM Lane V/C Ratio	0.426	0.016	-	-	0.023	-	-	0.3
HCM Control Delay (s/veh)	24.8	7.9	0	-	8.3	0	-	17.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2	0	-	-	0.1	-	-	1.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	8	116	90	51
Future Vol, veh/h	5	1	8	116	90	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	5	1	9	126	98	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	269	126	153	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	725	930	1440	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	720	930	1440	-	-	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.85	0.48	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	748	-	-
HCM Lane V/C Ratio	0.006	-	0.009	-	-
HCM Control Delay (s/veh)	7.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	53	0	0	0
Future Vol, veh/h	0	12	53	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	58	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	71	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1547	-	-	-	934	1009
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	934	1009
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	53	0	0	0
Future Vol, veh/h	0	12	53	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	58	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	71	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1547	-	-	-	934	1009
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	934	1009
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	6	40	14	5	9
Future Vol, veh/h	29	6	40	14	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	32	7	43	15	5	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	59	0	-	0	121	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	4.97	-	-	-	6.4	6.87
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.983	-	-	-	3.5	3.903
Pot Cap-1 Maneuver	1140	-	-	-	880	860
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1140	-	-	-	855	860
Mov Cap-2 Maneuver	-	-	-	-	855	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.83	0	9.27
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1140	-	-	-	858
HCM Lane V/C Ratio	0.028	-	-	-	0.018
HCM Control Delay (s/veh)	8.2	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	341	8	1	310
Future Vol, veh/h	1	3	341	8	1	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	371	9	1	337

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	714	375	0	0	379	0
Stage 1	375	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	401	500	-	-	1190	-
Stage 1	699	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	400	500	-	-	1190	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.72	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	471	1190	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Control Delay (s/veh)	-	-	12.7	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection						
Int Delay, s/veh	1.9					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	49	301	18	20	289
Future Vol, veh/h	39	49	301	18	20	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	42	53	327	20	22	314

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	695	337	0	0	347	0
Stage 1	337	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	381	685	-	-	1190	-
Stage 1	683	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	373	685	-	-	1190	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.91	0	0.52
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	1190	-
HCM Lane V/C Ratio	-	-	0.192	0.018	-
HCM Control Delay (s/veh)	-	-	13.9	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	13	6	3	47	17	28	99	8	5	67	8
Future Vol, veh/h	9	13	6	3	47	17	28	99	8	5	67	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	14	7	3	51	18	30	108	9	5	73	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	282	265	77	264	265	112	82	0	0	116	0	0
Stage 1	88	88	-	173	173	-	-	-	-	-	-	-
Stage 2	194	177	-	91	92	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	649	644	0	693	622	0	1473	-	-	1485	-	-
Stage 1	893	826	0	834	735	0	-	-	-	-	-	-
Stage 2	783	756	0	921	797	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	580	627	-	661	606	-	1473	-	-	1485	-	-
Mov Cap-2 Maneuver	580	627	-	661	606	-	-	-	-	-	-	-
Stage 1	873	823	-	815	719	-	-	-	-	-	-	-
Stage 2	711	740	-	902	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			1.55	0.46
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1473	-	-	-	-	1485	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	62	387	21	62	433
Future Vol, veh/h	28	62	387	21	62	433
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	29	65	403	22	65	451

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	994	414	0	0	425	0
Stage 1	414	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	274	643	-	-	1093	-
Stage 1	671	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	252	643	-	-	1093	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.57	0	1.06
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	434	1093	-
HCM Lane V/C Ratio	-	-	0.216	0.059	-
HCM Control Delay (s/veh)	-	-	15.6	8.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	328	54	13	244	6	57	65	8	9	77	20
Future Vol, veh/h	30	328	54	13	244	6	57	65	8	9	77	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	33	357	59	14	265	7	62	71	9	10	84	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	415	0	0	786	751	386	754	777	268
Stage 1	-	-	-	-	-	-	451	451	-	297	297	-
Stage 2	-	-	-	-	-	-	335	300	-	457	480	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1263	-	-	1155	-	-	312	340	666	328	329	775
Stage 1	-	-	-	-	-	-	592	571	-	716	670	-
Stage 2	-	-	-	-	-	-	683	666	-	587	556	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1263	-	-	1155	-	-	214	323	666	244	313	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	323	-	244	313	-
Stage 1	-	-	-	-	-	-	572	552	-	692	660	-
Stage 2	-	-	-	-	-	-	571	656	-	488	537	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.58	0.4	31.81	20.67
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	271	1263	-	-	1155	-	-	344
HCM Lane V/C Ratio	0.521	0.026	-	-	0.012	-	-	0.335
HCM Control Delay (s/veh)	31.8	7.9	0	-	8.2	0	-	20.7
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.8	0.1	-	-	0	-	-	1.4

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	11	7	117	137	7
Future Vol, veh/h	35	11	7	117	137	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	37	12	7	124	146	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	289	149	153	0	-	0
Stage 1	149	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-	-
Pot Cap-1 Maneuver	706	902	1341	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	902	1341	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.2	0.43	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1341	-	741	-	-
HCM Lane V/C Ratio	0.006	-	0.066	-	-
HCM Control Delay (s/veh)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	48	18	0	0	0
Future Vol, veh/h	0	48	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	52	20	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	72	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1597	-	-	-	932	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	932	1058
Mov Cap-2 Maneuver	-	-	-	-	932	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	48	18	0	0	0
Future Vol, veh/h	0	48	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	52	20	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	72	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1597	-	-	-	932	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	932	1058
Mov Cap-2 Maneuver	-	-	-	-	932	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	38	6	12	10	1
Future Vol, veh/h	5	38	6	12	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	6	46	7	15	12	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	73	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	5.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1136	-	-	-	936	1071
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1136	-	-	-	930	1071
Mov Cap-2 Maneuver	-	-	-	-	930	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.95	0	8.88
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1136	-	-	-	942
HCM Lane V/C Ratio	0.005	-	-	-	0.014
HCM Control Delay (s/veh)	8.2	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	407	4	0	388
Future Vol, veh/h	0	3	407	4	0	388
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	415	4	0	396

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	813	417	0	0	419	0
Stage 1	417	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	351	470	-	-	1151	-
Stage 1	669	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	351	470	-	-	1151	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.71	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	470	1151	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s/veh)	-	-	12.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	29	379	34	35	352
Future Vol, veh/h	16	29	379	34	35	352
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	17	30	395	35	36	367

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	852	413	0	0	430	0
Stage 1	413	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	322	644	-	-	1119	-
Stage 1	655	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	309	644	-	-	1119	-
Mov Cap-2 Maneuver	309	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.61	0	0.75
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	465	1119	-
HCM Lane V/C Ratio	-	-	0.101	0.033	-
HCM Control Delay (s/veh)	-	-	13.6	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	40	34	5	17	19	10	98	5	14	132	4
Future Vol, veh/h	3	40	34	5	17	19	10	98	5	14	132	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	43	37	5	18	21	11	107	5	15	143	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	314	310	146	327	309	109	148	0	0	112	0	0
Stage 1	176	176	-	131	131	-	-	-	-	-	-	-
Stage 2	137	134	-	196	178	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	643	581	0	630	608	0	1446	-	-	1429	-	-
Stage 1	830	726	0	877	792	0	-	-	-	-	-	-
Stage 2	870	758	0	811	756	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	611	569	-	572	597	-	1446	-	-	1429	-	-
Mov Cap-2 Maneuver	611	569	-	572	597	-	-	-	-	-	-	-
Stage 1	824	717	-	870	785	-	-	-	-	-	-	-
Stage 2	843	752	-	753	747	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.66	0.7
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1446	-	-	-	-	1429	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-	0.011	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	58	344	42	150	316
Future Vol, veh/h	26	58	344	42	150	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	28	63	374	46	163	343

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1066	397	0	0	420	0
Stage 1	397	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	200	657	-	-	887	-
Stage 1	587	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	657	-	-	887	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	20.16	0	3.21
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	328	887	-
HCM Lane V/C Ratio	-	-	0.278	0.184	-
HCM Control Delay (s/veh)	-	-	20.2	10	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.7	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	231	45	31	300	2	47	64	15	6	72	45
Future Vol, veh/h	18	231	45	31	300	2	47	64	15	6	72	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	20	251	49	34	326	2	51	70	16	7	78	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	300	0	0	747	710	276	720	734	327
Stage 1	-	-	-	-	-	-	315	315	-	395	395	-
Stage 2	-	-	-	-	-	-	433	396	-	325	339	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1243	-	-	1122	-	-	325	361	747	346	350	719
Stage 1	-	-	-	-	-	-	690	659	-	635	608	-
Stage 2	-	-	-	-	-	-	596	608	-	692	643	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1243	-	-	1122	-	-	221	341	747	257	331	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	341	-	257	331	-
Stage 1	-	-	-	-	-	-	677	647	-	623	586	-
Stage 2	-	-	-	-	-	-	463	585	-	592	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.49	0.77	26.69	18.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	300	1243	-	-	1122	-	-	405
HCM Lane V/C Ratio	0.456	0.016	-	-	0.03	-	-	0.33
HCM Control Delay (s/veh)	26.7	7.9	0	-	8.3	0	-	18.2
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.3	0	-	-	0.1	-	-	1.4

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	4	20	116	90	63
Future Vol, veh/h	8	4	20	116	90	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	9	4	22	126	98	68

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	302	132	166	0	-	0
Stage 1	132	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	694	923	1424	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	683	923	1424	-	-	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.9	1.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	748	-	-
HCM Lane V/C Ratio	0.015	-	0.017	-	-
HCM Control Delay (s/veh)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	22	56	0	0	12
Future Vol, veh/h	44	22	56	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	24	61	0	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	180	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	809	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	784	1004
Mov Cap-2 Maneuver	-	-	-	-	784	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	906	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.94	0	8.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	1004
HCM Lane V/C Ratio	0.031	-	-	-	0.013
HCM Control Delay (s/veh)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	12	53	25	6	3
Future Vol, veh/h	10	12	53	25	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	13	58	27	7	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	85	0	-	0	106	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1512	-	-	-	892	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	885	991
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.36	0	8.96
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	918
HCM Lane V/C Ratio	0.007	-	-	-	0.011
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	50	52	14	5	9
Future Vol, veh/h	29	50	52	14	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	32	54	57	15	5	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	182	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	4.97	-	-	-	6.4	6.87
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.983	-	-	-	3.5	3.903
Pot Cap-1 Maneuver	1126	-	-	-	813	845
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1126	-	-	-	789	845
Mov Cap-2 Maneuver	-	-	-	-	789	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.04	0	9.45
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1126	-	-	-	824
HCM Lane V/C Ratio	0.028	-	-	-	0.018
HCM Control Delay (s/veh)	8.3	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	357	8	1	315
Future Vol, veh/h	1	3	357	8	1	315
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	388	9	1	342

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	737	392	0	0	397	0
Stage 1	392	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	389	487	-	-	1173	-
Stage 1	687	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	388	487	-	-	1173	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.93	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	458	1173	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Control Delay (s/veh)	-	-	12.9	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	49	317	18	20	294
Future Vol, veh/h	39	49	317	18	20	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	42	53	345	20	22	320

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	717	354	0	0	364	0
Stage 1	354	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	369	670	-	-	1173	-
Stage 1	670	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	361	670	-	-	1173	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.22	0	0.52
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	486	1173	-
HCM Lane V/C Ratio	-	-	0.197	0.019	-
HCM Control Delay (s/veh)	-	-	14.2	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	13	6	3	47	17	28	111	8	5	70	8
Future Vol, veh/h	9	13	6	3	47	17	28	111	8	5	70	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	14	7	3	51	18	30	121	9	5	76	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	298	282	80	280	282	125	85	0	0	129	0	0
Stage 1	91	91	-	186	186	-	-	-	-	-	-	-
Stage 2	207	190	-	94	96	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	633	630	0	676	609	0	1469	-	-	1469	-	-
Stage 1	889	823	0	821	726	0	-	-	-	-	-	-
Stage 2	770	747	0	918	795	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	564	614	-	644	593	-	1469	-	-	1469	-	-
Mov Cap-2 Maneuver	564	614	-	644	593	-	-	-	-	-	-	-
Stage 1	870	820	-	802	710	-	-	-	-	-	-	-
Stage 2	699	730	-	898	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			1.43	0.45
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	-	-	1469	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	100	387	27	75	433
Future Vol, veh/h	44	100	387	27	75	433
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	46	104	403	28	78	451

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1024	417	0	0	431	0
Stage 1	417	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	263	640	-	-	1087	-
Stage 1	669	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	640	-	-	1087	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.17	0	1.27
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	422	1087	-
HCM Lane V/C Ratio	-	-	0.356	0.072	-
HCM Control Delay (s/veh)	-	-	18.2	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.6	0.2	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	328	54	15	244	6	57	71	14	9	79	20
Future Vol, veh/h	30	328	54	15	244	6	57	71	14	9	79	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	33	357	59	16	265	7	62	77	15	10	86	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	415	0	0	792	755	386	761	782	268
Stage 1	-	-	-	-	-	-	451	451	-	301	301	-
Stage 2	-	-	-	-	-	-	341	304	-	460	480	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1263	-	-	1155	-	-	309	338	666	324	327	775
Stage 1	-	-	-	-	-	-	592	571	-	712	667	-
Stage 2	-	-	-	-	-	-	678	663	-	585	556	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1263	-	-	1155	-	-	210	321	666	231	311	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	321	-	231	311	-
Stage 1	-	-	-	-	-	-	572	552	-	688	656	-
Stage 2	-	-	-	-	-	-	563	652	-	475	537	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.58	0.46	33.37	21.16
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	276	1263	-	-	1155	-	-	339
HCM Lane V/C Ratio	0.559	0.026	-	-	0.014	-	-	0.347
HCM Control Delay (s/veh)	33.4	7.9	0	-	8.2	0	-	21.2
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.1	0.1	-	-	0	-	-	1.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	23	11	117	137	11
Future Vol, veh/h	47	23	11	117	137	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	50	24	12	124	146	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	299	152	157	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-	-
Pot Cap-1 Maneuver	696	900	1336	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	690	900	1336	-	-	-
Mov Cap-2 Maneuver	690	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.35	0.66	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	747	-	-
HCM Lane V/C Ratio	0.009	-	0.1	-	-
HCM Control Delay (s/veh)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	52	28	0	0	43
Future Vol, veh/h	15	52	28	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	57	30	0	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	30	0	-	0	120	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1582	-	-	-	876	1044
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1582	-	-	-	867	1044
Mov Cap-2 Maneuver	-	-	-	-	867	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.63	0	8.61
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	1044
HCM Lane V/C Ratio	0.01	-	-	-	0.045
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	48	18	9	25	10
Future Vol, veh/h	4	48	18	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	52	20	10	27	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	85	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1584	-	-	-	916	1052
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1584	-	-	-	913	1052
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	962	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.56	0	8.95
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	949
HCM Lane V/C Ratio	0.003	-	-	-	0.04
HCM Control Delay (s/veh)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	53	49	12	10	1
Future Vol, veh/h	5	53	49	12	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	5	58	53	13	11	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	128	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	5.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1088	-	-	-	871	1011
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1088	-	-	-	866	1011
Mov Cap-2 Maneuver	-	-	-	-	866	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.72	0	9.16
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1088	-	-	-	878
HCM Lane V/C Ratio	0.005	-	-	-	0.014
HCM Control Delay (s/veh)	8.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	413	4	0	404
Future Vol, veh/h	0	3	413	4	0	404
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	421	4	0	412

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	836	423	0	0	426	0
Stage 1	423	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	340	466	-	-	1145	-
Stage 1	665	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	340	466	-	-	1145	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.78	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	466	1145	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s/veh)	-	-	12.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	29	385	34	35	368
Future Vol, veh/h	16	29	385	34	35	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	17	30	401	35	36	383

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	875	419	0	0	436	0
Stage 1	419	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	312	639	-	-	1113	-
Stage 1	651	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	299	639	-	-	1113	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	600	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.82	0	0.72
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	455	1113	-
HCM Lane V/C Ratio	-	-	0.103	0.033	-
HCM Control Delay (s/veh)	-	-	13.8	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	40	34	5	17	19	10	102	5	14	144	4
Future Vol, veh/h	3	40	34	5	17	19	10	102	5	14	144	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	43	37	5	18	21	11	111	5	15	157	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	331	327	159	344	327	114	161	0	0	116	0	0
Stage 1	189	189	-	135	135	-	-	-	-	-	-	-
Stage 2	142	138	-	209	191	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	626	568	0	614	595	0	1430	-	-	1424	-	-
Stage 1	817	716	0	873	788	0	-	-	-	-	-	-
Stage 2	866	754	0	798	746	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	595	556	-	556	583	-	1430	-	-	1424	-	-
Mov Cap-2 Maneuver	595	556	-	556	583	-	-	-	-	-	-	-
Stage 1	811	708	-	866	782	-	-	-	-	-	-	-
Stage 2	839	748	-	740	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.64	0.65
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1430	-	-	-	-	1424	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-	0.011	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.6	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	3.4					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	58	344	42	150	316
Future Vol, veh/h	26	58	344	42	150	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	28	63	374	46	163	343

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1066	397	0	0	420	0
Stage 1	397	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	200	657	-	-	887	-
Stage 1	587	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	657	-	-	887	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	20.16	0	3.21
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	328	887	-
HCM Lane V/C Ratio	-	-	0.278	0.184	-
HCM Control Delay (s/veh)	-	-	20.2	10	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.7	-

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	231	45	31	300	2	47	64	15	6	72	45
Future Vol, veh/h	18	231	45	31	300	2	47	64	15	6	72	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	20	251	49	34	326	2	51	70	16	7	78	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.8	16.3	11	10.5
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	6%	9%	5%
Vol Thru, %	51%	79%	90%	59%
Vol Right, %	12%	15%	1%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	294	333	123
LT Vol	47	18	31	6
Through Vol	64	231	300	72
RT Vol	15	45	2	45
Lane Flow Rate	137	320	362	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.233	0.465	0.575	0.217
Departure Headway (Hd)	6.112	5.234	5.714	5.832
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	585	687	630	612
Service Time	4.179	3.286	3.763	3.899
HCM Lane V/C Ratio	0.234	0.466	0.575	0.219
HCM Control Delay, s/veh	11	12.8	16.3	10.5
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	0.9	2.5	3.7	0.8

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	4	20	116	90	63
Future Vol, veh/h	8	4	20	116	90	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	9	4	22	126	98	68

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	302	132	166	0	-	0
Stage 1	132	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	694	923	1424	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	683	923	1424	-	-	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.9	1.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	748	-	-
HCM Lane V/C Ratio	0.015	-	0.017	-	-
HCM Control Delay (s/veh)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	22	56	0	0	12
Future Vol, veh/h	44	22	56	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	24	61	0	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	180	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	809	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	784	1004
Mov Cap-2 Maneuver	-	-	-	-	784	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	906	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.94	0	8.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	1004
HCM Lane V/C Ratio	0.031	-	-	-	0.013
HCM Control Delay (s/veh)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	12	53	25	6	3
Future Vol, veh/h	10	12	53	25	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	13	58	27	7	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	85	0	-	0	106	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1512	-	-	-	892	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	885	991
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.36	0	8.96
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	918
HCM Lane V/C Ratio	0.007	-	-	-	0.011
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	50	52	14	5	9
Future Vol, veh/h	29	50	52	14	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	32	54	57	15	5	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	182	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	4.97	-	-	-	6.4	6.87
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.983	-	-	-	3.5	3.903
Pot Cap-1 Maneuver	1126	-	-	-	813	845
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1126	-	-	-	789	845
Mov Cap-2 Maneuver	-	-	-	-	789	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.04	0	9.45
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1126	-	-	-	824
HCM Lane V/C Ratio	0.028	-	-	-	0.018
HCM Control Delay (s/veh)	8.3	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	357	8	1	315
Future Vol, veh/h	1	3	357	8	1	315
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	388	9	1	342

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	737	392	0	0	397	0
Stage 1	392	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	389	487	-	-	1173	-
Stage 1	687	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	388	487	-	-	1173	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.93	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	458	1173	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Control Delay (s/veh)	-	-	12.9	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	49	317	18	20	294
Future Vol, veh/h	39	49	317	18	20	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	42	53	345	20	22	320

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	717	354	0	0	364	0
Stage 1	354	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	369	670	-	-	1173	-
Stage 1	670	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	361	670	-	-	1173	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.22	0	0.52
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	486	1173	-
HCM Lane V/C Ratio	-	-	0.197	0.019	-
HCM Control Delay (s/veh)	-	-	14.2	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	13	6	3	47	17	28	111	8	5	70	8
Future Vol, veh/h	9	13	6	3	47	17	28	111	8	5	70	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	14	7	3	51	18	30	121	9	5	76	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	298	282	80	280	282	125	85	0	0	129	0	0
Stage 1	91	91	-	186	186	-	-	-	-	-	-	-
Stage 2	207	190	-	94	96	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	633	630	0	676	609	0	1469	-	-	1469	-	-
Stage 1	889	823	0	821	726	0	-	-	-	-	-	-
Stage 2	770	747	0	918	795	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	564	614	-	644	593	-	1469	-	-	1469	-	-
Mov Cap-2 Maneuver	564	614	-	644	593	-	-	-	-	-	-	-
Stage 1	870	820	-	802	710	-	-	-	-	-	-	-
Stage 2	699	730	-	898	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			1.43	0.45
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	-	-	1469	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	100	387	27	75	433
Future Vol, veh/h	44	100	387	27	75	433
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	46	104	403	28	78	451

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1024	417	0	0	431	0
Stage 1	417	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	263	640	-	-	1087	-
Stage 1	669	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	640	-	-	1087	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.17	0	1.27
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	422	1087	-
HCM Lane V/C Ratio	-	-	0.356	0.072	-
HCM Control Delay (s/veh)	-	-	18.2	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.6	0.2	-

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	328	54	15	244	6	57	71	14	9	79	20
Future Vol, veh/h	30	328	54	15	244	6	57	71	14	9	79	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	7	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	33	357	59	16	265	7	62	77	15	10	86	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.6	12.6	11.3	10.7
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	7%	6%	8%
Vol Thru, %	50%	80%	92%	73%
Vol Right, %	10%	13%	2%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	412	265	108
LT Vol	57	30	15	9
Through Vol	71	328	244	79
RT Vol	14	54	6	20
Lane Flow Rate	154	448	288	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.261	0.652	0.433	0.198
Departure Headway (Hd)	6.099	5.243	5.415	6.077
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	587	690	663	587
Service Time	4.165	3.288	3.467	4.147
HCM Lane V/C Ratio	0.262	0.649	0.434	0.199
HCM Control Delay, s/veh	11.3	17.6	12.6	10.7
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	1	4.8	2.2	0.7

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	23	11	117	137	11
Future Vol, veh/h	47	23	11	117	137	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	50	24	12	124	146	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	299	152	157	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-	-
Pot Cap-1 Maneuver	696	900	1336	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	690	900	1336	-	-	-
Mov Cap-2 Maneuver	690	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.35	0.66	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	747	-	-
HCM Lane V/C Ratio	0.009	-	0.1	-	-
HCM Control Delay (s/veh)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	52	28	0	0	43
Future Vol, veh/h	15	52	28	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	57	30	0	0	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	30	0	-	0	120	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1582	-	-	-	876	1044
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1582	-	-	-	867	1044
Mov Cap-2 Maneuver	-	-	-	-	867	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.63	0	8.61
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	1044
HCM Lane V/C Ratio	0.01	-	-	-	0.045
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	48	18	9	25	10
Future Vol, veh/h	4	48	18	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	52	20	10	27	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	85	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1584	-	-	-	916	1052
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1584	-	-	-	913	1052
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	962	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.56	0	8.95
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	949
HCM Lane V/C Ratio	0.003	-	-	-	0.04
HCM Control Delay (s/veh)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	53	49	12	10	1
Future Vol, veh/h	5	53	49	12	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	5	58	53	13	11	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	66	0	-	0	128	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	5.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1088	-	-	-	871	1011
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1088	-	-	-	866	1011
Mov Cap-2 Maneuver	-	-	-	-	866	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.72	0	9.16
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1088	-	-	-	878
HCM Lane V/C Ratio	0.005	-	-	-	0.014
HCM Control Delay (s/veh)	8.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	413	4	0	404
Future Vol, veh/h	0	3	413	4	0	404
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	421	4	0	412

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	836	423	0	0	426	0
Stage 1	423	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	340	466	-	-	1145	-
Stage 1	665	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	340	466	-	-	1145	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.78	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	466	1145	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s/veh)	-	-	12.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	29	385	34	35	368
Future Vol, veh/h	16	29	385	34	35	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	17	30	401	35	36	383

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	875	419	0	0	436	0
Stage 1	419	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	312	639	-	-	1113	-
Stage 1	651	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	299	639	-	-	1113	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	600	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.82	0	0.72
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	455	1113	-
HCM Lane V/C Ratio	-	-	0.103	0.033	-
HCM Control Delay (s/veh)	-	-	13.8	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	40	34	5	17	19	10	102	5	14	144	4
Future Vol, veh/h	3	40	34	5	17	19	10	102	5	14	144	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	43	37	5	18	21	11	111	5	15	157	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	331	327	159	344	327	114	161	0	0	116	0	0
Stage 1	189	189	-	135	135	-	-	-	-	-	-	-
Stage 2	142	138	-	209	191	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	626	568	0	614	595	0	1430	-	-	1424	-	-
Stage 1	817	716	0	873	788	0	-	-	-	-	-	-
Stage 2	866	754	0	798	746	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	595	556	-	556	583	-	1430	-	-	1424	-	-
Mov Cap-2 Maneuver	595	556	-	556	583	-	-	-	-	-	-	-
Stage 1	811	708	-	866	782	-	-	-	-	-	-	-
Stage 2	839	748	-	740	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v			0.64	0.65
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1430	-	-	-	-	1424	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-	0.011	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.6	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

APPENDIX E

DETAILED QUEUING WORKSHEETS

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	141	346	138	143
Average Queue (ft)	67	128	59	68
95th Queue (ft)	133	278	113	122
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	144
Average Queue (ft)	7	5
95th Queue (ft)	22	30
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	50	75	54
Average Queue (ft)	1	5	44	29
95th Queue (ft)	10	25	70	54
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	1673
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	47
Average Queue (ft)	11
95th Queue (ft)	36
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	52
Average Queue (ft)	3
95th Queue (ft)	19
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	78	28
Average Queue (ft)	38	5
95th Queue (ft)	66	22
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	54	89	31
Average Queue (ft)	23	27	1
95th Queue (ft)	47	60	11
Link Distance (ft)	5130	332	1100
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	350	160	77	100
Average Queue (ft)	240	59	52	53
95th Queue (ft)	420	145	87	102
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	17	30
Average Queue (ft)	4	11
95th Queue (ft)	15	34
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	26	55	31
Average Queue (ft)	5	45	25
95th Queue (ft)	22	60	45
Link Distance (ft)	5181	2577	1511
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	1673
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	68	73
Average Queue (ft)	25	20
95th Queue (ft)	67	68
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	79	31
Average Queue (ft)	37	25
95th Queue (ft)	82	45
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	79	80	55	153
Average Queue (ft)	40	60	40	67
95th Queue (ft)	72	89	59	148
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	54
Average Queue (ft)	17	25
95th Queue (ft)	39	62
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	49	54	54
Average Queue (ft)	16	35	36
95th Queue (ft)	50	51	51
Link Distance (ft)	861	2577	1511
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	31
Average Queue (ft)	6	6
95th Queue (ft)	26	27
Link Distance (ft)	1667	2585
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	415
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	11
95th Queue (ft)	47
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	79	28
Average Queue (ft)	37	6
95th Queue (ft)	89	24
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	32	31
Average Queue (ft)	12	6
95th Queue (ft)	37	27
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	293	192	77	75
Average Queue (ft)	266	86	43	52
95th Queue (ft)	327	178	85	84
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	17	28
Average Queue (ft)	13	6
95th Queue (ft)	24	24
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	74	54
Average Queue (ft)	65	33
95th Queue (ft)	82	53
Link Distance (ft)	2577	1511
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	1668
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	24
95th Queue (ft)	44
Link Distance (ft)	553
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	28
95th Queue (ft)	31
Link Distance (ft)	562
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	18
95th Queue (ft)	43
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	54
Average Queue (ft)	12	11
95th Queue (ft)	35	47
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	50	31
Average Queue (ft)	35	18
95th Queue (ft)	47	43
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	167	138	208	136
Average Queue (ft)	101	81	127	83
95th Queue (ft)	180	162	231	134
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	36	26
Average Queue (ft)	17	5
95th Queue (ft)	36	22
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	26	75	72	31
Average Queue (ft)	5	26	53	31
95th Queue (ft)	22	79	74	31
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	23
95th Queue (ft)	55
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	79	28
Average Queue (ft)	43	14
95th Queue (ft)	86	35
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	32	79
Average Queue (ft)	24	38
95th Queue (ft)	45	81
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	325	123	184	79
Average Queue (ft)	173	82	72	44
95th Queue (ft)	332	126	166	94
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	14	30
Average Queue (ft)	3	6
95th Queue (ft)	12	26
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	29	74	56
Average Queue (ft)	6	6	44	27
95th Queue (ft)	25	25	73	57
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	18
95th Queue (ft)	41
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 7: Huntsman Avenue

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	68
Average Queue (ft)	36
95th Queue (ft)	74
Link Distance (ft)	5130
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	55	31
Average Queue (ft)	36	12
95th Queue (ft)	51	37
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	116	142	74	55
Average Queue (ft)	74	100	56	49
95th Queue (ft)	114	152	80	65
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	50
Average Queue (ft)	18	16
95th Queue (ft)	39	50
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	27	52	54	55
Average Queue (ft)	5	10	44	41
95th Queue (ft)	23	45	62	60
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	30	31
Average Queue (ft)	6	6
95th Queue (ft)	26	26
Link Distance (ft)	1594	369
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	32
95th Queue (ft)	64
Link Distance (ft)	5130
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	50
Average Queue (ft)	6	29
95th Queue (ft)	25	55
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	464	251	140	104
Average Queue (ft)	354	88	84	62
95th Queue (ft)	460	226	147	102
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	16	54
Average Queue (ft)	6	17
95th Queue (ft)	19	53
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	50	112	54
Average Queue (ft)	10	52	43
95th Queue (ft)	43	104	63
Link Distance (ft)	5181	2577	1511
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	18
95th Queue (ft)	41
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	24
95th Queue (ft)	45
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	25
95th Queue (ft)	45
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	38
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	79
Average Queue (ft)	16
95th Queue (ft)	68
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	53
Average Queue (ft)	23	16
95th Queue (ft)	43	52
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	50	31
Average Queue (ft)	29	18
95th Queue (ft)	55	43
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	582	167	157	181
Average Queue (ft)	374	86	107	99
95th Queue (ft)	547	186	178	169
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	65	49
Average Queue (ft)	25	15
95th Queue (ft)	58	48
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	77	73	56	31
Average Queue (ft)	70	53	50	31
95th Queue (ft)	84	77	65	31
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	24
95th Queue (ft)	43
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	28
95th Queue (ft)	57
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	80
Average Queue (ft)	16
95th Queue (ft)	68
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	11
95th Queue (ft)	47
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	18
95th Queue (ft)	42
Link Distance (ft)	5130
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	31
Average Queue (ft)	12	6
95th Queue (ft)	38	26
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	426	77	122	123
Average Queue (ft)	243	62	91	89
95th Queue (ft)	505	81	131	129
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	38	28
Average Queue (ft)	20	6
95th Queue (ft)	35	24
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	94	57	78	55
Average Queue (ft)	73	46	54	36
95th Queue (ft)	102	66	79	51
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	23
95th Queue (ft)	43
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	78
Average Queue (ft)	33
95th Queue (ft)	75
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	24
95th Queue (ft)	45
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	28
Average Queue (ft)	17	6
95th Queue (ft)	40	24
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	50	29
Average Queue (ft)	22	6
95th Queue (ft)	55	25
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	199	722	162	294
Average Queue (ft)	67	308	80	98
95th Queue (ft)	130	676	146	196
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	76	22	170
Average Queue (ft)	26	1	66
95th Queue (ft)	56	8	148
Link Distance (ft)	450	818	2367
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	48	118	56
Average Queue (ft)	9	4	55	38
95th Queue (ft)	33	26	91	60
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	51
Average Queue (ft)	5	2
95th Queue (ft)	24	17
Link Distance (ft)	1667	2585
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	76
Average Queue (ft)	19
95th Queue (ft)	60
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	9
95th Queue (ft)	35
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	106	22	29
Average Queue (ft)	52	1	3
95th Queue (ft)	94	7	17
Link Distance (ft)	5130	1091	1905
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	68	31	30
Average Queue (ft)	18	31	4	1
95th Queue (ft)	43	64	22	10
Link Distance (ft)	5130	332	1100	2585
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	431	160	149	250
Average Queue (ft)	351	103	95	185
95th Queue (ft)	474	159	157	295
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	70
Average Queue (ft)	21	30
95th Queue (ft)	37	67
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	54	75	57
Average Queue (ft)	28	53	40
95th Queue (ft)	68	76	59
Link Distance (ft)	5181	2577	1511
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	29
95th Queue (ft)	57
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	25
95th Queue (ft)	45
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	49
Average Queue (ft)	17
95th Queue (ft)	51
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	73
Average Queue (ft)	28	20
95th Queue (ft)	55	67
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	51	31
Average Queue (ft)	43	18
95th Queue (ft)	58	42
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	96	168	119	205
Average Queue (ft)	70	131	79	118
95th Queue (ft)	111	184	115	202
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	41	22	76
Average Queue (ft)	31	4	55
95th Queue (ft)	51	19	81
Link Distance (ft)	450	818	2367
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	28	157	55
Average Queue (ft)	6	16	65	44
95th Queue (ft)	25	38	143	63
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	17
95th Queue (ft)	54
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	11
95th Queue (ft)	47
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	6
95th Queue (ft)	24
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	110
Average Queue (ft)	56
95th Queue (ft)	104
Link Distance (ft)	5130
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	33
Average Queue (ft)	6	31
95th Queue (ft)	27	33
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	309	76	184	144
Average Queue (ft)	239	57	94	92
95th Queue (ft)	319	83	173	148
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	43	65
Average Queue (ft)	27	34
95th Queue (ft)	47	60
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	53	76	76
Average Queue (ft)	6	11	54	53
95th Queue (ft)	26	45	77	77
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	29
95th Queue (ft)	57
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	78
Average Queue (ft)	6	44
95th Queue (ft)	27	75
Link Distance (ft)	1594	369
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	53
Average Queue (ft)	27
95th Queue (ft)	65
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	12
95th Queue (ft)	35
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	54
Average Queue (ft)	34	17
95th Queue (ft)	51	53
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	102	29	31
Average Queue (ft)	57	6	6
95th Queue (ft)	110	25	26
Link Distance (ft)	5130	332	2585
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	95	325	78	164
Average Queue (ft)	53	186	62	116
95th Queue (ft)	99	324	92	183
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	41	22	134
Average Queue (ft)	31	4	57
95th Queue (ft)	51	19	124
Link Distance (ft)	450	818	2367
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	78	93	72	56
Average Queue (ft)	55	64	48	45
95th Queue (ft)	79	90	75	63
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	30	55
Average Queue (ft)	6	17
95th Queue (ft)	26	54
Link Distance (ft)	1594	369
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	11
95th Queue (ft)	47
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	6
95th Queue (ft)	24
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	110
Average Queue (ft)	51
95th Queue (ft)	101
Link Distance (ft)	5130
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	33	22
Average Queue (ft)	6	31	4
95th Queue (ft)	27	33	19
Link Distance (ft)	5130	332	2585
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	421	94	148	114
Average Queue (ft)	333	54	91	90
95th Queue (ft)	429	106	170	124
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	43	54
Average Queue (ft)	27	27
95th Queue (ft)	47	56
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	98	54	55	55
Average Queue (ft)	82	36	49	40
95th Queue (ft)	110	51	65	58
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	29
95th Queue (ft)	57
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	78
Average Queue (ft)	44
95th Queue (ft)	75
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	53
Average Queue (ft)	27
95th Queue (ft)	65
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	12
95th Queue (ft)	35
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	74
Average Queue (ft)	34	26
95th Queue (ft)	51	78
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	103	29
Average Queue (ft)	61	6
95th Queue (ft)	108	25
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

APPENDIX F

DETAILED VMT CALCULATION WORKSHEETS

Appendix F
Detailed VMT Calculation Worksheet

Huntsman Industrial VMT Analysis
12/20/2023

VMT Calculation for Warehouse

2019	Huntsman Industrial - Warehouse (Project)
Total project employment (a)	541
Percent External Workers from outside (b) *	11.38%
Project external employment (c=b*a)	62
Total Internal-Internal (II) Work VMT (d) **	5,694
Internal project employment (e=a-c)	479
II VMT per employee (f=d/e)	11.88
XI VMT per employee (g) ***	20.3
Total XI VMT (h=g*c)	1,249
Total project VMT (i=d+h)	6,944
VMT per employee (j=i/a)	12.8

** : Obtained from "Fresno_worker_ixxifractions.dat" from model inputs. Used same percentages/values as the parent TAZ 2595*
***: Includes primary work tour VMT and all work sub-tours VMT from the ABM model run*
****: XI VMT per employee was estimated as an average of all Fresno zones within the CSTDM zone 2511 (parent Fresno TAZ 2595)*

VMT Calculation for Office

2019	Huntsman Industrial - Office (Project)
Total project employment (a)	15
Percent External Workers from outside (b) *	11.38%
Project external employment (c=b*a)	2
Total Internal-Internal (II) Work VMT (d) **	151
Internal project employment (e=a-c)	13
II VMT per employee (f=d/e)	11.34
XI VMT per employee (g) ***	20.3
Total XI VMT (h=g*c)	35
Total project VMT (i=d+h)	185
VMT per employee (j=i/a)	12.4

** : Obtained from "Fresno_worker_ixxifractions.dat" from model inputs. Used same percentages/values as the parent TAZ 2595*
***: Includes primary work tour VMT and all work sub-tours VMT from the ABM model run*
****: XI VMT per employee was estimated as an average of all Fresno zones within the CSTDM zone 2511 (parent Fresno TAZ 2595)*

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CARLSBAD
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LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 6, 2024

TO: Rodney L. Horton, Community Development Director, City of Reedley

FROM: Kyle Simpson, Principal

SUBJECT: East Huntsman Avenue Industrial Park Project Initial Study/Mitigated Negative Declaration Response to Comments

In accordance with Section 15074 of the California Environmental Quality Act (CEQA) Guidelines, prior to approving a project, the decision-making body of the Lead Agency shall consider the proposed environmental document together with any comments received during the public review process. Although there is no legal requirement to formally respond to comments on a proposed Mitigated Negative Declaration (MND) as there is for an Environmental Impact Report (EIR), this memorandum provides responses to the written comments received on the proposed East Huntsman Avenue Industrial Park Project (proposed project) Initial Study/Mitigated Negative Declaration (IS/MND) to aid the City of Reedley (City) decision-makers in their review of the proposed Project.

The Draft IS/MND was available for public review and comment from January 29, 2024, to February 27, 2024. Three comment letters were received on the IS/MND. At this time, the City is responding to one comment letter. In the following pages, specific comments and sections of that comment letter are enumerated and reproduced. Following each enumerated comment, a response addressing the specific comment is provided. As noted above, CEQA does not require or provide guidance on responding to comments on MNDs; therefore, this memorandum follows CEQA Guidelines Section 15088, applicable to responses to comments on EIRs, which requires that agencies respond only to significant environmental issues raised in connection with the proposed Project. Therefore, this document focuses primarily on responding to comments that relate to the adequacy of the information and environmental analysis provided in the IS/MND.

Section A of this memorandum identifies the comment letter received during the comment period. Section B includes a reproduction of each enumerated comment followed by responses to each comment. Section C of this memorandum provides identifies all text changes to the IS/MND made in response to the comments received during the public review period for the Draft IS/MND.

A. COMMENT LETTER

The comment letter listed below was submitted to the City regarding the IS/MND.

LETTER 1
Advocates for the Environment

Dean Wallraff
February 27, 2024

B. COMMENTS AND RESPONSES

This memorandum includes a reproduction of the comment letter received during the public review period for the IS/MND. Individual comments within the comment letter are numbered consecutively, with the full comment letter attached to this memorandum.

Please note that text within the comment letter that has not been numbered does not raise environmental issues or relate to the adequacy of the information or analysis within the IS/MND and, therefore, no comment is enumerated or response required, per CEQA Guidelines Section 15132.

Responses to the comments included below were prepared with the assistance from Cara Cunningham, an Associate/Senior Environmental Planner at LSA that specializes in air quality and energy technical analysis. Ms. Cunningham is an Associate/Senior Environmental Planner with over 10 years of experience. At LSA, she provides project management and technical assistance on a variety of planning and environmental documents including Environmental Assessments, Initial Studies, and Environmental Impact Reports (EIR). Ms. Cunningham has a strong foundation in land use planning and is well versed in addressing impacts to air quality, greenhouse gas (GHG) emissions, and energy. Ms. Cunningham is proficient in air quality models, including the California Emissions Estimator Model (CalEEMod) and the Roadway Emissions Estimator Model (RoadMod).

LETTER 1

Advocates for the Environment
Dean Wallraff
February 27, 2024

Comment 1-1: Dear Mr. Horton:

Advocates for the Environment submits the comments in this letter regarding the Mitigated Negative Declaration (MND) for the East Huntsman Avenue Industrial Park Project (Project). The project site is located along the north side of East Huntsman Avenue in the City of Reedley (City). The project proposes to develop a 26-lot industrial park on the 42-acre project site.

Advocates for the Environment is a public interest law firm and advocacy organization with the mission to educate the public about the law as it pertains to the environment and provide legal services in support of environmental causes. We have reviewed the MND released in January 2024, and submit comments regarding the sufficiency of the MND's Greenhouse-Gas (GHG) analysis under the California Environmental Quality Act (CEQA).

> **Response 1-1:** This comment provides an introduction to the comment letter and describes the proposed Project but does not provide specific comments on the adequacy of the analysis included in the IS/MND. No further response is necessary.

Comment 1-2: The City Should Require the Project to be Net-Zero

Given the current regulatory context and technological advancements, a net-zero significance threshold is feasible and extensively supportable. GHG emissions from buildings, including indirect emissions from offsite generation of electricity, direct emissions produced onsite, and from construction with cement and steel, amounted to 21% of global GHG emissions in 2019. (IPCC Sixth Assessment Report, Climate Change 2022, WGIII, Mitigation of Climate Change, p. 9-4.) This is a considerable portion of global GHG emissions. It is much more affordable to construct new building projects to be net-zero than to obtain the same level of GHG reductions by expensively retrofitting older buildings to comply with climate change regulations. Climate damages will keep increasing until we reach net zero GHG emissions, and there is a California state policy requiring the state to be net-zero by 2045. It therefore is economically unsound to construct new buildings that are not net-zero.

Environmental groups have achieved tremendous outcomes by litigation under CEQA. Two of the largest mixed-use development projects in the history of California, Newhall Ranch (now FivePoint Valencia), and Centennial (part of Tejon Ranch) decided to move forward as net-zero communities after losing CEQA lawsuits to environmental groups. The ability for these large projects to become net-zero indicates that it is achievable, even for large-scale developments. The Applicant for this Project should do the same.

We urge the City to adopt net-zero as the GHG significance threshold for this project. This threshold is well-supported by plans for the reduction of GHG emissions in California, and particularly the CARB Climate Change Scoping Plans. The CARB 2017 Scoping Plan states that "achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development." (CARB 2017 Scoping Plan, p. 101.) Additionally, the CARB 2022 Scoping Plan reaffirms the necessity of a net zero target by expressing: "it is clear that California must transition away from fossil fuels to zero-emission technologies with all possible speed … in order to meet our GHG and air quality targets." (CARB 2022 Scoping Plan, p.184.) CARB further encourages a net-zero threshold in its strategies for local actions in Appendix D to the 2022 Scoping Plan. (CARB 2022 Scoping Plan, Appendix D p. 24-26.)

Moving this Project forward as a net-zero project would not only be the right thing for the City to do, but also would also help protect the City and the Applicant from CEQA GHG litigation.

> **Response 1-2:** The City, as the lead agency for the environmental review of the proposed project, has the discretion to select and develop appropriate thresholds of significance to analyze a project's environmental impacts, or rely on thresholds developed by other agencies that it deems applies to a project. In addition, the State's CEQA Guidelines leaves the determination of the significance of greenhouse gas (GHG) emissions up to the lead agency and authorizes the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (State CEQA Guidelines Sections 15064.4(a) and 15064.7(c)). The State CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate

methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA.[1]

As discussed on pages 3-45 and 3-46 of the IS/MND, per the State CEQA Guidelines, Section 15183.5, if a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy that meets the specified standards, it can be presumed that a project would not have significant GHG emission impacts. The City's Climate Action Plan (CAP)[2] was adopted in 2015 to reduce local community GHG emissions, consistent with the State objectives set forth in Assembly Bill (AB) 32. The City's CAP was updated in 2020 to identify tools to meet the City's 2020 and future 2030 reduction goals. As detailed on page 3-46 of the IS/MND, the City's CAP meets the requirements for a Qualified Greenhouse Gas Reduction Strategy and is designed to streamline environmental review of future development projects in the city, consistent with State CEQA Guidelines Section 15183.5. In accordance with CEQA, the City made a good-faith effort to evaluate the proposed project's GHG emissions based on the proposed project's consistency with the City's CAP.

Additionally, the California Air Resources Board (CARB) 2022 Scoping Plan includes key project attributes that reduce operational GHG emissions in Appendix D, Local Actions[3], of the 2022 Scoping Plan. As discussed in Appendix D of the 2022 Scoping Plan, it is important to design targets in ways that support overall State goals, recognizing that each region has distinctive sources and systems. For instance, energy and transportation systems that serve Californians do not stop at jurisdictional boundaries, and some decisions can have ramifications for other communities (e.g., by inadvertently exporting emissions from a jurisdiction with a net-zero target to another jurisdiction with less stringent or no target). Appendix D of the 2022 Scoping Plan states that jurisdictions considering a net-zero target should carefully consider the implications it may have on emissions in neighboring communities and beyond. Jurisdictions should also avoid creating targets that are impossible to meet as a basis to determine significance. For example, a net-zero target may imply that the GHG emissions of any project that are not reduced or offset to zero would be considered potentially significant. This may lead to undue burdens and frustrate the project approval processes, which may be particularly problematic for projects in climate-smart areas. In addition, some jurisdictions have more land capacity to remove and store carbon, while others host GHG-emitting facilities that serve necessary functions and will take time to transition to new technology (e.g., municipal wastewater treatment plants, landfills, energy generation facilities). In those cases, jurisdictions that work together on a regional framework to rapidly decarbonize together may have better success in maximizing both emission reductions and other benefits. Appendix D of the 2022 Scoping Plan states that

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1 California Natural Resources Agency. 2009. California Environmental Quality Act (CEQA) Guidelines Update.

2 City of Reedley. 2019. *City of Reedley Climate Action Plan*. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/City-of-Reedley-Climate-Action-Plan.pdf (accessed November 2023).

3 California Air Resources Board (CARB). 2022. *2022 Scoping Plan Appendix D Local Actions.* November. Website: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf (accessed February 2024).

ultimately, a net-zero target that makes it more difficult to achieve Statewide goals by prohibiting or complicating projects that are needed to support the State's climate goals, like infill development or solar arrays. Therefore, the commenter is incorrect that the 2022 Scoping Plan requires a net zero threshold.

Additionally, as further discussed in Appendix D of the 2022 Scoping Plan, local governments have the discretion to adopt targets that apply to their jurisdictions and may utilize the streamlining functions afforded in CEQA so long as those targets are supported by substantial evidence. Therefore, the City, as the lead agency for the proposed project, has selected consistency with the City's CAP as the thresholds of significance to evaluate the proposed project's potential GHG emissions impact. This is an appropriate threshold as the City's CAP was designed to support the State's long-term carbon neutrality goals, and by demonstrating consistency with the City's CAP the project is also shown to be consistent with State goals and policies.

Comment 1-3: Inadequate and Unstable Project Description

CEQA requires a stable and consistent project description that properly discloses the necessary information for the public and decision-makers to understand fundamental aspects of the project. Here, the Project description was inadequate or otherwise inconsistent with the body of the MND because the greenhouse gas analysis within the MND mentioned that the Project would include a pistachio processing facility which is discussed nowhere else in the MND. The project description and characteristics discussed 26 lots with various buildings of different sizes, primarily for office/warehouse or office/retail, which is inconsistent with the statement on page 3-49 that the Project would involve a pistachio processing facility. (MND, p. 3-49.) The City should not be able to rely on such information in the greenhouse gas analysis which is inconsistent with the rest of the MND, including the project description.

Response 1-3: The reference to the pistachio plant was a typographical error. The proposed project was evaluated consistent with the Project Description and included 351,560 square feet of industrial park uses and a 705-space parking lot in the CalEEMod analysis. As such, the analysis contained with the GHG section of the IS/MND was based on the Project Description and did not evaluate a pistachio plant. As such, the text on page 3-49 of the IS/MND has been revised as follows:

> The proposed project would not interfere with the Fresno COG's ability to achieve the region's GHG reductions. Furthermore, the proposed project is not regionally significant per State CEQA Guidelines Section 15206 and as such, it would not conflict with the 2022 RTP targets since those targets were established and are applicable on a regional level. The proposed project would include an industrial park~~a pistachio processing facility~~. As such, the proposed project would be consistent with the growth assumptions used in the 2022 RTP. In addition, the proposed project would not include residential uses that would increase population. Therefore, it is anticipated that implementation of the proposed project would not interfere with Fresno COG's ability to implement the regional strategies outlined in the 2022 RTP.

These revisions do not result in a greater number of impacts or impacts of a greater severity than those set forth in the IS/MND. Further, the clarifications and corrections provided in these revisions do not constitute significant new information requiring recirculation of the IS/MND.

Comment 1-4: GHG Significance Analysis

The MND adopted two significance thresholds based on the CEQA Guidelines Appendix G. Overall, the MND concluded that the Project's GHG emissions are less than significant. Given the inadequacy of analysis under both sections, there is a fair argument for why the Project would have a significant impact under both of these thresholds. A significant impact under either threshold would require a finding of significant impact.

Response 1-4: As discussed in Response 1-3 above, the proposed project was evaluated consistent with the Project Description and included 351,560 square feet of industrial park uses and a 705-space parking lot in the CalEEMod analysis. As such, the analysis contained with the GHG section was based on the Project Description and did not evaluate a pistachio plant.

Additionally, as discussed in Response 1-2 above, the City, as the lead agency for the environmental review of the proposed project, has the discretion to select and develop appropriate thresholds of significance to analyze a project's environmental impacts, or rely on thresholds developed by other agencies that it deems applies to a project. In addition, the State CEQA Guidelines leaves the determination of the significance of GHG emissions up to the lead agency and authorizes the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (State CEQA Guidelines Sections 15064.4(a) and 15064.7(c)). As discussed on pages 3-45 and 3-46 of the IS/MND, the City's CAP meets the requirements for a Qualified Greenhouse Gas Reduction Strategy and is designed to streamline environmental review of future development projects in the city, consistent with State CEQA Guidelines Section 15183.5. Therefore, the analysis evaluates the GHG emissions based on the proposed project's consistency with the City's CAP.

As demonstrated on pages 3-45 through 3-47 of the IS/MND, with implementation of Mitigation Measure GHG-1, the proposed project's reduction from the CAP reduction measures would be 34.31 percent, which is higher than the required 20 percent reduction required by the CAP. Therefore, the proposed project would be consistent with the City's CAP. The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment and impacts would be less than significant with mitigation incorporated. The commenter does not demonstrate a fair argument, based on substantial evidence, for a contrary conclusion. (See CEQA Guidelines, § 15064, subd. (f)(5).)

Comment 1-5: The City's Analysis of CAP Compliance is Not Supported by Substantial Evidence

Threshold (a), asks whether the Project would "generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment." (MND, p. 3-43.) Under this threshold, the City concluded that the Project would have a less-than-significant impact because, after quantifying the Project's annual GHG emissions at approximately 4,703.3 metric tons carbon dioxide equivalent (**MTCO2e**) per year, the City indicated that the Project would adhere to the local Climate Action Plan (**CAP**) such that it would be deemed a less-than-significant GHG impact. (MND, p. 3-45.)

However, the Project would conflict with the local CAP, making the Project the source of a significant GHG impact. In particular, the CAP requires that projects in the City of Reedley meet a 20% reduction in GHG emissions, which the record was unable to demonstrate. The CAP lists GHG reduction measures, as well as an "average" suggested reduction. Yet, the requirement under the CAP is to demonstrate a 20% reduction of the project, and here the CALEEMod outputs demonstrate that the average reductions could not be achieved, even when the reduction measures are implemented.

Therefore, the Project cannot rely on the average reductions as listed in Table 3.8.B because there is evidence it would not be able to achieve these levels of reductions. The City claims that by implementing photovoltaic solar energy for at least 20% of the project's energy needs, it would achieve a 17% reduction in overall Project emissions. Yet, the CalEEMod outputs belie this conclusion, because even if 20% of the 1,525 energy-related emissions were being reduced through solar power, it would only amount to 6.5% reduction of overall Project emissions.[1]

Likewise, installing an energy star rated water heater would only amount to Project emission reductions of 4.5%, far below the average assumption of 12%.[2] With these more accurate metrics in mind—that the City should have considered instead of the averages—all of the CAP GHG reduction measures that the Project would implement combined would contribute to less than the 20% reductions required by the CAP.[3]

And this is assuming that the remaining reduction measures would achieve the purported reductions, which is unlikely because the particular impacts which they target (i.e., energy efficiency and water usage) are not large in comparison to the Project's mobile emissions. EV charging stations is the only GHG Reduction Measures which could potentially address this source of emissions but would not address the emissions from heavy duty vehicles, which account for 2,468 MTCO2e. (See Appendix A, CalEEMod Output Sheets, Heavy Heavy Duty Truck Trips Custom Report.) Further, the City cannot sincerely rely on planting shade trees to reduce 2% of the Project's emissions because the CalEEMod Output does not include vegetation-related emissions estimates.

Even if the Project is consistent with the requirement of 20% GHG reduction based on the CAP Compliance Checklist, this is not sufficient to demonstrate that the Project would not generate GHG emissions that may have a significant impact on the environment. In particular, even after a reduction of 20% of the Project's emissions, the Project would still emit 3,762.64 MTCO2e.

This new source of emissions far exceeds the CO2e emissions from the entire City of Reedley in 2005, the baseline year from which the 2030 goal of 50% CO2e reduction is derived.[5] Accordingly, there is no evidence that adhering to the requirements of the CAP would adequately account for the goals therein. Furthermore, there is no evidence that adherence with the CAP would reduce the Project's emissions to a less-than-significant level.

Response 1-5: As discussed on page 3-45 of the IS/MND, per the CEQA Guidelines, Section 15183.5, if a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy, it can be presumed that a project would not have significant GHG emission impacts. The City's CAP meets the requirements for a Qualified Greenhouse Gas Reduction Strategy and is designed to streamline environmental review of future development projects in the city, consistent with State CEQA Guidelines Section 15183.5. The City's CAP provided the substantial evidence demonstrating the appropriateness of the CAP methodology.

The commenter claims that implementation of the CAP reduction measures would not result in a 20 percent reduction in the proposed project's GHG emissions. As stated on page 17 of the City's CAP, the City must reduce GHG emissions by 50 percent to meet the State mandated 2030 near-term emission reduction goal. To ensure that future developments within City limits also achieve the City's GHG reduction goals, the City has compiled a Greenhouse Gas Reduction Compliance Checklist to enable projects within City limits to "self-certify" that their project meets the required 20 percent reduction. As stated in the CAP, project applicants must demonstrate through completion of this checklist, how projects will comply with the 20 percent reduction. The CAP Reduction Compliance Checklist (Appendix A of the CAP) includes recommended GHG reduction measures and average reductions (in percentage). For example, as demonstrated in the City's CAP Reduction Compliance Checklist (Appendix A of the CAP), implementing photovoltaic systems that provide 20-49 percent of power needs would result in an average reduction of 17 percent of GHG emissions. As stated above, the City's CAP provided the substantial evidence demonstrating the appropriateness of the CAP methodology. Therefore, it is appropriate to rely on the City's CAP for the GHG analysis.

Table 3.8.B in the IS/MND shows the GHG reduction measures from the CAP GHG Reduction Checklist that the proposed project would incorporate to meet the 20 percent reduction threshold. As demonstrated in Table 3.8.B, the proposed project's consistency with many of the CAP GHG reduction measures would be determined by design decisions that are currently not evident from the conceptual plans evaluated for the environmental analysis in this report. Implementation of Mitigation Measure GHG-1 would require the proposed project to include the applicable measures, as identified in the CAP GHG Reduction Checklist. With implementation of Mitigation Measure GHG-1, the proposed project's reduction from the CAP reduction measures would be 34.31 percent, which is higher than the required 20 percent reduction. Therefore, the proposed project would be consistent with the City's CAP. The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment and impacts would be less than significant with mitigation incorporated.

As such, since the proposed project has demonstrated consistency with the CAP's requirements, consistent with the State CEQA Guidelines, Section 15183.5, the proposed project would not have significant GHG emission impact and no further analysis is necessary.

Comment 1-6: And this is assuming that the remaining reduction measures would achieve the purported reductions, which is unlikely because the particular impacts which they target (i.e., energy efficiency and water usage) are not large in comparison to the Project's mobile emissions. EV charging stations is the only GHG Reduction Measures which could potentially address this source of emissions but would not address the emissions from heavy duty vehicles, which account for 2,468 MTCO2e. (See Appendix A, CalEEMod Output Sheets, Heavy Heavy Duty Truck Trips Custom Report.) Further, the City cannot sincerely rely on planting shade trees to reduce 2% of the Project's emissions because the CalEEMod Output does not include vegetation-related emissions estimates.

Even if the Project is consistent with the requirement of 20% GHG reduction based on the CAP Compliance Checklist, this is not sufficient to demonstrate that the Project would not generate GHG emissions that may have a significant impact on the environment. In particular, even after a reduction of 20% of the Project's emissions, the Project would still emit 3,762.64 MTCO2e. This new source of emissions far exceeds the CO2e emissions from the entire City of Reedley in 2005, the baseline year from which the 2030 goal of 50% CO2e reduction is derived. Accordingly, there is no evidence that adhering to the requirements of the CAP would adequately account for the goals therein. Furthermore, there is no evidence that adherence with the CAP would reduce the Project's emissions to a less-than-significant level.

Response 1-6: Refer to Response 1-2 and Response 1-5, above. The City's CAP meets the requirements for a Qualified Greenhouse Gas Reduction Strategy and is designed to streamline environmental review of future development projects in the city, consistent with CEQA Guidelines Section 15183.5. Therefore, the analysis evaluates the GHG emissions based on the proposed project's consistency with the City's CAP.

Table 3.8.B in the IS/MND shows the GHG reduction measures from the CAP GHG Reduction Checklist that the proposed project would incorporate to meet the 20 percent reduction threshold. In addition, as demonstrated on pages 3-45 through 3-47 of the IS/MND, with implementation of Mitigation Measure GHG-1, the proposed project's reduction from the CAP reduction measures would be 34.31 percent, which is higher than the required 20 percent reduction. Therefore, the proposed project would be consistent with the City's CAP. The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment and impacts would be less than significant with mitigation incorporated. The commenter does not demonstrate a fair argument, based on substantial evidence, for a contrary conclusion. (See CEQA Guidelines, § 15064, subd. (f)(5).)

Additionally, the commenter claims that the proposed project's GHG emissions exceed the CO_2e emissions from the entire City of Reedley in 2005. The City's CAP provides the 2005 baseline GHG emissions associated with the City of Reedley government operations only, not the total GHG emissions in the City. These baseline 2005 emissions totaled 2,360 metric tons of CO_2e per year; however, they are only representative of the following sources: city

owned facility lighting, waste water treatment plant, City Hall, Royal Valley Building, and Community Center, two diesel trucks, and a front loader. As such, the commenter is incorrect that the proposed project's GHG emissions exceed the CO_2e emissions from the entire City of Reedley in 2005.

Comment 1-7: Consistency with Applicable Plans, Policies, and Regulations

The City only considered only two applicable plans: the 2022 Scoping Plan from the California Resources Board (**2022 Scoping Plan**) and Fresno COG's 2022 Regional Transportation Plan (**Fresno RTP**) when it concluded less-than-significant impact. (MND, p. 47-49.) This significance analysis violates CEQA by being deficient and misleading in several areas.

The Project does not comply with the Fresno RTP as the City contends. The City did not adequately analyze the Fresno RTP but summarily dismissed the potential for conflict with the Fresno RTP because the Project would purportedly include a pistachio processing facility. This would purportedly make the Project consistent with the growth assumptions in the Fresno RTP. Even if this were true, this assertion is insufficient to demonstrate that the Project would be consistent with the Fresno RTP as a whole. The RTP sets numerous goals and identifies implementing parties, as well as the timeframe in which those goals should be accomplished (short-term or long term). The RTP thus indicates which goals are to be accomplished, in part, by "cities," which would include the City of Reedley. Such goals include encouraging alternatives to single-occupancy vehicle trips, reducing vehicle miles traveled (**VMT**), supporting electric vehicle infrastructure development, among other specific actions that should be taken by cities (RTP Chapter 4, p. 5-10).

Although information is lacking due to an inadequate discussion of consistency with the Fresno RTP, there is a fair argument that the Project would not adhere to the standards set by the Fresno RTP because there is no mention of aiming to reduce single- occupancy vehicle trips or supporting electric vehicle infrastructure anywhere in the MND.

Response 1-7: Refer to Response 1-3 above. As previously noted, the reference to the pistachio plant was a typographical error. The proposed project was evaluated consistent with the Project Description and included 351,560 square feet of industrial park uses and a 705-space parking lot in the CalEEMod analysis. As discussed on page 3-49 of the IS/MND, the Fresno Council of Governments (Fresno COG) Regional Transportation Plan (RTP) reflects transportation planning for Fresno County through 2046. The 2022 RTP contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. As such, the proposed industrial uses would not increase population in the region and would not conflict with the growth assumptions used in the 2022 RTP. In response to this comment, text on page 3-49 of the IS/MND has been revised as follows:

> The proposed project would not interfere with the Fresno COG's ability to achieve the region's GHG reductions. Furthermore, the proposed project is not regionally significant per State CEQA Guidelines Section 15206 and as such, it would not conflict with the 2022 RTP targets since those targets were established and are

applicable on a regional level. The proposed project would include an industrial park~~a pistachio processing facility~~. As such, the proposed project would be consistent with the growth assumptions used in the 2022 RTP. In addition, the proposed project would not include residential uses that would increase population. Therefore, it is anticipated that implementation of the proposed project would not interfere with Fresno COG's ability to implement the regional strategies outlined in the 2022 RTP.

These revisions do not result in a greater number of impacts or impacts of a greater severity than those set forth in the IS/MND. Further, the clarifications and corrections provided in these revisions do not constitute significant new information requiring recirculation of the IS/MND.

In addition, as demonstrated on pages 3-85 and 3-86 of the IS/MND, the proposed project would result in a less than significant VMT impact concerning consistency with CEQA Guidelines Section 15064.3(b). In addition, as discussed on page 3-46 of the IS/MND, the proposed project would comply with the latest Title 24 and CALGreen standards, including providing on-site electric vehicle (EV) charging, consistent with the goals of the RTP. In addition, consistent with the City's General Plan policies, the proposed project would implement multi-modal improvements, including the construction of pedestrian sidewalks along the project frontage with Huntsman Avenue, consistent with the goals of the RTP. As such, the commenter is incorrect that the proposed project would be inconsistent with the Fresno COG's RTP.

Comment 1-8: In relation to the RTP's goal of reducing VMT, the Project's VMT analysis insufficient to demonstrate consistency with the RTP. In particular, the MND states that the Project's 555 employees would create 2,652,707 VMT per year based on 691 vehicle trips. (MND, p. 3-36 (VMT); 3-76 (Employees); 3-13 (Vehicle Trips)). Yet, the MND does not provide evidence in the record that the project would only generate 691 average daily trips because it did not provide what factors went into that estimate, such as the number of working days each year and the amount of carpooling or alternative transportation anticipated (MND, p. 3-13). The discussion of VMT within the MND does not provide enough information to indicate that it would be consistent with the RTP as the City suggests.

Moreover, the MND does not discuss the truck trips in the context of VMT. The Project would involve about 174 truck trips,[6] each 40 miles per day, amounting to an extra 6,960 VMT per day. (MND, p. 3-13.) Accordingly, the per-capita metric, including truck trips, would be 25.63, which demonstrates no reduction below the baseline regional average. (MND, p. 3-86). While this may not change the significance in the context of transportation impact, it has drastic implications in terms of assessing the air quality and GHG impact, which accounted for a default vehicle fleet assumption rather than the parameters of this project in which there are many heavy-duty truck trips. (MND, p. 3-36.) Conflict with a single applicable plan is sufficient to find that the chosen threshold is not met, and therefore the City should have found a significant GHG impact due to conflict with the Fresno RTP.

Response 1-8: As discussed on page 3-13 of the IS/MND, the air quality analysis utilized the proposed project's trip generation estimate (as identified in Section 4.17, Transportation), which assumes the proposed project would generate 691 average daily trips, including 517 passenger cars, 38 two-axle trucks, 31 three-axle trucks, and 105 four+-axle trucks. As discussed on page 3-84 of the IS/MND, project trip generation has been developed using the rates for Land Use 150 – "Warehousing", and Land Use 710 – "General Office Building" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition).

Further, the commenter is incorrect that the air quality and GHG analysis utilized a default vehicle fleet assumption rather than the parameters of this project in which there are many heavy-duty truck trips. As stated on page 3-13 of the IS/MND, the California Emissions Estimator Model (CalEEMod) was used to estimate operational emissions associated with the proposed project. The CalEEMod analysis assumes that the four+-axle truck trips would travel approximately 40 miles. This trip length is a conservative assumption designed to be representative of longer haul trips, even though some heavy-duty truck trips would be much shorter than 40 miles. To be conservative, separate CalEEMod analyses were prepared for the operational analysis for the proposed project. One CalEEMod run evaluated operational and vehicle trip emissions and another CalEEMod run evaluated four+-axle truck trip emissions. Therefore, the modeling is conservative as it increases the percentage of medium heavy duty truck trips from the default 1.26% to 5.29% and increases the percentage of heavy heavy duty (HHD) truck trips from the default of 2.15% to assume 15.20% consistent with the trip generation prepared for the proposed project. Further, the modeling increases the HHD trip length from the default lengths of 5.17 miles, 6.13 miles, and 5.36 miles to 40 miles consistent which is a conservative assumption. As such, the commenter is incorrect that the modeling included a default fleet assumption. This analysis is adequate as presented.

In addition, refer to Response 1-3 and Response 1-7, above. The 2022 RTP contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. Therefore, the proposed industrial uses would not increase population in the region and would not conflict with the growth assumptions used in the 2022 RTP. Additionally, as demonstrated on pages 3-85 and 3-86 of the IS/MND, the proposed project would result in a less than significant VMT impact concerning consistency with CEQA Guidelines Section 15064.3(b). As discussed on page 3-46 of the IS/MND, the proposed project would comply with the latest Title 24 and CALGreen standards, including providing on-site EV charging, consistent with the goals of the RTP. Furthermore, consistent with the City's General Plan policies, the proposed project would implement multi-modal improvements, including the construction of pedestrian sidewalks along the project frontage with Huntsman Avenue, consistent with the goals of the RTP. As such, the commenter is incorrect that the proposed project would conflict with the Fresno COG's RTP.

Comment 1-9: Further, although the MND included a discussion of consistency with the 2022 Scoping Plan, the Project would conflict with the 2022 Scoping Plan. The 2022 Scoping Plan sets a goal for 50% of all industrial energy demand to be electrified by 2045 (2022 CARB Scoping Plan, p.

77). The 2022 CARB Scoping Plan also places particular emphasis on decarbonizing industrial facilities by "displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane, low- or zero carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions" (2022 CARB Scoping Plan, p. 208). And one of the principal goals of the 2022 Scoping Plan is to reduce statewide GHG emissions to 85% below 1990 levels by 2045. The Project is inconsistent with these goals because it would create an additional large source of emissions from nonrenewable sources, contrary to the statewide electrification and decarbonization contemplated by the 2022 Scoping Plan.

Therefore, by the City's own adopted significance threshold and chosen plans, the Project would have a significant GHG impact.

> **Response 1-9:** The commenter claims that the proposed project is inconsistent with the 2022 Scoping Plan, which aims to achieve carbon neutrality by 2045. As explained in Response I-10 below, the proposed project would comply with the latest CALGreen building measures and 2022 Title 24 Standards. As such, the proposed project would be consistent with State building code requirements as Title 24 advances to implement the building decarbonization goals by 2045 from the 2022 Scoping Plan. Further, future tenants at the project site would be required to comply with the CARB Advanced Clean Fleets Regulation, which has a goal of achieving a zero-emission California truck and bus fleet by 2045. Therefore, the IS/MND properly determined that the proposed project would not result in a significant impact related to GHG emissions, and the commenter has not presented evidence to the contrary.

Comment 1-10: The MND Did Not Analyze Other Applicable Plans

The City chose, as its second GHG threshold, Threshold (b), which asks whether the Project would "[c]onflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases." (MND, p. 3-47.) This language requires that the MND analyze the Project's consistency with *all* other applicable plans, not just the plans that the City prefers to analyze.

The MND accounted for a building lifespan of 30 years. (MND, p. 3-44) Due to construction anticipated from 2025 to 2026, (MND, p. 3-11) the Project will likely be operating well into 2056. Accordingly, the Project must show consistency with long-term State GHG goals to comply with CEQA. In particular, the MND must also demonstrate consistency with Executive Order B-55-18 (**EO B-55-18**) and the 2017 CARB Scoping Plan.

EO B-55-18 requires the State of California to achieve carbon neutrality—net zero GHG emissions—by 2045. The Project is inconsistent with EO B-55-18 because it does not prohibit the use of gasoline, diesel, and natural gas, and burning such non-renewable fuels results in substantial GHG emissions. In particular, the trucks anticipated in this Project use diesel fuel—estimated at 24,824 gallons per year—which would emit high quantities of GHGs, preventing the Project from ever achieving carbon neutrality.

Response 1-10: First, the commenter states that the IS/MND accounted for a building lifespan of 30 years. As discussed on page 3-44 of the IS/MND, the 30-year lifespan was only used to amortize the construction emissions. The amortized construction emissions were added to the operational GHG emissions.

Further, as stated on page 3-47 of the IS/MND, the discussion under Threshold (b) evaluates the proposed project for consistency with the goals of Executive Order (EO) B-30-15, Senate Bill (SB) 32, AB 197, and AB 1279, and the 2022 Scoping Plan.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. CARB released the 2017 Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 keeps the State on the path toward achieving the 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016. AB 1279 was signed in September of 2022, and codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter. This bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels by 2045 and directs CARB to work with relevant state agencies to achieve these goals.

The 2022 Scoping Plan[4] assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-

[4] California Air Resources Board (CARB). 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. December. Website: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf (accessed November 2023).

emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would be required to comply with the latest Title 24 standards of the CCR, established by the CEC, regarding energy conservation and green building standards. Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the proposed project would be required to comply with the latest Title 24 standards of the CCR, which includes a variety of different measures, including reduction of wastewater and water use. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

Therefore, the proposed project would not conflict with the plans and policies adopted for the purpose of reducing the emissions of GHGs, including the CARB 2022 Scoping Plan, EO B-30-15, SB 32, and AB 1279.

The commenter claims that the analysis must also demonstrate consistency EO B-55-18 and the 2017 CARB Scoping Plan. Executive Order B-55-18 sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. As discussed above, AB 1279 codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter. This bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels by 2045 and directs CARB to work with relevant State agencies to achieve these goals. As such, since the proposed project demonstrated consistency with AB 1279, the proposed project would also be consistent with EO B-55-18.

Additionally, the commenter is incorrect that the analysis must demonstrate consistency with the 2017 CARB Scoping Plan, as this plan was superseded by the 2022 CARB Scoping Plan as the most recent Scoping Plan that built upon the goals included in the 2017 CARB Scoping Plan. As discussed above, the proposed project would be consistent with the most recent State goals and policies for GHG emissions reductions. Additionally, the proposed project would comply with the latest CALGreen building measures and 2022 Title 24 Standards. As such, the proposed project would be consistent with State building code requirements as Title 24 advances to implement the building decarbonization goals by 2045 in support of the goals included in the 2022 Scoping Plan and codified in recent State legislation. This analysis is adequate as presented.

Comment 1-11: The 2017 Scoping Plan was developed to facilitate California's compliance with SB 32, which requires statewide GHG emissions to be reduced to 40% below 1990 levels by 2030. (Health & Safety Code § 38566.) The MND did not discuss how the Project is consistent with any of the goals, including the 2050 goal of 80% below 1990 levels. The 2017 Scoping Plan also sets out statewide goals for total GHG emissions targets of 6 MTCO2e/capita by 2030, and 2 MTCO2e/capita by 2050 (CARB Scoping Plan, p. 99).

With the Project's annual GHG emissions at 4,703.3 MTCO2e annually and 555 employees, the Project's per-service population GHG emissions would be approximately 8.47 MTCO2e/capita, which exceeds the 2030 and is over four times the 2050 target, which would have to be achieved well within the Project's lifespan to be consistent with the 2017 Scoping Plan.[7] Thus, the Project's GHG impact is significant under the second threshold because it is inconsistent with applicable plans for the reduction of GHGs.

Response 1-11: Refer to Response 1-10 above. The commenter is incorrect that the analysis must demonstrate consistency with the 2017 CARB Scoping Plan. The 2022 CARB Scoping Plan is the most recent Scoping Plan, and as explained above, the proposed project would comply with the latest CALGreen building measures and 2022 Title 24 Standards. As such, the proposed project would be consistent with State building code requirements as Title 24 advances to implement the building decarbonization goals by 2045 from the 2022 Scoping Plan. This analysis is adequate as presented.

Comment 1-12: The City Should Have Prepared an EIR

No mitigation measures were considered for GHGs due to the erroneous determination of less-than-significant impact. However, because the City should have found significant impact for GHG emissions based on inconsistency with applicable plans, it should update its findings accordingly and would therefore be required to create a full Environmental Impact Report (**EIR**) and mitigate to the extent required by CEQA.

If the City had used appropriate significant thresholds and accurate analysis, it would have concluded that the Project's GHG emissions are significant. Inconsistency with applicable plans for the reduction of GHG emissions supports a fair argument that the Project would have a significant environmental effect. Because the above discussion provides a fair argument that the Project may

have significant GHG impacts, the City must prepare an EIR. Therefore, the City was mistaken in its choice to create an MND for a Project that would likely create such a considerable GHG impact.

Response 1-12: The analysis of GHG impacts contained in the IS/MND is supported by substantial evidence. As described on page 3-45 of the IS/MND, Section 15064.4 of the CEQA Guidelines states that: "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project." In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether a project emissions exceed a threshold of significance that the lead agency determines applies to a project; and (3) the extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

In accordance with CEQA, the City made a good-faith effort to evaluate the proposed project's GHG emissions based on the City's CAP. Consistent with the State CEQA Guidelines, Section 15183.5, if a project is consistent with an adopted qualified GHG Reduction Plan that meets the standards, the lead agency may presume that a project would not have significant GHG emission impacts.

As demonstrated on pages 3-45 through 3-47 of the IS/MND, with implementation of Mitigation Measure GHG-1, the proposed project's reduction from the CAP reduction measures would be 34.31 percent, which is higher than the required 20 percent reduction. Therefore, with implementation of Mitigation Measure GHG-1, the proposed project would be consistent with the City's CAP. As such, identification and analysis of additional mitigation measures would not be required to reduce emissions to a less than significant level.

The commenter is incorrect that an EIR must be prepared. As discussed above, with implementation of the Mitigation Measure GHG-1, the proposed project would not result in any significant impacts. The commenter has not shown a fair argument supported by substantial evidence that the proposed project may cause a significant impact. Therefore, preparation of an EIR is not required.

Comment 1-13: Conclusion

For the reasons given in this letter, the MND is not in conformance with CEQA requirements. Notably, the MND failed as an informational document for decision makers and the public, the significance analysis was inadequate, and the City should have concluded that the Project would contribute to a significant GHG impact.

Please put Advocates for the Environment on the interest list to receive updates about the progress of this Project.

Response 1-13: This comment provides a conclusion to the arguments raised in the comment letter, states the commenter's opinion that the analysis in the IS/MND is inadequate, and that the City should have determined project GHG impacts to be significant. This comment also requests that Advocates for the Environment be placed on the interested parties list to receive updates on the proposed project. This comment does not provide specific comments on the adequacy of the analysis included in the IS/MND. No further response is necessary.

C. TEXT CHANGES TO THE IS/MND

In response to the comments included above, this memorandum provides minor revisions to the IS/MND that are being made to clarify, correct, or amplify materials in the IS/MND. The text do any revisions identified below do not result in new information, a greater number of impacts, or impacts of a greater severity than those set forth in the IS/MND.

Double-underlined text represents language that has been added to the IS/MND, and text with ~~strikethrough~~ represents language that has been deleted from the IS/MND.

Section 3.8, Greenhouse Gas Emissions

Impact discussion 3.8.1.b, on page 3-49 of the IS/MND, is amended as follows:

> The proposed project would not interfere with the Fresno COG's ability to achieve the region's GHG reductions. Furthermore, the proposed project is not regionally significant per State CEQA Guidelines Section 15206 and as such, it would not conflict with the 2022 RTP targets since those targets were established and are applicable on a regional level. The proposed project would include an industrial park~~a pistachio processing facility~~. As such, the proposed project would be consistent with the growth assumptions used in the 2022 RTP. In addition, the proposed project would not include residential uses that would increase population. Therefore, it is anticipated that implementation of the proposed project would not interfere with Fresno COG's ability to implement the regional strategies outlined in the 2022 RTP.

ATTACHMENT

PUBLIC COMMENT LETTER

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February 27, 2024

Advocates for the Environment

A non-profit public-interest law firm
and environmental advocacy organization

Rodney Horton
Community Development Director
City of Reedley
1733 9th Street
Reedley, CA 93654

Via U.S. Mail and email to Rodney.Horton@Reedley.ca.gov

re: Comments on Mitigated Negative Declaration for the East Huntsman Avenue Industrial Park Project, SCH No. 2024010923

Dear Mr. Horton:

Advocates for the Environment submits the comments in this letter regarding the Mitigated Negative Declaration (**MND**) for the East Huntsman Avenue Industrial Park Project (**Project**). The Project Site is located along the north side of East Huntsman Avenue in the City of Reedley (**City**). The Project proposes to develop a 26-lot industrial park on the 42-acre project site.

Advocates for the Environment is a public interest law firm and advocacy organization with the mission to educate the public about the law as it pertains to the environment and provide legal services in support of environmental causes. We have reviewed the MND released in January 2024, and submit comments regarding the sufficiency of the MND's Greenhouse-Gas (**GHG**) analysis under the California Environmental Quality Act (**CEQA**). 1-1

The City Should Require the Project to be Net-Zero

Given the current regulatory context and technological advancements, a net-zero significance threshold is feasible and extensively supportable. GHG emissions from buildings, including indirect emissions from offsite generation of electricity, direct emissions produced onsite, and from construction with cement and steel, amounted to 21% of global GHG emissions in 2019. (IPCC Sixth Assessment Report, Climate Change 2022, WGIII, Mitigation of Climate Change, p. 9-4.) This is a considerable portion of global GHG emissions. It is much more affordable to construct new building projects to be net-zero than to obtain the same level of GHG reductions by expensively retrofitting older buildings to comply with climate change regulations. Climate damages will keep increasing until we reach net zero GHG emissions, and there is a California state policy requiring the state to be net-zero by 2045. It therefore is economically unsound to construct new buildings that are not net-zero. 1-2

Environmental groups have achieved tremendous outcomes by litigation under CEQA. Two of the largest mixed-use development projects in the history of California, Newhall Ranch (now

FivePoint Valencia), and Centennial (part of Tejon Ranch) decided to move forward as net-zero communities after losing CEQA lawsuits to environmental groups. The ability for these large projects to become net-zero indicates that it is achievable, even for large-scale developments. The Applicant for this Project should do the same.

We urge the City to adopt net-zero as the GHG significance threshold for this project. This threshold is well-supported by plans for the reduction of GHG emissions in California, and particularly the CARB Climate Change Scoping Plans. The CARB 2017 Scoping Plan states that "achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development." (CARB 2017 Scoping Plan, p. 101.) Additionally, the CARB 2022 Scoping Plan reaffirms the necessity of a net zero target by expressing: "it is clear that California must transition away from fossil fuels to zero-emission technologies with all possible speed … in order to meet our GHG and air quality targets." (CARB 2022 Scoping Plan, p. 184.) CARB further encourages a net-zero threshold in its strategies for local actions in Appendix D to the 2022 Scoping Plan. (CARB 2022 Scoping Plan, Appendix D p. 24-26.) 1-2

Moving this Project forward as a net-zero project would not only be the right thing for the City to do, but also would also help protect the City and the Applicant from CEQA GHG litigation.

Inadequate and Unstable Project Description

CEQA requires a stable and consistent project description that properly discloses the necessary information for the public and decision-makers to understand fundamental aspects of the project. Here, the Project description was inadequate or otherwise inconsistent with the body of the MND because the greenhouse gas analysis within the MND mentioned that the Project would include a pistachio processing facility which is discussed nowhere else in the MND. The project description and characteristics discussed 26 lots with various buildings of different sizes, primarily for office/warehouse or office/retail, which is inconsistent with the statement on page 3-49 that the Project would involve a pistachio processing facility. (MND, p. 3-49.) The City should not be able to rely on such information in the greenhouse gas analysis which is inconsistent with the rest of the MND, including the project description. 1-3

GHG Significance Analysis

The MND adopted two significance thresholds based on the CEQA Guidelines Appendix G. Overall, the MND concluded that the Project's GHG emissions are less than significant. Given the inadequacy of analysis under both sections, there is a fair argument for why the Project would have a significant impact under both of these thresholds. A significant impact under either threshold would require a finding of significant impact. 1-4

The City's Analysis of CAP Compliance is Not Supported by Substantial Evidence

Threshold (a), asks whether the Project would "generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment." (MND, p. 3-43.) Under this threshold, the City concluded that the Project would have a less-than-significant impact because, after quantifying the Project's annual GHG emissions at approximately 4,703.3 metric tons carbon dioxide equivalent (**MTCO2e**) per year, the City indicated that the Project would adhere to the local Climate Action Plan (**CAP**) such that it would be deemed a less-than-significant GHG impact. (MND, p. 3-45.)

However, the Project would conflict with the local CAP, making the Project the source of a significant GHG impact. In particular, the CAP requires that projects in the City of Reedley meet a 20% reduction in GHG emissions, which the record was unable to demonstrate. The CAP lists GHG reduction measures, as well as an "average" suggested reduction. Yet, the requirement under the CAP is to demonstrate a 20% reduction of the project, and here the CALEEMod outputs demonstrate that the average reductions could not be achieved, even when the reduction measures are implemented. **1-5**

Therefore, the Project cannot rely on the average reductions as listed in Table 3.8.B because there is evidence it would not be able to achieve these levels of reductions. The City claims that by implementing photovoltaic solar energy for at least 20% of the project's energy needs, it would achieve a 17% reduction in overall Project emissions. Yet, the CalEEMod outputs belie this conclusion, because even if 20% of the 1,525 energy-related emissions were being reduced through solar power, it would only amount to 6.5% reduction of overall Project emissions.[1]

Likewise, installing an energy star rated water heater would only amount to Project emission reductions of 4.5%, far below the average assumption of 12%.[2] With these more accurate metrics in mind—that the City should have considered instead of the averages—all of the CAP GHG reduction

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[1] $1{,}525\ MTCO2e\ energy\ emissions\ \times\ 0.20\ [20\%] = 305\ MTCO2e\ reduction$
$305\ MTCO2e\ reduction\ \div\ 4{,}703.3\ MTCO2e\ total\ project\ emissions = approx.\ 6.5\%$
Energy metric from CalEEMod Outputs p.14/66. The true reduction could be even lower, because only 778 MTCO2e would be emitted as a result of the Project's unmitigated electricity use, and it is unclear whether the solar energy would also replace 20% of the natural gas usage, which amounts for nearly half of the total Project's energy use. (CalEEMod Outputs, p. 39/66).

[2] Water heating accounts for 20% of home energy use and energy star rated water heaters can save 70% of energy. https://www.energystar.gov/products/energy_star_home_upgrade/super_efficient_water_heater#:~:text=Water%20heaters%20use%20about%2020,energy%20than%20a%20standard%20model.

$$1{,}525\ MTCO2e\ energy-related\ emissions \times\ 0.20\ [20\%\ of\ energy\ use] \times\ 0.70\ [70\%\ reduction] = 213.5\ MTCO2e\ reduction$$

$213.5\ MTCO2e\ reduction\ \div 4{,}703.3\ MTCO2e\ total\ project\ emissions = 4.5\%$
Energy metric from CalEEMod Outputs p.14/66

1-5

measures that the Project would implement combined would contribute to less than the 20% reductions required by the CAP.[3]

And this is assuming that the remaining reduction measures would achieve the purported reductions, which is unlikely because the particular impacts which they target (i.e., energy efficiency and water usage) are not large in comparison to the Project's mobile emissions. EV charging stations is the only GHG Reduction Measures which could potentially address this source of emissions but would not address the emissions from heavy duty vehicles, which account for 2,468 MTCO2e. (See Appendix A, CalEEMod Output Sheets, Heavy Heavy Duty Truck Trips Custom Report.) Further, the City cannot sincerely rely on planting shade trees to reduce 2% of the Project's emissions because the CalEEMod Output does not include vegetation-related emissions estimates.

1-6

Even if the Project is consistent with the requirement of 20% GHG reduction based on the CAP Compliance Checklist, this is not sufficient to demonstrate that the Project would not generate GHG emissions that may have a significant impact on the environment. In particular, even after a reduction of 20% of the Project's emissions, the Project would still emit 3,762.64 MTCO2e.[4] This new source of emissions far exceeds the CO2e emissions from the entire City of Reedley in 2005, the baseline year from which the 2030 goal of 50% CO2e reduction is derived.[5] Accordingly, there is no evidence that adhering to the requirements of the CAP would adequately account for the goals therein. Furthermore, there is no evidence that adherence with the CAP would reduce the Project's emissions to a less-than-significant level.

Consistency with Applicable Plans, Policies, and Regulations

The City only considered only two applicable plans: the 2022 Scoping Plan from the California Air Resources Board (**2022 Scoping Plan**) and Fresno COG's 2022 Regional Transportation Plan (**Fresno RTP**) when it concluded less-than-significant impact. (MND, p. 47-49.) This significance analysis violates CEQA by being deficient and misleading in several areas.

1-7

The Project does not comply with the Fresno RTP as the City contends. The City did not adequately analyze the Fresno RTP but summarily dismissed the potential for conflict with the Fresno RTP because the Project would purportedly include a pistachio processing facility. This would purportedly make the Project consistent with the growth assumptions in the Fresno RTP. Even if this were true, this assertion is insufficient to demonstrate that the Project would be consistent with the Fresno RTP as a whole. The RTP sets numerous goals and identifies implementing parties, as well as the timeframe in which those goals should be accomplished (short-term or long term). The RTP thus

[3] $6.5\% \, [solar\ energy\ reduction] + 3.5\% \, [water\ heater\ reduction] + 1\% \, [kitchen\ faucet] + 1\% \, [bathroom\ faucet] + 1\% \, [toilet] + 0.2\% \, [irrigation] + 0.11\% \, EV\ charging + 2\% \, [landscaping] = 15.31\%$

[4] $4{,}703.3 \, MTCO2e \times 0.8 \, [80\%] = 3{,}762.64 \, MTCO2e$

[5] 2005 emissions were 2,360 MTCO2e (CAP, p. 15.)

indicates which goals are to be accomplished, in part, by "cities," which would include the City of Reedley. Such goals include encouraging alternatives to single-occupancy vehicle trips, reducing vehicle miles traveled (**VMT**), supporting electric vehicle infrastructure development, among other specific actions that should be taken by cities (RTP Chapter 4, p. 5-10). **1-7**

Although information is lacking due to an inadequate discussion of consistency with the Fresno RTP, there is a fair argument that the Project would not adhere to the standards set by the Fresno RTP because there is no mention of aiming to reduce single-occupancy vehicle trips or supporting electric vehicle infrastructure anywhere in the MND.

In relation to the RTP's goal of reducing VMT, the Project's VMT analysis insufficient to demonstrate consistency with the RTP. In particular, the MND states that the Project's 555 employees would create 2,652,707 VMT per year based on 691 vehicle trips. (MND, p. 3-36 (VMT); 3-76 (Employees); 3-13 (Vehicle Trips)). Yet, the MND does not provide evidence in the record that the project would only generate 691 average daily trips because it did not provide what factors went into that estimate, such as the number of working days each year and the amount of carpooling or alternative transportation anticipated (MND, p. 3-13). The discussion of VMT within the MND does not provide enough information to indicate that it would be consistent with the RTP as the City suggests.

Moreover, the MND does not discuss the truck trips in the context of VMT. The Project would involve about 174 truck trips,[6] each 40 miles per day, amounting to an extra 6,960 VMT per day. (MND, p. 3-13.) Accordingly, the per-capita metric, including truck trips, would be 25.63, which demonstrates no reduction below the baseline regional average. (MND, p. 3-86). While this may not change the significance in the context of transportation impact, it has drastic implications in terms of assessing the air quality and GHG impact, which accounted for a default vehicle fleet assumption rather than the parameters of this project in which there are many heavy-duty truck trips. (MND, p. 3-36.) Conflict with a single applicable plan is sufficient to find that the chosen threshold is not met, and therefore the City should have found a significant GHG impact due to conflict with the Fresno RTP. **1-8**

Further, although the MND included a discussion of consistency with the 2022 Scoping Plan, the Project would conflict with the 2022 Scoping Plan. The 2022 Scoping Plan sets a goal for 50% of all industrial energy demand to be electrified by 2045 (2022 CARB Scoping Plan, p. 77). The 2022 CARB Scoping Plan also places particular emphasis on decarbonizing industrial facilities by "displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions" (2022 CARB Scoping Plan, p. 208). And one of the principal goals of the 2022 Scoping Plan is to reduce statewide GHG emissions to 85% below 1990 levels by 2045. The Project is **1-9**

[6] $691\ trips - 517\ passenger\ trips = 174\ truck\ trips$

inconsistent with these goals because it would create an additional large source of emissions from non-renewable sources, contrary to the statewide electrification and decarbonization contemplated by the 2022 Scoping Plan. 1-9

Therefore, by the City's own adopted significance threshold and chosen plans, the Project would have a significant GHG impact.

The MND Did Not Analyze Other Applicable Plans

The City chose, as its second GHG threshold, Threshold (b), which asks whether the Project would "[c]onflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases." (MND, p. 3-47.) This language requires that the MND analyze the Project's consistency with *all* other applicable plans, not just the plans that the City prefers to analyze.

The MND accounted for a building lifespan of 30 years. (MND, p. 3-44) Due to construction anticipated from 2025 to 2026, (MND, p. 3-11) the Project will likely be operating well into 2056. Accordingly, the Project must show consistency with long-term State GHG goals to comply with CEQA. In particular, the MND must also demonstrate consistency with Executive Order B-55-18 (**EO B-55-18**) and the 2017 CARB Scoping Plan. 1-10

EO B-55-18 requires the State of California to achieve carbon neutrality—net zero GHG emissions—by 2045. The Project is inconsistent with EO B-55-18 because it does not prohibit the use of gasoline, diesel, and natural gas, and burning such non-renewable fuels results in substantial GHG emissions. In particular, the trucks anticipated in this Project use diesel fuel—estimated at 24,824 gallons per year—which would emit high quantities of GHGs, preventing the Project from ever achieving carbon neutrality.

The 2017 Scoping Plan was developed to facilitate California's compliance with SB 32, which requires statewide GHG emissions to be reduced to 40% below 1990 levels by 2030. (Health & Safety Code § 38566.) The MND did not discuss how the Project is consistent with any of the goals, including the 2050 goal of 80% below 1990 levels. The 2017 Scoping Plan also sets out statewide goals for total GHG emissions targets of 6 MTCO2e/capita by 2030, and 2 MTCO2e/capita by 2050 (CARB Scoping Plan, p. 99).

1-11

With the Project's annual GHG emissions at 4,703.3 MTCO2e annually and 555 employees, the Project's per-service population GHG emissions would be approximately 8.47 MTCO2e/capita, which exceeds the 2030 and is over four times the 2050 target, which would have to be achieved well within the Project's lifespan to be consistent with the 2017 Scoping Plan.[7] Thus, the Project's GHG impact is significant under the second threshold because it is inconsistent with applicable plans for the reduction of GHGs.

[7] $4{,}703.3\ MTCO2e \div 555\ employees = 8.47\ MTCO2e\ per\ service\ population$

The City Should Have Prepared an EIR

No mitigation measures were considered for GHGs due to the erroneous determination of less-than-significant impact. However, because the City should have found significant impact for GHG emissions based on inconsistency with applicable plans, it should update its findings accordingly and would therefore be required to create a full Environmental Impact Report (**EIR**) and mitigate to the extent required by CEQA.

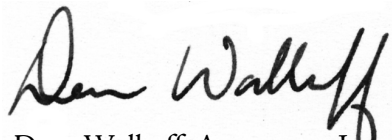
If the City had used appropriate significant thresholds and accurate analysis, it would have concluded that the Project's GHG emissions are significant. Inconsistency with applicable plans for the reduction of GHG emissions supports a fair argument that the Project would have a significant environmental effect. Because the above discussion provides a fair argument that the Project may have significant GHG impacts, the City must prepare an EIR. Therefore, the City was mistaken in its choice to create an MND for a Project that would likely create such a considerable GHG impact. **1-12**

Conclusion

For the reasons given in this letter, the MND is not in conformance with CEQA requirements. Notably, the MND failed as an informational document for decision makers and the public, the significance analysis was inadequate, and the City should have concluded that the Project would contribute to a significant GHG impact. **1-13**

Please put Advocates for the Environment on the interest list to receive updates about the progress of this Project.

Sincerely,



Dean Wallraff, Attorney at Law
Executive Director, Advocates for the Environment

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CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 29, 2024

TO: Rodney L. Horton, Community Development Director, City of Reedley

FROM: Kyle Simpson, Principal

SUBJECT: East Huntsman Avenue Industrial Park Project Initial Study/Mitigated Negative Declaration Response to Comments

In accordance with Section 15074 of the California Environmental Quality Act (CEQA) Guidelines, prior to approving a project, the decision-making body of the Lead Agency shall consider the proposed environmental document together with any comments received during the public review process. Although there is no legal requirement to formally respond to comments on a proposed Mitigated Negative Declaration (MND) as there is for an Environmental Impact Report (EIR), this memorandum provides responses to the written comments received on the proposed East Huntsman Avenue Industrial Park Project (project) Initial Study/Mitigated Negative Declaration (IS/MND) to aid the City of Reedley (City) decision-makers in their review of the proposed Project.

The Draft IS/MND was available for public review and comment from January 29, 2024, to February 27, 2024. A total of three comment letters on the IS/MND were received: one during the public review comment period, and an additional two comments letters outside the public review comment period for the IS/MND. The comment letter received during the comment period was addressed in a Response to Comments memorandum dated March 6, 2024.

This memorandum will address the two remaining comment letters for the IS/MND. The comment letters are attached to this memorandum. In the following pages, the topic sections addressed in the comments and associated responses are enumerated to allow for cross-referencing of CEQA-related comments. As noted above, CEQA does not require or provide guidance on responding to comments on MNDs; therefore, this memorandum follows CEQA Guidelines Section 15088, applicable to responses to comments on EIRs, which requires that agencies respond only to significant environmental issues raised in connection with the proposed Project. Therefore, this document focuses primarily on responding to comments that relate to the adequacy of the information and environmental analysis provided in the IS/MND.

Section A of this memorandum identifies the comment letters being addressed. Section B includes a reproduction of each enumerated comment followed by responses to each comment. Section C of this memorandum provides identifies all text changes to the IS/MND made in response to the comments received on the Draft IS/MND.

A. COMMENT LETTERS

This memorandum includes a reproduction of the comment letters received on the IS/MND after the comment period, and individual comments within the comment letters are numbered consecutively.

The comment letters listed below were submitted to the City regarding the IS/MND after the comment period.

LETTER 2
Blum, Collins & Ho LLP
Gary Ho
February 28, 2024

LETTER 3
Golden State Environmental Justice Alliance
Pete Sheehan
March 4, 2024

Please note that text within the comment letters that has not been numbered does not raise environmental issues or relate to the adequacy of the information or analysis within the IS/MND and, therefore, no comment is enumerated or response required, per CEQA Guidelines Section 15132.

Responses to the comments included below were prepared with the assistance from Cara Cunningham, an Associate/Senior Environmental Planner at LSA that specializes in air quality and energy technical analysis, and Ambarish Mukherjee, Principal and Senior Transportation Planner at LSA.

Ms. Cunningham is an Associate/Senior Environmental Planner with over 10 years of experience. At LSA, she provides project management and technical assistance on a variety of planning and environmental documents including Environmental Assessments, Initial Studies, and Environmental Impact Reports (EIR). Ms. Cunningham has a strong foundation in land use planning and is well versed in addressing impacts to air quality, greenhouse gas (GHG) emissions, and energy. Ms. Cunningham is proficient in air quality models, including the California Emissions Estimator Model (CalEEMod) and the Roadway Emissions Estimator Model (RoadMod).

As a Principal and Senior Transportation Planner at LSA, Mr. Mukherjee specializes in travel demand modeling and public infrastructure projects, and conducts traffic impact analyses for a wide variety of large and small projects including transit projects, residential development, mixed-use development, commercial and office projects, parking structures, roadway and circulation improvements, and General Plans and Specific Plans.

B. COMMENTS AND RESPONSES

LETTER 2

Blum, Collins & Ho LLP

Gary Ho
February 28, 2024

Comment 2-1: Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the proposed East Huntsman Avenue Industrial Park Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

> **Response 2-1:** This comment provides an introduction to the comment letter, and requests the City to include Golden State Environmental Justice Alliance in the public interest list for the project, to be notified of all subsequent environmental documents, hearings and notices related to the project. This comment is noted. The City will include Golden State Environmental Justice Alliance in the public interest list for the project. No further response is necessary.

Comment 2-2: The proposed Project proposes the development of an approximately 42-acre site into a 26-lot light industrial park. The project site is currently used for growing agricultural crops and contains agricultural support buildings and one single-family residence. The proposed Project includes the annexation of the project site into the City of Reedley, after which the project site would be prezoned to the Light Industrial (ML) District and the Fresno County General Plan agricultural land use designation would change to Light Industrial as established in the City's General Plan. The proposed project would require approval of an annexation application, Sphere of Influence Application to LAFCO, a rezone (pre-zone), and a Tentative Subdivision Map.

The project development includes construction and operation of approximately 340,000 square feet of warehousing buildings and 11,200 square foot building for a truck maintenance/truck wash. The proposed project would include 30 truck/trailer parking stalls, 595 passenger car parking stalls, and truck loading zones in the southern and eastern portions of the project site. Additionally, the proposed project would include an overnight parking lot with capacity for approximately 100 semitrucks in the project site.

> **Response 2-2:** This comment includes a summary of the Project Description for the proposed project included in the IS/MND. This comment is noted but does not pertain to the analysis or conclusions of the IS/MND. No further response is required.

Comment 2-3: The MND does not include floor plans, a detailed site plan, building elevations, or a conceptual grading plan. The basic components of a Planning Application include a detailed site plan, floor plan, conceptual grading plan, written narrative, and detailed elevations. Providing the grading plan and earthwork quantity notes is vital as the MND states that, "The proposed project would not require any soil import/export" and there is no method for the public to verify this claim. The quantity of import/exported materials and soils directly informs the quantity of necessary truck hauling trips due to soil import/export during the grading phase of construction. An EIR must be

prepared to include wholly accurate and adequate detailed site plan, floor plan, grading plan, elevations, and project narrative for public review.

Response 2-3: This comment states that the Project Description in the IS/MND does not include a detailed site plan, floor plan, conceptual grading plan, or building elevations for the proposed project. Further, the comment asserts that the provision of a grading plan and earthwork quantity notes is important to confirm the quantity of truck hauling trips needed for soil import and export during construction, and claims that there is no method available to verify that no soil import or export would be required during construction of the project.

Section 15124 of the CEQA Guidelines states that the description of a project shall contain the following information but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact. Although these guidelines are meant to guide description of a project in an EIR document, they are being used as a baseline for the response to this comment:

(a) The precise location and boundaries of the proposed project shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map.

(b) A statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project and may discuss the project benefits.

(c) A general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals, if any, and supporting public service facilities.

(d) A statement briefly describing the intended uses of the EIR, including: a list of the agencies that are expected to use the EIR in their decision making; a list of permits and other approvals required to implement the project; and a list of related environmental review and consultation requirements of federal, State, or local laws, regulations, or policies. To the fullest extent possible, the lead agency should integrate CEQA review with these related environmental review and consultation requirements and decisions subject to CEQA should be listed, preferably in the order in which they will occur.

Chapter 1.0, Project Information, of the IS/MND is consistent with these requirements and describes the characteristics of the proposed project. Figure 1-1 shows the project site's regional and local context and Figure 1-2 shows the project site and surrounding land uses, consistent with the requirements of Section 15124(a). Figure 1-3 shows the project's site plan. In addition, although not specifically called out in project objectives, the underlying purpose of the project, which includes fulfilling the light industrial land use plan for the project parcel consistent with the City of Reedley's General Plan, is implied in the analysis included in the IS/MND.

A description of the proposed project is included in Chapter 1.0, Project Information, consistent with the requirements of Section 15124(c). In addition, the list of agencies and potential permits and approvals that may be required is also included in this chapter, consistent with the requirements of Section 15124(d). As such, the Project Description is consistent with CEQA requirements.

As identified on page 1-4 of the IS/MND, the proposed project would not require any soil import or export. The project site is relatively flat; therefore, soil would be balanced on site without any requirement for soil import or export. Additionally, although specific building heights were not specified, the IS/MND indicates that the project would be subject to design specifications for the Light Industrial (ML) Zoning District of the City, which limits building elevations to up to 75 feet high.

The proposed project consists of developing the project site into a 26-lot light industrial park. Proposed lots would be occupied by office, warehouse, and retail uses, as well as a truck maintenance building. Given that future tenants for the proposed light industrial park have not been identified, detailed site plans outlining floor plans and elevations for proposed buildings have not been prepared. However, detailed floor plans and elevations would not provide additional details that would aid in evaluating project impacts as the proposed massing of the buildings and estimated heights are known and were considered in the IS/MND analysis.

As such, this comment is noted, but does not raise any significant environmental issues related to the project or the analysis contained in the IS/MND. No further response is required.

Comment 2-4: Please refer to attachments from SWAPE for a complete technical commentary and analysis.

The MND does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. According to CalEnviroScreen 4.0[1], CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project's census tract (6019006300) is highly burdened by pollution and ranks in the 81st percentile for overall pollution burden. The surrounding community bears the impact of multiple sources of pollution and is more polluted than average on several pollution indicators measured by CalEnviroScreen. For example, the project census tract ranks in the 91st percentile for ozone burden and the 94th percentile for particulate matter (PM) 2.5 burden, both of which are attributed to heavy truck activity in the area. Ozone can cause lung irritation, inflammation, and worsening of existing chronic health conditions, even at low levels of exposure[2].

Response 2-4: This comment states that the IS/MND does not include a relevant analysis of environmental justice issues in reviewing potential impacts, including cumulative impacts such as air pollution. This comment also claims that the census tract where the project is located ranks in the 81st percentile, indicating that it is among the most polluted census tracts in the State. This comment also states that the surrounding community bears the

impact of multiple sources of pollution and is more polluted than average on several pollution indicators measured by the California Communities Environmental Health Screening Tool (CalEnviroScreen).

The OEHHA, on behalf of the California Environmental Protection Agency (CalEPA), released Version 4.0 of CalEnviroScreen in October 2021. CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. Pollution burden scores for each census tract are derived from the average percentiles of the seven Exposures indicators (ozone and $PM_{2.5}$ concentrations, DPM emissions, drinking water contaminants, pesticide use, toxic releases from facilities, and traffic density) and the five Environmental Effects indicators (cleanup sites, impaired water bodies, groundwater threats, hazardous waste facilities and generators, and solid waste sites and facilities). According to the CalEnviroScreen 4.0 Map,[1] the project site has a pollution burden percentile of 81. Surrounding areas have pollution burdens ranging from 20 to 94. In addition, according to the SB (Senate Bill) 535 Disadvantaged Communities Map,[2] the project area is designated as an SB 535 disadvantaged community.

In addition, as described on page 3-10 of the IS/MND, the San Joaquin Valley Air Basin (SJVAB) is designated as non-attainment for ozone and $PM_{2.5}$ for federal standards and non-attainment for ozone, PM_{10}, and $PM_{2.5}$ for State standards. The San Joaquin Valley Air Pollution Control District's (SJVAPCD) non-attainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, the SJVAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified SJVAPCD significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As shown in Table 3.3.B and Table 3.3.C of the IS/MND, the proposed project would generate construction and operational emissions that are below the SJVAPCD's thresholds. As such, the proposed project would not result in a cumulative air quality impact and additional analysis to assess cumulative impacts is not required.

Additionally, as discussed in page 3-14 of the IS/MND, a health risk assessment (HRA) was prepared for the proposed project to evaluate the potential impact on sensitive receptors

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1 Office of Environmental Health Hazard Assessment (OEHHA). 2021. *CalEnviroScreen 4.0.* Website: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40 (accessed May 2021).

2 OEHHA. 2022. *SB 535 Disadvantaged Communities using CalEnviroScreen 4.0 results.* Website: https://experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities/.pdf (accessed October 2022).

(including those that may be disadvantaged people) from construction and operation of the proposed project. The HRA evaluates the potential health risk to all people living and working near the proposed project associated with project construction and the exhaust of diesel-powered trucks and equipment during project operation. The HRA analysis was performed consistent with the SJVAPCD *Guidance for Air Dispersion Modeling*[3] and the Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxic Hot Spots Program Risk Assessment Guidelines*[4], and was conducted using three models: (1) California Air Resources Board's (CARB) California Emissions Factor Model, Version 2021 (EMFAC2021) for on-road vehicle emissions factors and percentages of fuel type within the overall vehicle fleet; (2) the U.S. Environmental Protection Agency's (EPA) AERMOD air dispersion model to determine how the toxic air contaminants (TACs) would move through the atmosphere after release from sources both on site and on surrounding roadways; and (3) CARB's HARP2 model to translate the pollutant concentrations from AERMOD into individual health risks at any sensitive receptor locations surrounding the project site. As shown in Table 3.3.D and Table 3.3.E of the IS/MND, and based on the results of the HRA, construction and operation of the proposed project would not exceed SJVAPCD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations.

Although the project site has a pollution burden percentile of 81, is designated as an SB 535 disadvantaged community, and is considered a diverse community, there is no methodology to quantify the cumulative areawide or localized health risks within a community-wide area. The SJVAPCD's recommended thresholds of significance apply to individual development projects and evaluate the incremental increase in emissions from a proposed source. The SJVAPCD does not have a threshold related to environmental justice considerations. In developing thresholds of significance for individual projects, the SJVAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. Additionally, the HRA methodology used in the analysis and the SJVAPCD's thresholds evaluating health risk to sensitive receptors is appropriate for evaluating potential health risks to sensitive population subgroups, including children, the elderly, and those with higher rates of respiratory disease. The City relies on the SJVAPCD's recommended methodology to evaluate cumulative impacts, which is to conclude that an impact considered to be significant on a project-specific basis would also cause a significant cumulative impact.

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3 San Joaquin Valley Air Pollution Control District (SJVAPCD). 2006. *Guidance for Air Dispersion Modeling*. Website: www.valleyair.org/busind/pto/Tox_Resources/Modeling%20Guidance.pdf (accessed November 2023).

4 California Office of Environmental Health Hazard Assessment (OEHHA). 2015. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. March. Website: https://oehha.ca.gov/air/air-toxics-hot-spots (accessed November 2023).

Comment 2-5: The census tract ranks in the 97th percentile for drinking water, which indicates that it ranks with the worst quality drinking water in the state. Poor communities areas are exposed to contaminants in their drinking water more often than people in other parts of the state[3].

The census tract also ranks in the 64th percentile for solid waste facility impacts, which can expose people to hazardous chemicals, release toxic gases into the air (even after these facilites are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations[4].

> **Response 2-5:** This comment states that the census tract where the project is located ranks in the 97th percentile for contaminated drinking water, and in the 64th percentile for solid waste facility impacts.
>
> Although the census tract ranks in the 97th percentile for contaminated drinking water, and the 64th percentile for solid waste facility impacts, as described in Section 3.10, Hydrology and Water Quality, and Section 3.19, Utilities and Service Systems, of the IS/MND, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and would comply with federal, State, and local statutes and regulations related to solid waste. As such, the proposed project would not contribute to significant cumulative water quality or solid waste facility impacts.

Comment 2-6: Further, the project's census tract is a diverse community including 43% Hispanic and 6% Asian- American residents, whom are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 56% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. The community has a high rate of poverty, meaning 39% of the households in the census tract have a total income before taxes that is less than the poverty level. Income can affect health when people cannot afford healthy living and working conditions, nutritious food and necessary medical care [5]. Poor communities are often located in areas with high levels of pollution[6]. Poverty can cause stress that weakens the immune system and causes people to become ill from pollution[7]. Living in poverty is also an indication that residents may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 73rd percentile for incidence of cardiovascular disease and 74th percentile for incidence of asthma.

Additionally, the project census tract (6019006300) and census tracts adjacent to the project site (6019006501 (east), 6107000401 (south), 6019006602 (west), and 6019006604 (west)) are identified as SB 535 Disadvantaged Communities[8]. This indicates that cumulative negative impacts of development and environmental impacts in the area are disproportionately impacting these communities. The MND does not discuss that the surrounding area is a disadvantaged community and does not utilize this information in its analysis. The MND has not considered the environmental impacts in relation to the SB 535 status of the project census tract and surrounding area. The negative environmental, health, and quality of life impacts of the warehousing and logistics industry in the area have become distinctly inequitable. The severity of environmental impacts particularly on these Disadvantaged Communities must be included for analysis as part of an EIR

Response 2-6: This comment states that this census tract is a diverse community with a high rate of low educational attainment and a high rate of poverty, which can affect health when people cannot afford healthy living and working conditions, nutritious food, and necessary medical care. This comment also states that poor communities are often located in areas with high levels of pollution and that poverty is also an indication that residents may lack health insurance or access to medical care. Further, this comment states that the project census tract and adjacent tracts are identified as SB 535 Disadvantaged Communities, so an EIR is needed to include an analysis of impacts on the disadvantaged communities.

See Response 2-4. Although the project site is designated as an SB 535 disadvantaged community and is considered a diverse community, there is no methodology to quantify the cumulative areawide or localized health risks within a community-wide area. The SJVAPCD's recommended thresholds of significance apply to individual development projects and evaluate the incremental increase in emissions from a proposed source. These thresholds do not apply to cumulative conditions. Neither the State CEQA Guidelines, the SJVAPCD, or the City have established CEQA thresholds or methodology for evaluating project impacts to disadvantaged communities. For air quality impacts, the City relies on the SJVAPCD's recommended methodology to evaluate cumulative impacts, which is to conclude that an impact considered to be significant on a project-specific basis would also cause a significant cumulative impact. As shown in Table 3.3.B and Table 3.3.C of the IS/MND, the proposed project would generate construction and operational emissions that are below the SJVAPCD's thresholds, and as such, would not contribute to a significant cumulative impact related to any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standards.

Additionally, as discussed in Response 2-4, an HRA was prepared for the proposed project to evaluate the potential impact on sensitive receptors (including those that may be disadvantaged people) from construction and operation of the proposed project. As shown in Table 3.3.D and Table 3.3.E of the IS/MND, and based on the results of the HRA, construction and operation of the proposed project would not exceed SJVAPCD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations.

Based on these results, the IS/MND properly determined that the proposed project would not result in significant air quality or health risk impacts that would contribute to cumulative air quality or health risk impacts in the City.

Comment 2-7: The State of California lists three approved compliance modeling softwares[9] for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. CalEEMod is not listed as an approved software. The CalEEMod modeling does not comply with the 2022 Building Energy Efficiency Standards and under-reports the project's significant Energy impacts and fuel consumption to the public and decision makers. Since the MND did not accurately or adequately model the energy impacts in compliance with Title 24, it cannot conclude the project will generate less than significant impacts and a finding of significance must be made. An EIR with modeling using one of the approved software types must be prepared and circulated for public review in order to adequately analyze the project's significant environmental impacts. This is vital as the MND utilizes CalEEMod as a source in its methodology and analysis, which is clearly not an approved software.

Response 2-7: This comment claims that California's Building Energy Code Compliance Software (CBECC) is the State's only approved energy compliance modeling software for non-residential buildings, in compliance with Title 24, and that the California Emissions Estimator Model (CalEEMod) is not the approved software.

As described in the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI),[5] when quantifying project emissions, the latest approved models by the SJVAPCD should always be used for air quality analysis. The latest approved model available is CalEEMod, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.[6] The commenter asserts the use of CalEEMod to estimate the project's energy demand was inappropriate and that CBECC should have been used instead. The compliance modeling software that is referenced by the commenter is used to confirm the final design of a development project and complies with applicable energy efficiency regulations based on detailed information included in construction drawings. As such, the purpose of the CBECC model is to evaluate compliance with the 2022 Title 24 standards, not to evaluate potential energy impacts under CEQA.

The information needed to demonstrate compliance with Title 24 using the CBECC model is not available at this time and is not typically prepared until after a project has been approved/entitled. After approval and preparation of detailed building plans, the project would be required to demonstrate compliance with Title 24 using the CBECC model. As described in the CalEEMod User's Guide, CalEEMod utilizes widely accepted methodologies for estimating emissions combined with default data that can be used when site-specific information is not available. Sources of these methodologies and default data include, but are not limited to, the EPA AP-42 emission factors, CARB vehicle emission models, and studies commissioned by California agencies such as the California Energy Commission and CalRecycle. The User's Guide also states that CalEEMod calculates construction and operations emissions from land use development projects which can be used to support preparation of air quality and GHG analyses in CEQA documents. In addition, the User's Guide states that the emissions inventory modules also contain default values for estimating utility consumption (e.g., water, electricity, natural gas) that may be useful for preparing hydrology and energy analyses in other sections of a CEQA document. Additionally, it should also be noted that the energy use factors included in the CalEEMod model, which was used to estimate energy for the project, are based on the CEC-sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies, which

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5 San Joaquin Air Pollution Control District. 2015. *Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI)*. March 19. Website: http://www.valleyair.org/transportation/GAMAQI.pdf (accessed March 2024).

6 Ibid.

provide a more conservative assumption based on actual use surveys and are the best available information for purposes of this assessment. As such, CalEEMod is appropriate for use in energy analyses. Further, as identified on page 3-37 of the IS/MND, the proposed project would comply with the latest CALGreen building measures and 2022 Title 24 Standards. Therefore, use of the CBECC model would not change the findings identified in the IS/MND.

Comment 2-8: The MND analyzes the potentially significant impacts from Greenhouse Gas Emissions in a qualitative manner pursuant to CEQA Guidelines Section 15064.4. However, the consistency analysis provided is erroneous and does not demonstrate a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from the project and its significance. The MND quantitatively concludes that the proposed project will have an annual operational emissions of 4,703.3 MT CO2e annually. The MND includes MM GHG-1 to require that "The project applicant shall incorporate the following specifications into construction plans details and specifications to document implementation and compliance with the following applicable Climate Action Plan (CAP) greenhouse gas (GHG) reduction measures for review by the City of Reedley Community Development Department," within the City's CAP to achieve a 34% reduction in emissions.

Table 3.8.B: Project Compliance with the City's Applicable CAP GHG Reduction Checklist Measures provides erroneous and misleading consistency analysis of the proposed project with the reduction measures in order to conclude the project will have less than significant impacts. For example, compliance with item "Landscaping for Energy Efficiency: Plant shade trees on a buildings 'south side," is not supported with meaningful evidence such as a landscape plan/planting plan to demonstrate the quantity of shade trees provided and/or their locations on the south sides of buildings. Additionally, compliance with item "Photovoltaic solar energy provides 20-49% of power needs (annual average)," is not supported with any meaningful evidence, such as a solar plan to depict the placement of panels and calculations of annual energy generated by the panels that would serve the project.

The efficacy of the proposed mitigation measures and reduction of GHG impacts below the applicable thresholds via percentages provided in Table 3.8.B cannot be assured and the project's GHG impact is therefore considered significant and unavoidable. An EIR must be prepared to include a finding of significance because there is no possible assurance that the project will comply with the proposed CAP items, and the MND has utilized the CAP screening tables to mislead the public and decision makers by erroneously concluding that a qualitative assessment of the project will reduce the project's 4,703.3 MT CO2e annual emissions to less than significant levels. Mitigation of the project's GHG impact to less than significant is not feasible, whether via the CAP tables or otherwise. A finding of significance must be included as part of a project EIR.

Response 2-8: The City, as the lead agency for the environmental review of the proposed project, has the discretion to select and develop appropriate thresholds of significance to analyze a project's environmental impacts, or rely on thresholds developed by other agencies that it deems applies to a project. In addition, the State's CEQA Guidelines leaves the determination of the significance of greenhouse gas (GHG) emissions up to the lead agency and authorizes the lead agency to consider thresholds of significance previously

adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (State CEQA Guidelines Sections 15064.4(a) and 15064.7(c)). The State CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA.[7]

As discussed on pages 3-45 and 3-46 of the IS/MND, per the State CEQA Guidelines, Section 15183.5, if a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy that meets the specified standards, it can be presumed that a project would not have significant GHG emission impacts. The City's Climate Action Plan (CAP)[8] was adopted in 2015 to reduce local community GHG emissions, consistent with the State objectives set forth in Assembly Bill (AB) 32. The City's CAP was updated in 2020 to identify tools to meet the City's 2020 and future 2030 reduction goals. As detailed on page 3-46 of the IS/MND, the City's CAP meets the requirements for a Qualified Greenhouse Gas Reduction Strategy and is designed to streamline environmental review of future development projects in the city, consistent with State CEQA Guidelines Section 15183.5. Therefore, the analysis conducted for the IS/MND evaluates the GHG emissions based on the proposed project's consistency with the City's CAP.

As stated on page 17 of the City's CAP, the City must reduce citywide GHG emissions by 50 percent to meet the State mandated 2030 near-term emission reduction goal. As stated in the City's CAP, to maintain citywide growth and the attain the City's GHG reduction goal of reducing GHG emissions by 50 percent by 2030, the City is requiring that all new proposed projects meet a 20 percent reduction in GHG emissions. To ensure that future developments within City limits also achieve the City's GHG reduction goals, the City has compiled a Greenhouse Gas Reduction Compliance Checklist to enable projects within City limits to "self-certify" that their project meets the required 20 percent reduction. As stated in the CAP, project applicants must demonstrate through completion of this checklist, how projects will comply with the 20 percent reduction. The CAP Reduction Compliance Checklist (Appendix A of the CAP) includes recommended GHG reduction measures and average reductions (in percentage). For example, as demonstrated in the City's CAP Reduction Compliance Checklist (Appendix A of the CAP), implementing photovoltaic systems that provide 20-49 percent of power needs would result in an average reduction of 17 percent of a project's GHG emissions. As stated above, the City's CAP provided the substantial evidence demonstrating the appropriateness of the CAP methodology. Therefore, it is appropriate to rely on the City's CAP for the GHG analysis.

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7 California Natural Resources Agency. 2009. California Environmental Quality Act (CEQA) Guidelines Update.

8 City of Reedley. 2019. *City of Reedley Climate Action Plan*. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/City-of-Reedley-Climate-Action-Plan.pdf (accessed November 2023).

Table 3.8.B in the IS/MND shows the GHG reduction measures from the CAP GHG Reduction Checklist that the proposed project would incorporate to meet the 20 percent reduction necessary to demonstrate consistency with the CAP. As demonstrated in Table 3.8.B, the proposed project's consistency with many of the CAP GHG reduction measures would be determined by design decisions that are currently not evident from the conceptual plans evaluated for the environmental analysis in this report. Implementation of Mitigation Measure GHG-1 would require the proposed project to include the applicable measures, as identified in the CAP GHG Reduction Checklist. With implementation of Mitigation Measure GHG-1, the proposed project's reduction from the CAP reduction measures would be 34.31 percent, which is higher than the required 20 percent reduction. Therefore, the proposed project would be consistent with the City's CAP. The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment and impacts would be less than significant with mitigation incorporated.

As such, since the proposed project has demonstrated consistency with the CAP's requirements, consistent with the State CEQA Guidelines, Section 15183.5, the proposed project would not have significant GHG emission impact and no further analysis is necessary. The commenter does not demonstrate a fair argument, based on substantial evidence, for a contrary conclusion. (See CEQA Guidelines, § 15064, subd. (f)(5).)

Comment 2-9: The MND does not include a consistency analysis with any land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, such as the General Plan. The MND is inadequate as an informational document and an EIR must be prepared with a consistency analysis with all General Plan policies, including the following:

1. Land Use Element Guiding Principle (a): Protect the agricultural economic base of the Reedley area by encouraging the preservation of the maximum feasible amount of productive and potentially productive agricultural land.

2. Land Use Element Guiding Principle (b): Plan for urban growth in a manner that minimizes impacts on agriculture and the consumption of agricultural land.

3. Land Use Element Guiding Principle (e): Seek a balanced and compatible land use pattern which accommodates projected population growth and encourages alternative transportation such as walking, bicycling or transit.

4. Land Use Element Guiding Principle (f): Provide transitions between various land uses and intensities using high quality design.

5. Land Use Element Guiding Principle (h): Development in the planning area shall occur in a fashion that protects and enhances air quality and water quality.

6. Land Use Element Guiding Principle (i): Public open space shall be made an integral part of new development in the planning area.

7. Goal LU 2.5B - Minimize leap-frogging, low density, automobile dependent development beyond the edge of service and employment areas, or the creation of peninsula development greater than ¼ mile from existing urban uses.

8. Policy LU 2.5.7: Require contiguous development within the SOI unless it can be demonstrated that the development of contiguous property is infeasible. An analysis of the fiscal impacts on public utilities including water, surface transportation, and service shall be required as part of the application to annex new territory into the City.

9. Policy LU 2.7.51: During the review of development applications for proposed new light industry, the City shall determine whether pretreatment of industrial wastes shall be required. 10.

10. Goal CIR 3.2B: Maintain a level of service (LOS) of "C" or better.

11. Policy CIR 3.2.7: Subdivisions shall be designed to maximize connectivity between subdivisions and surrounding development. Use of a grid pattern with reasonable street lengths to maximize the number of connections to surrounding collector street system is encouraged.

12. Policy CIR 3.2.8: A walled-in subdivision shall be discouraged unless noise measurements exceed the threshold for residential development adjacent to roadways.

Response 2-9: This comment states that the IS/MND does not provide a consistency analysis with applicable Reedley General Plan goals and policies related to land use planning for the purpose of maximizing urban connectivity and avoiding environmental impacts regarding agricultural land conversion, air quality, water quality, hazardous materials, transportation, and utilities.

As discussed in Section 3.2, Agriculture and Forestry Resources, of the IS/MND, the project site is classified as "Prime Farmland" by the California Department of Conservation. The General Plan does contain policies to manage growth into agricultural areas in a measured way so that active agricultural land would remain viable until the time this land is annexed into the City and developed for non-agricultural use; however, the General Plan identifies that buildout of the General Plan would result in significant and unavoidable impacts related to conversion of agricultural land. The project site is planned for light industrial development under the General Plan, and is mapped in Figure 6 of the Agricultural Resources section of the General Plan EIR as one of the locations with Important Farmland in the City's Planning Area planned to be converted to non-agricultural uses through buildout of the General Plan.[9] As such, development of the project would not be inconsistent with any of the General Plan's agricultural conservation goals or policies.

[9] City of Reedley. 2013. Reedley General Plan 2030. Figure 6 – Important Farmlands Map. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/Draft-Program-EIR-City-of-Reedley-General-Plan-1-8-2013.pdf (accessed March 2024).

Also, as discussed throughout the IS/MND, the project site has been designated for Light Industrial use in the City's General Plan. As such, development of the project site with the proposed light industrial park would be consistent with planned land use patterns for the City of Reedley, and population growth associated with project development would be within rates assumed for Light Industrial uses by the General Plan. Further, as described in Sections 3.3, Air Quality, 3.9, Hazards and Hazardous Materials, and 3.10, Hydrology and Water Quality, of the IS/MND, the proposed project would not result in significant impacts related to air quality, hazardous substances or water quality, and would not be inconsistent with any policies meant to reduce impacts related to air quality, hazardous substances, and water quality.

Additionally, as discussed in Section 3.17, Transportation, of the IS/MND, the addition of project traffic would not result in any roadways within the project's circulation network operating at unsatisfactory LOS levels. Further, the project would result in less than significant VMT impacts. Also, the proposed project would not interfere with planning and construction of transit, bicycle and pedestrian facilities in the vicinity. As such, the project would not be inconsistent with the City's transportation policies.

The proposed project would be constructed in compliance with applicable design requirements established by the City. The project site has been identified by the General Plan as being part of the City's proposed SOI, and as such, potential impacts on the City's public utilities including water, surface transportation, and other services as a result of development under the General Plan have been considered in the General Plan EIR. The project site is located adjacent to Reedley city limits, and the land use directly west of the project site consists of light industrial; as such, development of the project site would not result in discordant or disjointed development within or near the City. Finally, the proposed project does not consists of a residential subdivision; as such, policies meant for subdivisions are not applicable to the project.

Therefore, this comment is noted, but does not raise any significant environmental issues related to the project or the analysis contained in the IS/MND. No further response is required.

Comment 2-10: Table 9-C: Recommended Improvements for Intersections and Fair Share within Appendix D: Traffic Impact Study concludes the following intersection outside the sole jurisdiction of the lead agency requires improvements to address the peak hour deficiencies per the applicable thresholds of significance. Table 9-C also provides a fair-share calculation for improvements that will allegedly mitigate significant and unavoidable impacts to the intersections to less than significant levels.

1. #3: Englehart Avenue/Dinuba Avenue (County of Fresno)

It must be noted that impacts to the intersection listed above are under jurisdiction of County of Fresno. Any improvements planned/constructed or in-lieu fees/fair share fees paid for County of Fresno facilities are beyond the control/scope of the lead agency. An assessment of fees is appropriate when linked to a specific mitigation program. (*Anderson First Coalition v. City of*

Anderson (2005) 130 Cal.App.4th 1173, *Save our Peninsula Comm. v. Monterey County Bd. Of Supers.* (2001) 87 Cal.App.4th 99, 141.) Payment of fees is not sufficient where there is no evidence mitigation will actually result. (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099,1122.) The assessment of fees here is not adequate as there is no evidence mitigation will actually result. The improvement listed is not part of an existing DIF/TUMF program and therefore are not planned to occur at all or by any certain date, whether by Reedley or County of Fresno. Any improvements recommended or fees paid to mitigate impacts for County of Fresno facilities are beyond the control of the lead agency and evidence that these improvements will be completed or approved by County of Fresno has not been provided. An EIR must be prepared to include the LOS analysis as cumulatively considerable significant impact as the project conflicts with Transportation Impact Threshold A and Land Use and Planning Impact Threshold B because it is not consistent with the following General Plan Goal:

1. Goal CIR 3.2B: Maintain a level of service (LOS) of "C" or better.

Response 2-10: This comment discusses the County of Fresno (County) General Plan Goal CIR 3.2B regarding Level of Service (LOS) standards. This comment also states that since the intersection of Englehart Avenue/Dinuba Avenue is under the jurisdiction of the County and not under City's jurisdiction, fair share payment may not be an adequate mitigation measure for potential LOS impacts.

It should be noted that LOS is no longer a CEQA transportation metric. As such, any LOS related operational deficiency should not be the determinant of a CEQA Transportation Impact. Additionally, typically projects are conditioned by lead agencies to implement all on-site and project frontage circulation improvements, as determined through the preparation of traffic studies. However, there are a host of criteria reviewed to determine whether a project could be conditioned to directly implement circulation improvements at off-site locations. Following is a brief description of each of these criteria:

1. **Deficiency at Analysis Location:** In case a study intersection/roadway segment operates at an acceptable LOS, and the project contributes to deterioration of LOS to an unacceptable level, the project may be required to implement improvements to restore LOS to an acceptable level. However, if that study intersection/roadway segment is forecasted to operate at an unacceptable LOS and the project contributes to the forecasted deficiency, the project is deemed to have a cumulative deficiency at the respective location. In such cases, a project is typically required to pay its fair share.

2. **Fair share/Essential Nexus/Rough Proportionality**: As per the *Nollan v. California Coastal Commission, 483 U.S. 825 (1987)*, and *Dolan v. City of Tigard, 512 U.S. 374 (1994), "..A governmental exaction has to be substantially related to a legitimate government interest and there must be a nexus between the exaction and that interest",* and if a nexus exists, then it must be determined whether or not the degree of exactions required bears the required relationship to the projected impact. As such, to establish this nexus requirement, a project's fair share requirements are identified at a study location. In case the fair share percentage is identified to be substantial, a project could potentially be required to directly implement the improvements upfront. While the

criteria that defines whether the fair share percentage is substantial varies between jurisdictions, typically, a fair share percentage of 30 percent or greater is considered substantial.

3. **Improvements Already Conditioned Through Other Approved Development Projects:** In case some or all of the improvements identified in the traffic study at off-site locations are already identified and conditioned through other approved development projects, the subject project would only be required to contribute towards its fair share requirements that will be reimbursed towards the other project/s. Additionally, these other projects are required to implement these improvements because they have a substantial contribution towards adding new trips at those locations compared to the proposed project.

4. **Improvements Already Covered Through Existing Fee Program:** In case some or all of the improvements identified in the traffic study at any off-site location are covered through an existing fee program, payment into these fee programs is anticipated to address the implementation of the identified improvements. Therefore, in such cases, the project would only be required to contribute to these fee programs as applicable.

5. **Feasibility of Improvements**: At certain locations, where a traffic study identifies forecasted deficiency without or with the project, improvements may not be feasible due to right-of-way constraints (area already built out or a roadway is already constructed per respective General Plan standards).

The above-described criteria were generally applied to determine the appropriate mechanism to address project related operational deficiencies at all study analysis intersection and roadway segments. Following is an explanation for the intersection of Englehart Avenue/Dinuba Avenue regarding implementation of proposed improvements:

1. **Deficiency at Analysis Location:** As shown in the Traffic Impact Study (TIS) (included as Appendix D of the IS/MND), this intersection is forecast to operate at a deficient LOS under Cumulative without project conditions. As such, this intersection requires future improvements even without the addition of project traffic, and the project adds to the forecasted deficiency. As such, this intersection meets this criterion for a fair share contribution.

2. **Fair share/Essential Nexus/Rough Proportionality**: As shown in the TIS, the fair share percentage is to be 18.75 percent for this location. As such, the fair share percentage is not substantial enough for the project being directly responsible for implementation of this improvement. As such, this intersection meets this criterion for a fair share contribution.

3. **Improvements Already Conditioned Through Other Approved Development Projects:** No other project is known to be directly responsible for the recommended improvements at this location. However, given the location of this intersection in relation to the proposed project, other major projects in the vicinity of this location may

be estimated to contribute significantly more traffic at this location. As such, this intersection meets this criterion for a fair share contribution.

4. **Improvements Already Covered Through Existing Fee Program:** The improvements identified in the traffic study at this location are not covered through an existing fee program. As such, this intersection meets this criterion for a fair share contribution.

5. **Feasibility of Improvements**: The recommended improvement at this location is feasible. As such, this intersection meets this criterion for a fair share contribution.

As described above, since this improvement meets all of the above criteria for fair share contribution, the project will be contributing its fair share for the recommended improvement at this location. Additionally, the Project Applicant will also be coordinating with the County staff to determine the appropriate methodology and timeline for implementation of the recommended improvements. As such, this comment is noted but does not raise any significant environmental issues related to the proposed project or the analysis contained in the IS/MND. No further response is required.

Comment 2-11: Additionally, the MND has not provided any information or analysis regarding the required annexation application to LAFCo. The MND states that, "After approval of annexation of the project site into the city of Reedley, the proposed project would be consistent with the City's land use plans," resulting in less than significant impacts. The MND relies upon approval of the annexation itself to demonstrate compliance, which circumvents the required analysis and does not provide any meaningful evidence to support the conclusion that the project will have less than significant impacts. Notably, the project site is within the City's General Plan Sphere of Influence (SOI) but the full extent of the GP SOI has not been approved by LAFCo, including the project site. The City's 2020 Municipal Services Review[10] (MSR) did not include analysis of the proposed project site, meaning that it is unknown if the City and the associated service providers can accommodate the growth proposed by the project. The requirement for service reviews arises from the identified need for a more coordinated and efficient public service structure to support California's anticipated growth. The service review provides LAFCo with a tool to study existing and future public service conditions comprehensively and to evaluate organizational options for accommodating growth, preventing urban sprawl, and ensuring that critical services are provided efficiently. The MND cannot conclude that the proposed project is consistent with all land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, including LAFCo regulations, and/or thresholds A - E within the Utilities and Service Systems section, until and unless it provides a MSR document for review and analysis by the public and decision makers. Additionally, since approval of the MSR lies with LAFCo and not the lead agency, an EIR cannot provide reasonable assurance that the MSR is adequate or will be approved and therefore the impact will remain significant and unavoidable necessitating a finding of significance in an EIR.

Response 2-11: The General Plan is the main environmental document guiding land use development in the City of Reedley. As shown in Figure 3 of the General Plan EIR, the project site is within the General Plan's Study Area and within the City's expanded Sphere of Influence (SOI). The City of Reedley General Plan identifies that the project site is planned for light industrial use (refer to Figure 4 of the General Plan EIR). Therefore, the light

industrial park that is being proposed in the project site is consistent with the City's land use plans. The project' consistency with the General Plan is not dependent on Fresno Local Agency Formation Commission (LAFCo) approval of annexing the site into the City. However, for development to occur at the project site, the City must first fulfill the following requirements: 1) submit a Sphere of Influence Application to Fresno LAFCo to update the City's SOI to be consistent with the expanded SOI proposed and analyzed in the General Plan EIR, and 2) submit an Annexation Application with Fresno LAFCo to annex the project site into Reedley, as outlined in page 1-4 of the IS/MND.

Prior to, or in conjunction with an agency's SOI update, LAFCo is required to conduct a Municipal Service Review (MSR) for the petitioning agency, aided by that agency's input. The City would need to coordinate with Fresno LAFCo for the preparation of a MSR for the City's expanded SOI, and would need to meet applicable requirements of the Fresno LAFCo's SOI update process. After the SOI update is approved by LAFCo, the City would be required to coordinate with Fresno LAFCo to meet requirements of the LAFCo annexation process. If the project is approved prior to approval of the SOI update and annexation of the site into Reedley, issuance of building permits would still be subject to annexation of the project site into the City.

Additionally, as described in Section 3.15, Public Services, of the IS/MND, the City has identified that planned growth under the General Plan would increase demand for municipal services. The City's General Plan EIR has already identified and covered potential impacts to municipal services resulting from buildout of the approved General Plan, including impacts resulting from development of planned light industrial uses in the project site. Therefore, the proposed project would not result in new impacts to municipal services that have not been evaluated in a previous environmental review document, impacts related to inconsistency with a land use plan, or any other new significant environmental impacts, and a less than significant impact would occur.

In response to this comment, the text on page 3-61 of the IS/MND has been revised as follows to clarify on the project's consistency with the City's General Plan:

> The project site is currently zoned in Fresno County's Exclusive Agriculture (AE-20) District and is designated Agriculture in the Fresno County General Plan. <u>However, the project site is planned for light industrial development under the Reedley General Plan, and the proposed project would be consistent with the planned land use designation for the project site.</u> The project would require annexation of the project site into the City of Reedley, after which the site would be pre-zoned to the Light Industrial (ML) District, and the General Plan land use designation would be changed to Light Industrial. An annexation application would be required to be submitted to the Fresno LAFCo. The Project Applicant would also be required to pay required processing fees for the annexation process. After approval of annexation of the project site into the city of Reedley, the proposed project would be <u>developed with a light industrial use,</u> consistent with the City's land use plans. Therefore, the proposed project would not conflict with any land use plan, policy or regulation

adopted for the purpose of avoiding or mitigating an environmental effect, and the impact would be less than significant.

Comment 2-12: Table 9-C: Recommended Improvements for Intersections and Fair Share within Appendix D: Traffic Impact Study concludes the following intersection outside the sole jurisdiction of the lead agency requires improvements to address the peak hour deficiencies per the applicable thresholds of significance. Table 9-C also provides a fair-share calculation for improvements that will allegedly mitigate significant and unavoidable impacts to the intersections to less than significant levels.

1. #3: Englehart Avenue/Dinuba Avenue (County of Fresno).

It must be noted that impacts to the intersection listed above are under jurisdiction of County of Fresno. Any improvements planned/constructed or in-lieu fees/fair share fees paid for County of Fresno facilities are beyond the control/scope of the lead agency. An assessment of fees is appropriate when linked to a specific mitigation program. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our Peninsula Comm. v. Monterey County Bd. Of Supers.* (2001) 87 Cal.App.4th 99, 141.) Payment of fees is not sufficient where there is no evidence mitigation will actually result. (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099,1122.) The assessment of fees here is not adequate as there is no evidence mitigation will actually result. The improvement listed is not part of an existing DIF/TUMF program and therefore are not planned to occur at all or by any certain date, whether by Reedley or County of Fresno. Any improvements recommended or fees paid to mitigate impacts for County of Fresno facilities are beyond the control of the lead agency and evidence that these improvements will be completed or approved by County of Fresno has not been provided. An EIR must be prepared to include the LOS analysis as cumulatively considerable significant impact as the project conflicts with Transportation Impact Threshold A and Land Use and Planning Impact Threshold B because it is not consistent with the following General Plan Goal:

1. Goal CIR 3.2B: Maintain a level of service (LOS) of “C” or better.

Response 2-12: Please refer to Response 2-10. An evaluation of the appropriate mechanism to address project related operational deficiencies for the intersection of Englehart Avenue/Dinuba Avenue determined that payment of fair share contributions towards improvements listed in the TIA for this intersection would be appropriate mitigating action to address potential project LOS impacts at this intersection. Further, the Project Applicant would also be coordinating with Fresno County staff to determine the appropriate methodology and timeline for implementation of the recommended improvements. As such, the payment of fair share contributions would be an adequate mitigation measure to address potential LOS impacts at the intersection of Englehart Avenue/Dinuba Avenue. This comment is noted but does not raise any significant environmental issues related to the proposed project or the analysis contained in the IS/MND. No further response is required.

Comment 2-13: Further, the MND has underreported the quantity VMT generated by the proposed project operations. The operational nature of industrial/warehouse uses involves high rates of truck/trailer/delivery van VMT due to traveling from large import hubs to regional distribution

centers to smaller industrial parks and then to their final delivery destinations. Once employees arrive at work at the proposed project, they will conduct their jobs by driving delivery vans across the region as part of the daily operations as a distribution facility, which will drastically increase project-generated VMT. The project's truck/trailer and delivery van activity is unable to utilize public transit or active transportation and it is misleading to the public and decision makers to exclude this activity from VMT analysis. The project's total operational VMT generated is not consistent with the screening threshold and legislative intent of SB 743 to reduce greenhouse gas emissions by reducing VMT. An EIR must be prepared to reflect a quantified VMT analysis that includes all truck/trailer and delivery van activity.

> **Response 2-13:** As summarized in the TIS (Appendix D of the IS/MND), Fresno Council of Governments' (Fresno COG) activity-based model (ABM) was used to estimate the project VMT and VMT metric. ABM is a tour-based model which captures travel behavior of the region comprehensively. As such, the project employee VMT value included VMT from all employee tours and sub-tours; this is comprised of employee commute tours, project related delivery tours within the region, and any other tours related to the project. Also, project VMT and VMT metric values in the TIS were estimated consistent with the City's as well as Fresno COG's adopted methodology/guidelines for preparation of VMT analysis. These guidelines provide substantial evidence demonstrating the appropriateness of the VMT analysis methodology, consistent with the intended goals for SB 743. Therefore, preparation of an EIR is not required.

Comment 2-14: The MND has not adequately analyzed the project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or the project's potential to result in inadequate emergency access. The MND has not provided any exhibits depicting the available truck/trailer turning radius at the intersection of the project driveways to determine if there is enough space available to accommodate heavy truck maneuvering. Further, there are no exhibits providing on-site analysis regarding available space on the property to accommodate heavy truck maneuvering. The MND states that, "Along the project frontage, currently there is no dedicated on-street parking provision;" however, this does not equate to an on-street parking prohibition, meaning that street parking could be in use at any time and has not been analyzed in the MND.

The MND also states that, "the project design features would be required to comply with standards set by the City's General Plan and City Engineer. In addition, the proposed project would also be required to submit plans to the RFD for review and approval prior to the issuance of building permits to ensure there are no substantial hazards associated with the project design." The MND provides a similar statement regarding emergency access in stating that, "the proposed project's site plan would be subject to review and approval by the RFD to ensure the project includes adequate emergency access." This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)). Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents. An EIR must be prepared to include the City/RFD determination/review of the project and the

complete Site Plan for review, analysis, and comment by the public and decision makers in order to provide an adequate and accurate environmental analysis.

Response 2-14: This comment claims that the IS/MND has not adequately analyzed the project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, or the project's potential to result in inadequate emergency access.

The TIS, included as Appendix D of the IS/MND, includes a Driveway Access Analysis on page 8-1 that shows the available turn-pocket storage lengths and summarizes the 95th percentile back-of-queue lengths at the project driveways under existing, near-term, and cumulative without project and plus project conditions. This analysis indicates that the project would result in nominal queues at project driveways, and would not create blockage for through traffic along Huntsman Avenue.

As discussed in page 3-86 of the IS/MND, the proposed project would not include any sharp curves or other roadway design elements that would create dangerous conditions. As shown in Figure 1-3 of the IS/MND, all internal roadways within the project would have a minimum right-of-way width of 42 feet. These internal roadways are perpendicularly connected to each other, avoiding any sharp curves, hazardous geometric feature, or any requirement for sharp maneuvers. Further, entrances to internal parking areas would occur through 28 and 34-feet-wide driveways, which would be sufficient to accommodate the circulation of trucks and passenger vehicles that would be present on the project site during hours of operation. Additionally, as shown on the site plan, the project would include exclusive truck maneuvering spaces, like docking and parking areas, on the southern portion of the project site, near the project driveways along East Huntsman Avenue, to facilitate truck circulation in and out of the site, and reduce conflicts with passenger vehicles circulating on other office and warehouse areas within the project site. Additionally, as shown on the site plan, within the project site, there are multiple areas for vehicles (both cars and trucks) turning or backing up to avoid any conflicting movements, if required. All these measurements and design features shown on the site plan demonstrate that the project's design does not create any hazardous conditions.

The project site plan has undergone preliminary review by the City. Additionally, as discussed in page 3-86 of the IS/MND, final project plans would be required to pass the review and be approved by both the City Engineer and the Reedley Fire Department (RFD), meaning that design of the project's internal circulation system would be required to meet both the City's and the RFD's design specifications for road widths and turning radiuses to accommodate truck and fire department service vehicle access and circulation in the project site prior to issuance of building permits.

Additionally, the City of Reedley requires the issuance of a dedicated on-street parking provision to allow parking on public streets as a way to regulate on-street parking. Therefore, vehicles would not be allowed to park along Huntsman Avenue, and as such, this would not result in hazardous conditions along Huntsman Avenue

For the reasons described above, this comment does not identify any new significant environmental issues or impacts that were not already addressed in the IS/MND. No further response is required

Comment 2-15: The MND has not provided any information or analysis regarding the required annexation application to LAFCo. The MND concludes that because the proposed land use is consistent with the General Plan land use designation, it is therefore accounted for in utilities and service systems plans such as the Urban Water Master Plan, resulting in less than significant impacts. Notably, the project site is within the City's General Plan Sphere of Influence (SOI) but the full extent of the GP SOI has not been approved by LAFCo, including the project site. The City's 2020 Municipal Services Review11 (MSR) did not include analysis of the proposed project site, meaning that it is unknown if the City and the associated service providers can accommodate the growth proposed by the project. The requirement for service reviews arises from the identified need for a more coordinated and efficient public service structure to support California's anticipated growth. The service review provides LAFCo with a tool to study existing and future public service conditions comprehensively and to evaluate organizational options for accommodating growth, preventing urban sprawl, and ensuring that critical services are provided efficiently. The MND cannot conclude that the proposed project is consistent with all land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, including LAFCo regulations, and/or thresholds A - E within the Utilities and Service Systems section, until and unless it provides a MSR document for review and analysis by the public and decision makers. Additionally, since approval of the MSR lies with LAFCo and not the lead agency, an EIR cannot provide reasonable assurance that the MSR is adequate or will be approved and therefore the impact will remain significant and unavoidable necessitating a finding of significance in an EIR.

Response 2-15: Refer to Response 2-11. As previously noted, the Reedley General Plan is the primary planning document guiding development in the City. As such, a project's consistency with the City's land use plans is dependent on consistency with the General Plan, and is not dependent on Fresno LAFCo approval of an SOI update or annexation application. The proposed project would consist of a light industrial park, which would be consistent with the planned light industrial use designated to the project site in the General Plan. The City's General Plan EIR has already identified and covered potential impacts to municipal services resulting from buildout of the approved General Plan, including impacts resulting from development of planned light industrial uses in the project site. Therefore, the proposed project would not result in new impacts to municipal services that have not been evaluated in a previous environmental review document. Additionally, the City of Reedley would be required to fulfill and obtain Fresno LAFCo approval for updating the City's SOI and annexing the project site into the City prior to issuance of building permits for the project. Therefore, the proposed project would not result in new impacts to municipal services that have not been evaluated in a previous environmental review document, impacts related to inconsistency with a land use plan, or any other new significant environmental impacts, and a less than significant impact would occur.

In response to this comment, the text on page 3-61 of the IS/MND has been revised as follows to clarify on the project's consistency with the City's General Plan:

The project site is currently zoned in Fresno County's Exclusive Agriculture (AE-20) District and is designated Agriculture in the Fresno County General Plan. However, the project site is planned for light industrial development under the Reedley General Plan, and the proposed project would be consistent with the planned land use designation for the project site. The project would require annexation of the project site into the City of Reedley, after which the site would be pre-zoned to the Light Industrial (ML) District, and the General Plan land use designation would be changed to Light Industrial. An annexation application would be required to be submitted to the Fresno LAFCo. The Project Applicant would also be required to pay required processing fees for the annexation process. After approval of annexation of the project site into the city of Reedley, the proposed project would be developed with a light industrial use, consistent with the City's land use plans. Therefore, the proposed project would not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and the impact would be less than significant.

Comment 2-16: An EIR must be prepared to include a cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. The MND does not discuss or analyze the project's compliance with the General Plan's Land Use Buildout Scenario. Further, a MSR is required to be included as part of the environmental analysis to determine if the City and the associated service providers can accommodate the growth proposed by the project. An EIR must be prepared to include this information for analysis and also include a cumulative development analysis of projects approved since General Plan adoption and projects "in the pipeline" to determine if the proposed project exceeds the General Plan growth estimates.

Response 2-16: Refer to Response 2-11 and Response 2-15. The City of Reedley General Plan identifies that the project site is planned for light industrial use (refer to Figure 4 of the General Plan EIR). Therefore, development of the project site with the proposed light industrial park would be consistent with the General Plan's vision for buildout of the City. Additionally, as described in Section 3.15, Public Services, of the IS/MND, the City has identified that planned growth under the General Plan would increase demand for municipal services. The City's General Plan EIR has already identified and covered potential impacts to municipal services resulting from buildout of the approved General Plan, including impacts resulting from development of planned light industrial uses in the project site. Therefore, the population growth associated with the proposed project would not result in a new impact to municipal services that has not been evaluated in a previous environmental review document.

Furthermore, as previously discussed, the preparation of an MSR is a process that LAFCo must undergo prior to or in conjunction with a petitioning agency's SOI update. As such, the City would need to coordinate with Fresno LAFCo for the preparation of a MSR for the City's expanded SOI, and would need to meet applicable requirements of the Fresno LAFCo's SOI update process. After the SOI update is approved by LAFCo, the City would be required to coordinate with Fresno LAFCo to meet requirements of the LAFCo annexation process. However, as discussed above, the project is consistent with the General Plan, and impacts to

municipal services from the project have already been addressed in the General Plan EIR. As such, the MSR is not required to assess the impacts to municipal services resulting from the proposed project. The preparation of an EIR would not be triggered, as impacts to municipal services resulting from development of the proposed project are covered under previous analysis within the General Plan EIR. Further, as described in the IS/MND, the project would not result in significant impacts that would contribute to cumulative impacts with incorporation of Mitigation Measures AIR-1, BIO-1 through BIO-9, CUL-1, CUL-2, GEO-1, GHG-1, NOI-1 and NOI-2. As such, this comment is noted but is incorrect in stating that the IS/MND does not discuss the project's compliance with the General Plan or include sufficient analysis of the project's potential to result in cumulative impacts. No further response is required.

Comment 2-17: For the foregoing reasons, GSEJA believes the MND is flawed and an EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Response 2-17: This comment provides a conclusion to the arguments raised in the comment letter, states the commenter's opinion that the analysis in the IS/MND is inadequate, and that an EIR needs to be prepared and circulated for public review. This comment also requests that Golden State Environmental Justice Alliance be placed on the public interest list to receive updates on the proposed project. This comment does not provide specific comments on the adequacy of the analysis included in the IS/MND. No further response is necessary.

Comment 2-18: Attachment #1: Letter from SWAPE dated February 21, 2024, *Comments of the East Huntsman Avenue Industrial Park Project (SCH No. 202410923)*.

Response 2-18: This comment is an attachment to Comment Letter 2 that includes supporting documentation to the points discussed in Letter 2 and addressed in Responses 2-1 through 2-17 above. As such, this comment is noted, but has already been discussed and addressed in Responses 2-1 through 2-17 above. No further response is required.

LETTER 3

Golden State Environmental Justice Alliance
Pete Sheehan
March 4, 2024

Comment 3-1: CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. CalEnviroScreen ranks communities based on data that

are available from state and federal government sources. CalEnviroScreen is updated and maintained by The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency.

> **Response 3-1:** This comment provides a description of CalEPA's CalEnviroScreen tool, which identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. This comment is noted, but does not address the adequacy or completeness of the IS/MND, raise environmental issues, or request the incorporation of additional information relevant to environmental issues. No further response is required.

Comment 3-2: The above listed project sits in census tract 6019006300. Overall, when compared to other census tracts, the project site census tract is in the 64th percentile regarding pollution. As far as pollution burden is concerned, this census tract is in the 81st percentile. In terms of Ozone, this census tract is in the 91st percentile, Particulate Matter 2.5 94th percentile, Diesel Particulate Matter 13th percentile, Toxic Releases 46th percentile and Traffic 4th percentile.

> **Response 3-2:** This comment claims that the census tract where the project is located has an overall CalEnviroScreen score in the 64th percentile, and has the following rankings in the following CalEnviroScreen Pollution Burden indicators: 81st percentile in pollution burden, 91st percentile in ozone concentration, 94th percentile in Particulate Matter 2.5 concentration, 13th percentile in Diesel Particulate Matter emission, 46th percentile in Toxic Releases, and 4th percentile in Traffic density. This comment is noted, and a more detailed response concerning the project census tract's rankings for the CalEnviroScreen Pollution Burden indicators outlined above is provided in Response 3-3. This comment does not raise any significant environmental issues related to the proposed project or the analysis contained in the IS/MND. No further response is required.

Comment 3-3: Consider the above referenced information when making this important decision. Realize that you and the citizens of this area face some of the WORST POLLUTION in the entire state of California.

It is the responsibility of the City's elected and appointed officials to make environmentally responsible development decisions. Based on the CalEnviroScreen data, this is more than sufficient evidence of the further air quality impacts that the citizenry of Reedley and its surrounding area will continue to encounter with further development of another warehouse/distribution center. We are not against development, as we believe it is necessary for further economic growth in our current society. Development needs to be conducted with the highest of expectations to ensure the local population does not suffer further air quality burdens.

We stand by our comments and believe the MND is flawed and full Environmental Impact report should be drafted and circulated for public review.

> **Response 3-3:** This comment requests that the CalEnviroScreen rankings for the project census tract, provided in Comment 3-2, be considered when reviewing the project for

approval. This comment also claims that the community within the project census tract (6019006300) is subject to some of the worst pollution in the State.

See Response 2-4 and Response 2-6. As previously discussed, there is no methodology to quantify the cumulative areawide or localized health risks within a community-wide area. The SJVAPCD's recommended thresholds of significance apply to individual development projects and evaluate the incremental increase in emissions from a proposed source. In developing thresholds of significance for individual projects, the SJVAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The City relies on the SJVAPCD's recommended methodology to evaluate cumulative impacts, which is to conclude that an impact considered to be significant on a project-specific basis would also cause a significant cumulative impact.

As shown in Table 3.3.B and Table 3.3.C of the IS/MND, the proposed project would generate construction and operational emissions that are below the SJVAPCD's thresholds, and as such, would not contribute to a significant cumulative impact related to any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standards. Additionally, as shown in Table 3.3.D and Table 3.3.E of the IS/MND, and based on the results of the HRA conducted for the proposed project, construction and operation of the proposed project would not exceed SJVAPCD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations.

Therefore, the IS/MND properly determined that the proposed project would not result in significant impacts related to air quality, and the commenter has not presented evidence to the contrary.

C. TEXT CHANGES TO THE IS/MND

In response to the comments included above, this memorandum provides minor revisions to the IS/MND that are being made to clarify, correct, or amplify materials in the IS/MND. The text revisions identified below do not result in new information, a greater number of impacts, or impacts of a greater severity than those set forth in the IS/MND.

Double-underlined text represents language that has been added to the IS/MND, and text with ~~strikethrough~~ represents language that has been deleted from the IS/MND.

Section 3.11, Land Use and Planning

Impact discussion 3.11.1.b, on page 3-61 of the IS/MND, is amended as follows:

> The project site is currently zoned in Fresno County's Exclusive Agriculture (AE-20) District and is designated Agriculture in the Fresno County General Plan. However, the project site is planned for light industrial development under the Reedley General Plan, and the proposed project would be consistent with the planned land use designation for the project site. The project would require annexation of the project site into the City of Reedley, after which the site would be pre-zoned to the Light Industrial (ML) District, and the General Plan land use designation would be changed to Light Industrial. An annexation application would be

required to be submitted to the Fresno LAFCo. The Project Applicant would also be required to pay required processing fees for the annexation process. After approval of annexation of the project site into the city of Reedley, the proposed project would be developed with a light industrial use, consistent with the City's land use plans. Therefore, the proposed project would not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and the impact would be less than significant.

ATTACHMENT

PUBLIC COMMENT LETTERS

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February 27, 2024

Advocates for the Environment

A non-profit public-interest law firm
and environmental advocacy organization

Rodney Horton
Community Development Director
City of Reedley
1733 9th Street
Reedley, CA 93654

Via U.S. Mail and email to Rodney.Horton@Reedley.ca.gov

re: Comments on Mitigated Negative Declaration for the East Huntsman Avenue Industrial Park Project, SCH No. 2024010923

Dear Mr. Horton:

Advocates for the Environment submits the comments in this letter regarding the Mitigated Negative Declaration (**MND**) for the East Huntsman Avenue Industrial Park Project (**Project**). The Project Site is located along the north side of East Huntsman Avenue in the City of Reedley (**City**). The Project proposes to develop a 26-lot industrial park on the 42-acre project site.

Advocates for the Environment is a public interest law firm and advocacy organization with the mission to educate the public about the law as it pertains to the environment and provide legal services in support of environmental causes. We have reviewed the MND released in January 2024, and submit comments regarding the sufficiency of the MND's Greenhouse-Gas (**GHG**) analysis under the California Environmental Quality Act (**CEQA**). 1-1

The City Should Require the Project to be Net-Zero

Given the current regulatory context and technological advancements, a net-zero significance threshold is feasible and extensively supportable. GHG emissions from buildings, including indirect emissions from offsite generation of electricity, direct emissions produced onsite, and from construction with cement and steel, amounted to 21% of global GHG emissions in 2019. (IPCC Sixth Assessment Report, Climate Change 2022, WGIII, Mitigation of Climate Change, p. 9-4.) This is a considerable portion of global GHG emissions. It is much more affordable to construct new building projects to be net-zero than to obtain the same level of GHG reductions by expensively retrofitting older buildings to comply with climate change regulations. Climate damages will keep increasing until we reach net zero GHG emissions, and there is a California state policy requiring the state to be net-zero by 2045. It therefore is economically unsound to construct new buildings that are not net-zero. 1-2

Environmental groups have achieved tremendous outcomes by litigation under CEQA. Two of the largest mixed-use development projects in the history of California, Newhall Ranch (now

FivePoint Valencia), and Centennial (part of Tejon Ranch) decided to move forward as net-zero communities after losing CEQA lawsuits to environmental groups. The ability for these large projects to become net-zero indicates that it is achievable, even for large-scale developments. The Applicant for this Project should do the same.

We urge the City to adopt net-zero as the GHG significance threshold for this project. This threshold is well-supported by plans for the reduction of GHG emissions in California, and particularly the CARB Climate Change Scoping Plans. The CARB 2017 Scoping Plan states that "achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development." (CARB 2017 Scoping Plan, p. 101.) Additionally, the CARB 2022 Scoping Plan reaffirms the necessity of a net zero target by expressing: "it is clear that California must transition away from fossil fuels to zero-emission technologies with all possible speed … in order to meet our GHG and air quality targets." (CARB 2022 Scoping Plan, p. 184.) CARB further encourages a net-zero threshold in its strategies for local actions in Appendix D to the 2022 Scoping Plan. (CARB 2022 Scoping Plan, Appendix D p. 24-26.) 1-2

Moving this Project forward as a net-zero project would not only be the right thing for the City to do, but also would also help protect the City and the Applicant from CEQA GHG litigation.

Inadequate and Unstable Project Description

CEQA requires a stable and consistent project description that properly discloses the necessary information for the public and decision-makers to understand fundamental aspects of the project. Here, the Project description was inadequate or otherwise inconsistent with the body of the MND because the greenhouse gas analysis within the MND mentioned that the Project would include a pistachio processing facility which is discussed nowhere else in the MND. The project description and characteristics discussed 26 lots with various buildings of different sizes, primarily for office/warehouse or office/retail, which is inconsistent with the statement on page 3-49 that the Project would involve a pistachio processing facility. (MND, p. 3-49.) The City should not be able to rely on such information in the greenhouse gas analysis which is inconsistent with the rest of the MND, including the project description. 1-3

GHG Significance Analysis

The MND adopted two significance thresholds based on the CEQA Guidelines Appendix G. Overall, the MND concluded that the Project's GHG emissions are less than significant. Given the inadequacy of analysis under both sections, there is a fair argument for why the Project would have a significant impact under both of these thresholds. A significant impact under either threshold would require a finding of significant impact. 1-4

The City's Analysis of CAP Compliance is Not Supported by Substantial Evidence

Threshold (a), asks whether the Project would "generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment." (MND, p. 3-43.) Under this threshold, the City concluded that the Project would have a less-than-significant impact because, after quantifying the Project's annual GHG emissions at approximately 4,703.3 metric tons carbon dioxide equivalent (**MTCO2e**) per year, the City indicated that the Project would adhere to the local Climate Action Plan (**CAP**) such that it would be deemed a less-than-significant GHG impact. (MND, p. 3-45.)

However, the Project would conflict with the local CAP, making the Project the source of a significant GHG impact. In particular, the CAP requires that projects in the City of Reedley meet a 20% reduction in GHG emissions, which the record was unable to demonstrate. The CAP lists GHG reduction measures, as well as an "average" suggested reduction. Yet, the requirement under the CAP is to demonstrate a 20% reduction of the project, and here the CALEEMod outputs demonstrate that the average reductions could not be achieved, even when the reduction measures are implemented. **1-5**

Therefore, the Project cannot rely on the average reductions as listed in Table 3.8.B because there is evidence it would not be able to achieve these levels of reductions. The City claims that by implementing photovoltaic solar energy for at least 20% of the project's energy needs, it would achieve a 17% reduction in overall Project emissions. Yet, the CalEEMod outputs belie this conclusion, because even if 20% of the 1,525 energy-related emissions were being reduced through solar power, it would only amount to 6.5% reduction of overall Project emissions.[1]

Likewise, installing an energy star rated water heater would only amount to Project emission reductions of 4.5%, far below the average assumption of 12%.[2] With these more accurate metrics in mind—that the City should have considered instead of the averages—all of the CAP GHG reduction

---

[1] $1{,}525\ MTCO2e\ energy\ emissions\ \times\ 0.20\ [20\%] = 305\ MTCO2e\ reduction$
$305\ MTCO2e\ reduction\ \div\ 4{,}703.3\ MTCO2e\ total\ project\ emissions = approx.\ 6.5\%$
Energy metric from CalEEMod Outputs p.14/66. The true reduction could be even lower, because only 778 MTCO2e would be emitted as a result of the Project's unmitigated electricity use, and it is unclear whether the solar energy would also replace 20% of the natural gas usage, which amounts for nearly half of the total Project's energy use. (CalEEMod Outputs, p. 39/66).

[2] Water heating accounts for 20% of home energy use and energy star rated water heaters can save 70% of energy. https://www.energystar.gov/products/energy_star_home_upgrade/super_efficient_water_heater#:~:text=Water%20heaters%20use%20about%2020,energy%20than%20a%20standard%20model.

$$1{,}525\ MTCO2e\ energy-related\ emissions \times\ 0.20\ [20\%\ of\ energy\ use] \times\ 0.70\ [70\%\ reduction] = 213.5\ MTCO2e\ reduction$$

$213.5\ MTCO2e\ reduction\ \div 4{,}703.3\ MTCO2e\ total\ project\ emissions = 4.5\%$
Energy metric from CalEEMod Outputs p.14/66

1-5

measures that the Project would implement combined would contribute to less than the 20% reductions required by the CAP.[3]

And this is assuming that the remaining reduction measures would achieve the purported reductions, which is unlikely because the particular impacts which they target (i.e., energy efficiency and water usage) are not large in comparison to the Project's mobile emissions. EV charging stations is the only GHG Reduction Measures which could potentially address this source of emissions but would not address the emissions from heavy duty vehicles, which account for 2,468 MTCO2e. (See Appendix A, CalEEMod Output Sheets, Heavy Heavy Duty Truck Trips Custom Report.) Further, the City cannot sincerely rely on planting shade trees to reduce 2% of the Project's emissions because the CalEEMod Output does not include vegetation-related emissions estimates.

1-6

Even if the Project is consistent with the requirement of 20% GHG reduction based on the CAP Compliance Checklist, this is not sufficient to demonstrate that the Project would not generate GHG emissions that may have a significant impact on the environment. In particular, even after a reduction of 20% of the Project's emissions, the Project would still emit 3,762.64 MTCO2e.[4] This new source of emissions far exceeds the CO2e emissions from the entire City of Reedley in 2005, the baseline year from which the 2030 goal of 50% CO2e reduction is derived.[5] Accordingly, there is no evidence that adhering to the requirements of the CAP would adequately account for the goals therein. Furthermore, there is no evidence that adherence with the CAP would reduce the Project's emissions to a less-than-significant level.

Consistency with Applicable Plans, Policies, and Regulations

The City only considered only two applicable plans: the 2022 Scoping Plan from the California Air Resources Board (**2022 Scoping Plan**) and Fresno COG's 2022 Regional Transportation Plan (**Fresno RTP**) when it concluded less-than-significant impact. (MND, p. 47-49.) This significance analysis violates CEQA by being deficient and misleading in several areas.

1-7

The Project does not comply with the Fresno RTP as the City contends. The City did not adequately analyze the Fresno RTP but summarily dismissed the potential for conflict with the Fresno RTP because the Project would purportedly include a pistachio processing facility. This would purportedly make the Project consistent with the growth assumptions in the Fresno RTP. Even if this were true, this assertion is insufficient to demonstrate that the Project would be consistent with the Fresno RTP as a whole. The RTP sets numerous goals and identifies implementing parties, as well as the timeframe in which those goals should be accomplished (short-term or long term). The RTP thus

[3] $6.5\% \, [solar\ energy\ reduction] + 3.5\% \, [water\ heater\ reduction] + 1\% \, [kitchen\ faucet] + 1\% \, [bathroom\ faucet] + 1\% \, [toilet] + 0.2\% \, [irrigation] + 0.11\% \, EV\ charging + 2\% \, [landscaping] = 15.31\%$

[4] $4{,}703.3 \, MTCO2e \times 0.8 \, [80\%] = 3{,}762.64 \, MTCO2e$

[5] 2005 emissions were 2,360 MTCO2e (CAP, p. 15.)

indicates which goals are to be accomplished, in part, by "cities," which would include the City of Reedley. Such goals include encouraging alternatives to single-occupancy vehicle trips, reducing vehicle miles traveled (**VMT**), supporting electric vehicle infrastructure development, among other specific actions that should be taken by cities (RTP Chapter 4, p. 5-10). **1-7**

Although information is lacking due to an inadequate discussion of consistency with the Fresno RTP, there is a fair argument that the Project would not adhere to the standards set by the Fresno RTP because there is no mention of aiming to reduce single-occupancy vehicle trips or supporting electric vehicle infrastructure anywhere in the MND.

In relation to the RTP's goal of reducing VMT, the Project's VMT analysis insufficient to demonstrate consistency with the RTP. In particular, the MND states that the Project's 555 employees would create 2,652,707 VMT per year based on 691 vehicle trips. (MND, p. 3-36 (VMT); 3-76 (Employees); 3-13 (Vehicle Trips)). Yet, the MND does not provide evidence in the record that the project would only generate 691 average daily trips because it did not provide what factors went into that estimate, such as the number of working days each year and the amount of carpooling or alternative transportation anticipated (MND, p. 3-13). The discussion of VMT within the MND does not provide enough information to indicate that it would be consistent with the RTP as the City suggests. **1-8**

Moreover, the MND does not discuss the truck trips in the context of VMT. The Project would involve about 174 truck trips,[6] each 40 miles per day, amounting to an extra 6,960 VMT per day. (MND, p. 3-13.) Accordingly, the per-capita metric, including truck trips, would be 25.63, which demonstrates no reduction below the baseline regional average. (MND, p. 3-86). While this may not change the significance in the context of transportation impact, it has drastic implications in terms of assessing the air quality and GHG impact, which accounted for a default vehicle fleet assumption rather than the parameters of this project in which there are many heavy-duty truck trips. (MND, p. 3-36.) Conflict with a single applicable plan is sufficient to find that the chosen threshold is not met, and therefore the City should have found a significant GHG impact due to conflict with the Fresno RTP.

Further, although the MND included a discussion of consistency with the 2022 Scoping Plan, the Project would conflict with the 2022 Scoping Plan. The 2022 Scoping Plan sets a goal for 50% of all industrial energy demand to be electrified by 2045 (2022 CARB Scoping Plan, p. 77). The 2022 CARB Scoping Plan also places particular emphasis on decarbonizing industrial facilities by "displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions" (2022 CARB Scoping Plan, p. 208). And one of the principal goals of the 2022 Scoping Plan is to reduce statewide GHG emissions to 85% below 1990 levels by 2045. The Project is **1-9**

[6] $691\ trips - 517\ passenger\ trips = 174\ truck\ trips$

inconsistent with these goals because it would create an additional large source of emissions from non-renewable sources, contrary to the statewide electrification and decarbonization contemplated by the 2022 Scoping Plan. 1-9

Therefore, by the City's own adopted significance threshold and chosen plans, the Project would have a significant GHG impact.

The MND Did Not Analyze Other Applicable Plans

The City chose, as its second GHG threshold, Threshold (b), which asks whether the Project would "[c]onflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases." (MND, p. 3-47.) This language requires that the MND analyze the Project's consistency with *all* other applicable plans, not just the plans that the City prefers to analyze.

The MND accounted for a building lifespan of 30 years. (MND, p. 3-44) Due to construction anticipated from 2025 to 2026, (MND, p. 3-11) the Project will likely be operating well into 2056. Accordingly, the Project must show consistency with long-term State GHG goals to comply with CEQA. In particular, the MND must also demonstrate consistency with Executive Order B-55-18 (**EO B-55-18**) and the 2017 CARB Scoping Plan. 1-10

EO B-55-18 requires the State of California to achieve carbon neutrality—net zero GHG emissions—by 2045. The Project is inconsistent with EO B-55-18 because it does not prohibit the use of gasoline, diesel, and natural gas, and burning such non-renewable fuels results in substantial GHG emissions. In particular, the trucks anticipated in this Project use diesel fuel—estimated at 24,824 gallons per year—which would emit high quantities of GHGs, preventing the Project from ever achieving carbon neutrality.

The 2017 Scoping Plan was developed to facilitate California's compliance with SB 32, which requires statewide GHG emissions to be reduced to 40% below 1990 levels by 2030. (Health & Safety Code § 38566.) The MND did not discuss how the Project is consistent with any of the goals, including the 2050 goal of 80% below 1990 levels. The 2017 Scoping Plan also sets out statewide goals for total GHG emissions targets of 6 MTCO2e/capita by 2030, and 2 MTCO2e/capita by 2050 (CARB Scoping Plan, p. 99). 1-11

With the Project's annual GHG emissions at 4,703.3 MTCO2e annually and 555 employees, the Project's per-service population GHG emissions would be approximately 8.47 MTCO2e/capita, which exceeds the 2030 and is over four times the 2050 target, which would have to be achieved well within the Project's lifespan to be consistent with the 2017 Scoping Plan.[7] Thus, the Project's GHG impact is significant under the second threshold because it is inconsistent with applicable plans for the reduction of GHGs.

[7] $4{,}703.3\ MTCO2e \div 555\ employees = 8.47\ MTCO2e\ per\ service\ population$

The City Should Have Prepared an EIR

No mitigation measures were considered for GHGs due to the erroneous determination of less-than-significant impact. However, because the City should have found significant impact for GHG emissions based on inconsistency with applicable plans, it should update its findings accordingly and would therefore be required to create a full Environmental Impact Report (**EIR**) and mitigate to the extent required by CEQA.

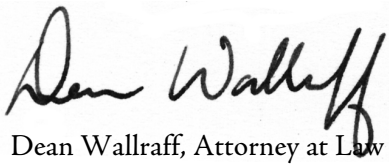
If the City had used appropriate significant thresholds and accurate analysis, it would have concluded that the Project's GHG emissions are significant. Inconsistency with applicable plans for the reduction of GHG emissions supports a fair argument that the Project would have a significant environmental effect. Because the above discussion provides a fair argument that the Project may have significant GHG impacts, the City must prepare an EIR. Therefore, the City was mistaken in its choice to create an MND for a Project that would likely create such a considerable GHG impact. **1-12**

Conclusion

For the reasons given in this letter, the MND is not in conformance with CEQA requirements. Notably, the MND failed as an informational document for decision makers and the public, the significance analysis was inadequate, and the City should have concluded that the Project would contribute to a significant GHG impact. **1-13**

Please put Advocates for the Environment on the interest list to receive updates about the progress of this Project.

Sincerely,



Dean Wallraff, Attorney at Law
Executive Director, Advocates for the Environment

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February 27, 2024

Rodney L. Horton,
Community Development Director
City of Reedley
1733 9th Street
Reedley, CA 93654

VIA EMAIL TO:
Rodney.Horton@Reedley.ca.gov

SUBJECT: COMMENTS ON EAST HUNTSMAN AVENUE INDUSTRIAL PARK PROJECT MND (SCH NO. 2024010923)

Dear Mr. Horton,

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the proposed East Huntsman Avenue Industrial Park Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877. 2-1

1.0 Summary

The proposed Project proposes the development of an approximately 42-acre site into a 26-lot light industrial park. The project site is currently used for growing agricultural crops and contains agricultural support buildings and one single-family residence. The proposed Project includes the annexation of the project site into the City of Reedley, after which the project site would be pre-zoned to the Light Industrial (ML) District and the Fresno County General Plan agricultural land use designation would change to Light Industrial as established in the City's General Plan. The proposed project would require approval of an annexation application, Sphere of Influence Application to LAFCO, a rezone (pre-zone), and a Tentative Subdivision Map. 2-2

The project development includes construction and operation of approximately 340,000 square feet of warehousing buildings and 11,200 square foot building for a truck maintenance/truck wash.

The proposed project would include 30 truck/trailer parking stalls, 595 passenger car parking stalls, and truck loading zones in the southern and eastern portions of the project site. Additionally, the proposed project would include an overnight parking lot with capacity for approximately 100 semi-trucks in the project site. 2-2

Project Description

The MND does not include floor plans, a detailed site plan, building elevations, or a conceptual grading plan. The basic components of a Planning Application include a detailed site plan, floor plan, conceptual grading plan, written narrative, and detailed elevations. Providing the grading plan and earthwork quantity notes is vital as the MND states that, "The proposed project would not require any soil import/export" and there is no method for the public to verify this claim. The quantity of import/exported materials and soils directly informs the quantity of necessary truck hauling trips due to soil import/export during the grading phase of construction. An EIR must be prepared to include wholly accurate and adequate detailed site plan, floor plan, grading plan, elevations, and project narrative for public review. 2-3

3.3 Air Quality, 3.6 Energy, and 3.8 Greenhouse Gas Emissions

Please refer to attachments from SWAPE for a complete technical commentary and analysis.

The MND does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. According to CalEnviroScreen 4.0[1], CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project's census tract (6019006300) is highly burdened by pollution and ranks in the 81st percentile for overall pollution burden. The surrounding community bears the impact of multiple sources of pollution and is more polluted than average on several pollution indicators measured by CalEnviroScreen. For example, the project census tract ranks in the 91st percentile for ozone burden and the 94th percentile for particulate matter (PM) 2.5 burden, both of which are attributed to heavy truck activity in the area. Ozone can cause lung irritation, inflammation, and worsening of existing chronic health conditions, even at low levels of exposure[2]. 2-4

[1] CalEnviroScreen https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4_0/
[2] OEHHA Ozone https://oehha.ca.gov/calenviroscreen/indicator/air-quality-ozone

The census tract ranks in the 97th percentile for drinking water, which indicates that it ranks with the worst quality drinking water in the state. Poor communities areas are exposed to contaminants in their drinking water more often than people in other parts of the state[3].

2-5

The census tract also ranks in the 64th percentile for solid waste facility impacts, which can expose people to hazardous chemicals, release toxic gases into the air (even after these facilites are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations[4].

Further, the project's census tract is a diverse community including 43% Hispanic and 6% Asian-American residents, whom are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 56% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. The community has a high rate of poverty, meaning 39% of the households in the census tract have a total income before taxes that is less than the poverty level. Income can affect health when people cannot afford healthy living and working conditions, nutritious food and necessary medical care[5]. Poor communities are often located in areas with high levels of pollution[6]. Poverty can cause stress that weakens the immune system and causes people to become ill from pollution[7]. Living in poverty is also an indication that residents may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 73rd percentile for incidence of cardiovascular disease and 74th percentile for incidence of asthma.

2-6

Additionally, the project census tract (6019006300) and census tracts adjacent to the project site (6019006501 (east), 6107000401 (south), 6019006602 (west), and 6019006604 (west)) are identified as SB 535 Disadvantaged Communities[8]. This indicates that cumulative negative impacts of development and environmental impacts in the area are disproportionately impacting these communities. The MND does not discuss that the surrounding area is a disadvantaged community and does not utilize this information in its analysis. The MND has not considered the environmental impacts in relation to the SB 535 status of the project census tract and surrounding area. The negative environmental, health, and quality of life impacts of the warehousing and logistics industry in the area have become distinctly inequitable. The severity of environmental impacts particularly on these Disadvantaged Communities must be included for analysis as part of an EIR.

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[3] OEHHA Drinking Water https://oehha.ca.gov/calenviroscreen/drinking-water
[4] OEHHA Solid Waste Facilities https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities
[5] OEHHA Poverty https://oehha.ca.gov/calenviroscreen/indicator/poverty
[6] Ibid.
[7] Ibid.
[8] OEHHA SB 535 Census Tracts https://oehha.ca.gov/calenviroscreen/sb535

The State of California lists three approved compliance modeling softwares[9] for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. CalEEMod is not listed as an approved software. The CalEEMod modeling does not comply with the 2022 Building Energy Efficiency Standards and under-reports the project's significant Energy impacts and fuel consumption to the public and decision makers. Since the MND did not accurately or adequately model the energy impacts in compliance with Title 24, it cannot conclude the project will generate less than significant impacts and a finding of significance must be made. An EIR with modeling using one of the approved software types must be prepared and circulated for public review in order to adequately analyze the project's significant environmental impacts. This is vital as the MND utilizes CalEEMod as a source in its methodology and analysis, which is clearly not an approved software. **2-7**

The MND analyzes the potentially significant impacts from Greenhouse Gas Emissions in a qualitative manner pursuant to CEQA Guidelines Section 15064.4. However, the consistency analysis provided is erroneous and does not demonstrate a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from the project and its significance. The MND quantitatively concludes that the proposed project will have an annual operational emissions of 4,703.3 MT CO2e annually. The MND includes MM GHG-1 to require that "The project applicant shall incorporate the following specifications into construction plans details and specifications to document implementation and compliance with the following applicable Climate Action Plan (CAP) greenhouse gas (GHG) reduction measures for review by the City of Reedley Community Development Department," within the City's CAP to achieve a 34% reduction in emissions. **2-8**

Table 3.8.B: Project Compliance with the City's Applicable CAP GHG Reduction Checklist Measures provides erroneous and misleading consistency analysis of the proposed project with the reduction measures in order to conclude the project will have less than significant impacts. For example, compliance with item "Landscaping for Energy Efficiency: Plant shade trees on a buildings 'south side," is not supported with meaningful evidence such as a landscape plan/planting plan to demonstrate the quantity of shade trees provided and/or their locations on the south sides of buildings. Additionally, compliance with item "Photovoltaic solar energy provides 20-49% of power needs (annual average)," is not supported with any meaningful evidence, such

[9] California Energy Commission 2022 Energy Code Compliance Software https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-1

as a solar plan to depict the placement of panels and calculations of annual energy generated by the panels that would serve the project.

The efficacy of the proposed mitigation measures and reduction of GHG impacts below the applicable thresholds via percentages provided in Table 3.8.B cannot be assured and the project's GHG impact is therefore considered significant and unavoidable. An EIR must be prepared to include a finding of significance because there is no possible assurance that the project will comply with the proposed CAP items, and the MND has utilized the CAP screening tables to mislead the public and decision makers by erroneously concluding that a qualitative assessment of the project will reduce the project's 4,703.3 MT CO2e annual emissions to less than significant levels. Mitigation of the project's GHG impact to less than significant is not feasible, whether via the CAP tables or otherwise. A finding of significance must be included as part of a project EIR. 2-8

3.11 Land Use and Planning

The MND does not include a consistency analysis with any land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, such as the General Plan. The MND is inadequate as an informational document and an EIR must be prepared with a consistency analysis with all General Plan policies, including the following:

1. Land Use Element Guiding Principle (a): Protect the agricultural economic base of the Reedley area by encouraging the preservation of the maximum feasible amount of productive and potentially productive agricultural land.
2. Land Use Element Guiding Principle (b): Plan for urban growth in a manner that minimizes impacts on agriculture and the consumption of agricultural land.
3. Land Use Element Guiding Principle (e): Seek a balanced and compatible land use pattern which accommodates projected population growth and encourages alternative transportation such as walking, bicycling or transit. 2-9
4. Land Use Element Guiding Principle (f): Provide transitions between various land uses and intensities using high quality design.
5. Land Use Element Guiding Principle (h): Development in the planning area shall occur in a fashion that protects and enhances air quality and water quality.
6. Land Use Element Guiding Principle (i): Public open space shall be made an integral part of new development in the planning area.
7. Goal LU 2.5B - Minimize leap-frogging, low density, automobile dependent development beyond the edge of service and employment areas, or the creation of peninsula development greater than ¼ mile from existing urban uses.

8. Policy LU 2.5.7: Require contiguous development within the SOI unless it can be demonstrated that the development of contiguous property is infeasible. An analysis of the fiscal impacts on public utilities including water, surface transportation, and service shall be required as part of the application to annex new territory into the City.
9. Policy LU 2.7.51: During the review of development applications for proposed new light industry, the City shall determine whether pretreatment of industrial wastes shall be required. **2-9**
10. Goal CIR 3.2B: Maintain a level of service (LOS) of "C" or better.
11. Policy CIR 3.2.7: Subdivisions shall be designed to maximize connectivity between subdivisions and surrounding development. Use of a grid pattern with reasonable street lengths to maximize the number of connections to surrounding collector street system is encouraged.
12. Policy CIR 3.2.8: A walled-in subdivision shall be discouraged unless noise measurements exceed the threshold for residential development adjacent to roadways.

Table 9-C: Recommended Improvements for Intersections and Fair Share within Appendix D: Traffic Impact Study concludes the following intersection outside the sole jurisdiction of the lead agency requires improvements to address the peak hour deficiencies per the applicable thresholds of significance. Table 9-C also provides a fair-share calculation for improvements that will allegedly mitigate significant and unavoidable impacts to the intersections to less than significant levels.

1. #3: Englehart Avenue/Dinuba Avenue (County of Fresno)

It must be noted that impacts to the intersection listed above are under jurisdiction of County of Fresno. Any improvements planned/constructed or in-lieu fees/fair share fees paid for County of Fresno facilities are beyond the control/scope of the lead agency. An assessment of fees is appropriate when linked to a specific mitigation program. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our Peninsula Comm. v. Monterey County Bd. Of Supers.* (2001) 87 Cal.App.4th 99, 141.) Payment of fees is not sufficient where there is no evidence mitigation will actually result. (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099,1122.) The assessment of fees here is not adequate as there is no evidence mitigation will actually result. The improvement listed is not part of an existing DIF/TUMF program and therefore are not planned to occur at all or by any certain date, whether by Reedley or County of Fresno. Any improvements recommended or fees paid to mitigate impacts for County of Fresno facilities are beyond the control of the lead agency and evidence that these improvements will be completed or approved by County of Fresno has not been provided. An EIR must be prepared to include the LOS analysis as cumulatively considerable significant impact as the project conflicts with Transportation Impact Threshold A and Land Use and Planning Impact Threshold B because it is not consistent with the following General Plan Goal: **2-10**

1. Goal CIR 3.2B: Maintain a level of service (LOS) of "C" or better. 2-10

Additionally, the MND has not provided any information or analysis regarding the required annexation application to LAFCo. The MND states that, "After approval of annexation of the project site into the city of Reedley, the proposed project would be consistent with the City's land use plans," resulting in less than significant impacts. The MND relies upon approval of the annexation itself to demonstrate compliance, which circumvents the required analysis and does not provide any meaningful evidence to support the conclusion that the project will have less than significant impacts. Notably, the project site is within the City's General Plan Sphere of Influence (SOI) but the full extent of the GP SOI has not been approved by LAFCo, including the project site. The City's 2020 Municipal Services Review[10] (MSR) did not include analysis of the proposed project site, meaning that it is unknown if the City and the associated service providers can accommodate the growth proposed by the project. The requirement for service reviews arises from the identified need for a more coordinated and efficient public service structure to support California's anticipated growth. The service review provides LAFCo with a tool to study existing and future public service conditions comprehensively and to evaluate organizational options for accommodating growth, preventing urban sprawl, and ensuring that critical services are provided efficiently. The MND cannot conclude that the proposed project is consistent with all land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, including LAFCo regulations, and/or thresholds A - E within the Utilities and Service Systems section, until and unless it provides a MSR document for review and analysis by the public and decision makers. Additionally, since approval of the MSR lies with LAFCo and not the lead agency, an EIR cannot provide reasonable assurance that the MSR is adequate or will be approved and therefore the impact will remain significant and unavoidable necessitating a finding of significance in an EIR. 2-11

3.17 Transportation

Table 9-C: Recommended Improvements for Intersections and Fair Share within Appendix D: Traffic Impact Study concludes the following intersection outside the sole jurisdiction of the lead agency requires improvements to address the peak hour deficiencies per the applicable thresholds of significance. Table 9-C also provides a fair-share calculation for improvements that will allegedly mitigate significant and unavoidable impacts to the intersections to less than significant levels. 2-12

1. #3: Englehart Avenue/Dinuba Avenue (County of Fresno)

[10] https://www.fresnolafco.org/files/dd4176f39/Final_MSR_City_of_Reedley_04082020.pdf

It must be noted that impacts to the intersection listed above are under jurisdiction of County of Fresno. Any improvements planned/constructed or in-lieu fees/fair share fees paid for County of Fresno facilities are beyond the control/scope of the lead agency. An assessment of fees is appropriate when linked to a specific mitigation program. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our Peninsula Comm. v. Monterey County Bd. Of Supers.* (2001) 87 Cal.App.4th 99, 141.) Payment of fees is not sufficient where there is no evidence mitigation will actually result. (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099,1122.) The assessment of fees here is not adequate as there is no evidence mitigation will actually result. The improvement listed is not part of an existing DIF/TUMF program and therefore are not planned to occur at all or by any certain date, whether by Reedley or County of Fresno. Any improvements recommended or fees paid to mitigate impacts for County of Fresno facilities are beyond the control of the lead agency and evidence that these improvements will be completed or approved by County of Fresno has not been provided. An EIR must be prepared to include the LOS analysis as cumulatively considerable significant impact as the project conflicts with Transportation Impact Threshold A and Land Use and Planning Impact Threshold B because it is not consistent with the following General Plan Goal: 2-12

1. Goal CIR 3.2B: Maintain a level of service (LOS) of "C" or better.

Further, the MND has underreported the quantity VMT generated by the proposed project operations. The operational nature of industrial/warehouse uses involves high rates of truck/trailer/delivery van VMT due to traveling from large import hubs to regional distribution centers to smaller industrial parks and then to their final delivery destinations. Once employees arrive at work at the proposed project, they will conduct their jobs by driving delivery vans across the region as part of the daily operations as a distribution facility, which will drastically increase project-generated VMT. The project's truck/trailer and delivery van activity is unable to utilize public transit or active transportation and it is misleading to the public and decision makers to exclude this activity from VMT analysis. The project's total operational VMT generated is not consistent with the screening threshold and legislative intent of SB 743 to reduce greenhouse gas emissions by reducing VMT. An EIR must be prepared to reflect a quantified VMT analysis that includes all truck/trailer and delivery van activity. 2-13

The MND has not adequately analyzed the project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or the project's potential to result in inadequate emergency access. The MND has not provided any exhibits depicting the available truck/trailer turning radius at the intersection of the project driveways to determine if there is enough space available to accommodate heavy truck maneuvering. Further, there are no exhibits providing on-site analysis regarding available space 2-14

on the property to accommodate heavy truck maneuvering. The MND states that, "Along the project frontage, currently there is no dedicated on-street parking provision;" however, this does not equate to an on-street parking prohibition, meaning that street parking could be in use at any time and has not been analyzed in the MND.

The MND also states that, "the project design features would be required to comply with standards set by the City's General Plan and City Engineer. In addition, the proposed project would also be required to submit plans to the RFD for review and approval prior to the issuance of building permits to ensure there are no substantial hazards associated with the project design." The MND provides a similar statement regarding emergency access in stating that, "the proposed project's site plan would be subject to review and approval by the RFD to ensure the project includes adequate emergency access." This does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)). Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents. An EIR must be prepared to include the City/RFD determination/review of the project and the complete Site Plan for review, analysis, and comment by the public and decision makers in order to provide an adequate and accurate environmental analysis. 2-14

3.19 Utilities and Service Systems

The MND has not provided any information or analysis regarding the required annexation application to LAFCo. The MND concludes that because the proposed land use is consistent with the General Plan land use designation, it is therefore accounted for in utilities and service systems plans such as the Urban Water Master Plan, resulting in less than significant impacts. Notably, the project site is within the City's General Plan Sphere of Influence (SOI) but the full extent of the GP SOI has not been approved by LAFCo, including the project site. The City's 2020 Municipal Services Review[11] (MSR) did not include analysis of the proposed project site, meaning that it is unknown if the City and the associated service providers can accommodate the growth proposed by the project. The requirement for service reviews arises from the identified need for a more coordinated and efficient public service structure to support California's anticipated growth. The service review provides LAFCo with a tool to study existing and future public service conditions comprehensively and to evaluate organizational options for accommodating growth, preventing urban sprawl, and ensuring that critical services are provided efficiently. The MND cannot conclude that the proposed project is consistent with all land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, including 2-15

[11] https://www.fresnolafco.org/files/dd4176f39/Final_MSR_City_of_Reedley_04082020.pdf

LAFCo regulations, and/or thresholds A - E within the Utilities and Service Systems section, until and unless it provides a MSR document for review and analysis by the public and decision makers. Additionally, since approval of the MSR lies with LAFCo and not the lead agency, an EIR cannot provide reasonable assurance that the MSR is adequate or will be approved and therefore the impact will remain significant and unavoidable necessitating a finding of significance in an EIR. 2-15

3.21 Mandatory Findings of Significance

An EIR must be prepared to include a cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. The MND does not discuss or analyze the project's compliance with the General Plan's Land Use Buildout Scenario. Further, a MSR is required to be included as part of the environmental analysis to determine if the City and the associated service providers can accommodate the growth proposed by the project. An EIR must be prepared to include this information for analysis and also include a cumulative development analysis of projects approved since General Plan adoption and projects "in the pipeline" to determine if the proposed project exceeds the General Plan growth estimates. 2-16

Conclusion

For the foregoing reasons, GSEJA believes the MND is flawed and an EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877. 2-17

Sincerely,

Gary Ho
Blum, Collins & Ho LLP
Attachment: SWAPE Analysis

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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February 21, 2024

Gary Ho
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Los Angeles, CA 90017

Subject: Comments on the East Huntsman Avenue Industrial Park Project (SCH No. 2024010923)

Dear Mr. Ho,

We have reviewed the January 2024 Initial Study and Mitigated Negative Declaration ("IS/MND") for the East Huntsman Avenue Industrial Park Project ("Project") located in the City of Reedley ("City"). The Project proposes to construct 351,560-square-feet ("SF") of industrial space and 2.23 acres of parking on the 42-acre site.

Our review concludes that the IS/MND fails to adequately evaluate the Project's air quality and health risk impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project may be underestimated and inadequately addressed. An Environmental Impact Report ("EIR") should be prepared to adequately assess and mitigate the potential air quality and health risk impacts that the project may have on the environment. **2-18**

Air Quality

Failure to Provide Complete CalEEMod Output Files

Land use development projects under the California Environmental Quality Act ("CEQA") typically evaluate air quality impacts and calculate potential criteria air pollutant emissions using the California Emissions Estimator Model ("CalEEMod"). [1] CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but CEQA requires that such changes be

[1] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide.

justified by substantial evidence. Once all of the values are inputted into the model, the Project's construction and operational emissions are calculated, and "output files" are generated. These output files disclose to the reader what parameters are used in calculating the Project's air pollutant emissions and demonstrate which default values are changed. Justifications are provided for the selected values.

According to the IS/MND, CalEEMod Version 2022.1 is relied upon to estimate Project emissions (p. 3-11). However, this poses a problem as the version of CalEEMod 2022.1 currently available is described as a "soft release" which fails to provide complete output files.[2] Specifically, the "User Changes to Default Data" table no longer provides the quantitative counterparts to the changes to the default values (see excerpt below) (Appendix A, pp. 68):

8. User Changes to Default Data

Screen	Justification
Land Use	The proposed project would divide the 42-acre project site into 26 lots, which would be developed with light industrial uses. The lots would include office, warehouse, retail uses, and truck maintenance building. Future tenants have not be identified. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.
Construction: Construction Phases	Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026.
Construction: Off-Road Equipment	Assuming use of Tier 3 construction equipment consistent with information provided by Project Applicant.
Operations: Vehicle Data	The proposed project would generate 691 average daily trips, including 517 passenger cars, 38 two-axle trucks, 31 three-axle trucks, and 105 four+-axle trucks. All four+-axle trips are evaluated in a separate model run.
Operations: Fleet Mix	Revised fleet mix to reflect 517 passenger cars (50% LDA, 25% LDT1, 25% LDT2), 38 two-axle trucks (100% MDV), 31 three-axle trucks (100% MHD), and 105 four+-axle trucks. All four+-axle trips are evaluated in a separate model run.

However, previous CalEEMod Versions, such as 2020.4.0, include the specific numeric changes to the model's default values (see example excerpt below): **2-18**

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	167.00
tblConstructionPhase	PhaseEndDate	11/22/2023	8/25/2023
tblConstructionPhase	PhaseEndDate	9/27/2023	6/30/2023
tblConstructionPhase	PhaseEndDate	10/25/2023	7/28/2023
tblConstructionPhase	PhaseStartDate	10/26/2023	7/29/2023
tblConstructionPhase	PhaseStartDate	9/28/2023	7/1/2023
tblLandUse	LandUseSquareFeet	160,000.00	160,371.00
tblLandUse	LandUseSquareFeet	119,000.00	41,155.00
tblLandUse	LotAcreage	3.67	3.68
tblLandUse	LotAcreage	2.73	2.74

The output files associated with CalEEMod Version 2022.1 fail to present the exact parameters used to calculate Project emissions. To remedy this issue, the IS/MND should have provided access to the model's ".JSON" output files, which allow third parties to review the model's revised input parameters.[3]

[2] "CalEEMod California Emissions Estimator Model Soft Release." California Air Pollution Control Officers Association (CAPCOA), 2022, *available at:* https://caleemod.com/.
[3] "Video Tutorials for CalEEMod Version 2022.1." California Air Pollution Control Officers Association (CAPCOA), May 2022, *available at:* https://www.caleemod.com/tutorials.

Without access to the complete output files, including the specific numeric changes to the default values, we cannot verify that the IS/MND's air modeling and subsequent analysis is an accurate reflection of the proposed Project. An EIR should be prepared to include an updated air quality analysis that correctly provides the complete output files for CalEEMod Version 2022.1, or includes an updated air model using an older release of CalEEMod.[4]

Unsubstantiated Input Parameters Used to Estimate Project Emissions

As discussed, the IS/MND relies on CalEEMod Version 2022.1 to estimate the Project's air quality emissions and fails to provide the complete output files required to adequately evaluate model's analysis (p. 20). Regardless, when reviewing the Project's CalEEMod output files, provided in the CalEEMod Output Sheets as Appendix A to the IS/MND, we were able to identify several model inputs that are inconsistent with information disclosed in the IS/MND. Consequently, the Project's construction and operational emissions may be underestimated. An EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality.

Unsubstantiated Changes to Individual Construction Phase Lengths

Review of the CalEEMod output files demonstrates that the "East Huntsman Avenue Industrial Park Project" model includes changes to the default construction schedule (see excerpt below) (Appendix A, pp. 68).

8. User Changes to Default Data

2-18

Screen	Justification
Land Use	The proposed project would divide the 42-acre project site into 26 lots, which would be developed with light industrial uses. The lots would include office, warehouse, retail uses, and truck maintenance building. Future tenants have not be identified. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.
Construction: Construction Phases	Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026.
Construction: Off-Road Equipment	Assuming use of Tier 3 construction equipment consistent with information provided by Project Applicant.
Operations: Vehicle Data	The proposed project would generate 691 average daily trips, including 517 passenger cars, 38 two-axle trucks, 31 three-axle trucks, and 105 four+-axle trucks. All four+-axle trips are evaluated in a separate model run.
Operations: Fleet Mix	Revised fleet mix to reflect 517 passenger cars (50% LDA, 25% LDT1, 25% LDT2), 38 two-axle trucks (100% MDV), 31 three-axle trucks (100% MHD), and 105 four+-axle trucks. All four+-axle trips are evaluated in a separate model run.

The CalEEMod User's Guide requires any changes to model defaults be justified.[5] As demonstrated above in the "User Changes to Default Data" table, the justification provided for these changes is:

> "Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026" (Appendix A, pp. 114).

[4] "CalEEMod Version 2020.4.0." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* http://www.aqmd.gov/caleemod/download-model.
[5] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 1, 14.

As a result of these changes, the model includes the following construction schedule (see excerpt below) (Appendix A, pp. 58):

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase
Site Preparation	Site Preparation	1/6/2025	1/17/2025	5.00	10.0
Grading	Grading	1/20/2025	2/14/2025	5.00	20.0
Building Construction	Building Construction	2/17/2025	11/21/2025	5.00	200
Paving	Paving	11/24/2025	12/12/2025	5.00	15.0
Architectural Coating	Architectural Coating	12/15/2025	1/2/2026	5.00	15.0

Regarding the Project's anticipated construction duration, the IS/MND restates:

> "Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026" (p. 1-4).

However, the changes to the individual construction phase lengths remain unsubstantiated. While the IS/MND, and the included CalEEMod output files, demonstrate that the total length of Project construction would be 12 months, the IS/MND fails to substantiate the *individual* construction phase lengths. Until specific evidence is provided, the model should have included proportionately altered individual phase lengths to match the proposed construction duration of 12 months.

The construction schedule included in the model presents an issue, as the construction emissions are improperly spread out over a longer period of time for some phases, but not for others. According to the CalEEMod User's Guide, each construction phase is associated with different emissions activities (see excerpt below).[6] 2-18

> *Demolition* involves removing buildings or structures.
>
> *Site Preparation* involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
>
> *Grading* involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
>
> *Building Construction* involves the construction of the foundation, structures and buildings.
>
> *Architectural Coating* involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.
>
> *Paving* involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

By disproportionately altering and extending some of the individual construction phase lengths without proper justification, the model assumes there are a greater number of days to complete the construction activities required by the prolonged phases. As a result, there will be less construction activities required per day and, consequently, less pollutants emitted per day. Until we are able to verify

[6] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 32.

the revised construction schedule, the model may underestimate the peak daily emissions associated with some phases of construction and should not be relied upon to determine Project significance.

Incorrect Application of Tier 4 Final Off-Road Equipment Mitigation

Review of the CalEEMod output files demonstrates that the "East Huntsman Avenue Industrial Park Project" model includes changes to the default off-road equipment engine tiers (see excerpt below) (Appendix A, pp. 68).

8. User Changes to Default Data

Screen	Justification
Land Use	The proposed project would divide the 42-acre project site into 26 lots, which would be developed with light industrial uses. The lots would include office, warehouse, retail uses, and truck maintenance building. Future tenants have not be identified. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.
Construction: Construction Phases	Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026.
Construction: Off-Road Equipment	Assuming use of Tier 3 construction equipment consistent with information provided by Project Applicant.
Operations: Vehicle Data	The proposed project would generate 691 average daily trips, including 517 passenger cars, 38 two-axle trucks, 31 three-axle trucks, and 105 four+-axle trucks. All four+-axle trips are evaluated in a separate model run.
Operations: Fleet Mix	Revised fleet mix to reflect 517 passenger cars (50% LDA, 25% LDT1, 25% LDT2), 38 two-axle trucks (100% MDV), 31 three-axle trucks (100% MHD), and 105 four+-axle trucks. All four+-axle trips are evaluated in a separate model run.

As previously mentioned, the CalEEMod User's Guide requires that any changes to model defaults be justified.[7] According to the "User Entered Comments & Non-Default Data" table, the justification provided for these changes is:

> "Assuming use of Tier 3 construction equipment consistent with information provided by Project Applicant" (Appendix A, pp. 199).

2-18

Regarding construction equipment, the IS/MND states:

> "Additionally, Tier 3 equipment would be utilized during project construction" (p. 1-4).

As discussed, the IS/MND states Tier 3 equipment would be used for Project construction. However, review of the "East Huntsman Avenue Industrial Park Project" model demonstrates that much of the Project's off-road construction equipment fleet would meet Tier 4 final emissions standards (see excerpt below) (Appendix A, pp. 59).

[7] "CalEEMod User's Guide Version 2020.4.0." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 1, 14.

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 3	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

Furthermore, the IS/MND and associated documents fail to mention Tier 4 final off-road equipment emissions standards whatsoever. This is incorrect since, as mentioned above, the CalEEMod User's Guide requires any changes to model defaults be justified.[8]

Additionally, the assumption that the Project's off-road construction equipment fleet would meet either Tier 3 or Tier 4 interim emissions standards remains unsupported as the IS/MND fails to explicitly require these standards through formal mitigation measures. This is incorrect, as according to the Association of Environmental Professionals ("AEP") *CEQA Portal Topic Paper* on mitigation measures: **2-18**

> "While not 'mitigation', a good practice is to include those project design feature(s) that address environmental impacts in the mitigation monitoring and reporting program (MMRP). Often the MMRP is all that accompanies building and construction plans through the permit process. If the design features are not listed as important to addressing an environmental impact, it is easy for someone not involved in the original environmental process to approve a change to the project that could eliminate one or more of the design features without understanding the resulting environmental impact" (emphasis added).[9]

As discussed above, measures that are not formally included in the mitigation monitoring and reporting program ("MMRP") may be eliminated from the Project's design altogether.

As the use of construction equipment with Tier 4 final emissions standards is not substantiated by the IS/MND and associated documents or formally included as a mitigation measure, we cannot guarantee that these standards would be implemented, monitored, and enforced on the Project site.

[8] "CalEEMod User's Guide Version 2020.4.0." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 1, 14.
[9] "CEQA Portal Topic Paper Mitigation Measures." AEP, February 2020, *available at:* https://ceqaportal.org/tp/CEQA%20Mitigation%202020.pdf, p. 6.

Consequently, until sufficient evidence is provided, the model's assumption that the off-road construction equipment fleet would adhere to Tier 4 final emissions standards is incorrect.

Unsubstantiated Changes to Operational Fleet Mix Values

Review of the CalEEMod output files demonstrates that the "East Huntsman Avenue Industrial Park Project" and "East Huntsman Avenue Industrial Park Project - Heavy Heavy Duty Truck Trips" models include changes to the default operational vehicle fleet mix percentages (see excerpt below) (Appendix A, pp. 68, 104).

8. User Changes to Default Data

Screen	Justification
Land Use	The proposed project would divide the 42-acre project site into 26 lots, which would be developed with light industrial uses. The lots would include office, warehouse, retail uses, and truck maintenance building. Future tenants have not be identified. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.
Construction: Construction Phases	Construction of the proposed project is anticipated to occur over a total 12-month period starting January 2025, and ending January 2026.
Construction: Off-Road Equipment	Assuming use of Tier 3 construction equipment consistent with information provided by Project Applicant.
Operations: Vehicle Data	The proposed project would generate 691 average daily trips, including 517 passenger cars, 38 two-axle trucks, 31 three-axle trucks, and 105 four+-axle trucks. All four+-axle trips are evaluated in a separate model run.
Operations: Fleet Mix	Revised fleet mix to reflect 517 passenger cars (50% LDA, 25% LDT1, 25% LDT2), 38 two-axle trucks (100% MDV), 31 three-axle trucks (100% MHD), and 105 four+-axle trucks. All four+-axle trips are evaluated in a separate model run.

Regarding the Project fleet mix, Traffic Impact Study ("TIS") provided as Appendix D to the IS/MND, includes the following table (see excerpt below) (pp. 42, Table 5-A):

2-18

Table 5-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Proposed Project								
Warehousing[1]	328.000 tsf							
Trips/Unit (Cars)		0.089	0.028	0.117	0.034	0.090	0.124	1.180
Trips/Unit (2-Axle Trucks)		0.009	0.003	0.012	0.003	0.009	0.012	0.116
Trips/Unit (3-Axle Trucks)		0.007	0.002	0.009	0.003	0.007	0.010	0.094
Trips/Unit (4+ Axle Trucks)		0.025	0.007	0.032	0.010	0.024	0.034	0.320
Trips/Unit (Total)		0.130	0.040	0.170	0.050	0.130	0.180	1.710
Trip Generation (Cars)		29	9	38	11	30	41	387
Trip Generation (2-Axle Trucks)		3	1	4	1	3	4	38
Trip Generation (3-Axle Trucks)		2	1	3	1	2	3	31
Trip Generation (4+ Axle Trucks)		8	2	10	3	8	11	105
Trip Generation (Total)		42	13	55	16	43	59	561
Trip Generation (Cars)		29	9	38	11	30	41	387
PCE Trip Generation (2-Axle Trucks)		6	2	8	2	6	8	76
PCE Trip Generation (3-Axle Trucks)		4	2	6	2	4	6	62
PCE Trip Generation (4+ Axle Trucks)		24	6	30	9	24	33	315
PCE Trip Generation (Total)		**63**	**19**	**82**	**24**	**64**	**88**	**840**
Office	12.00 tsf							
Trips/Unit[2]		1.34	0.18	1.52	0.24	1.20	1.44	10.84
Trip Generation		16	2	18	3	14	17	130
Total Trip Generation (Passenger Vehicles)		**45**	**11**	**56**	**14**	**44**	**58**	**517**
Total Trip Generation (Trucks)		**13**	**4**	**17**	**5**	**13**	**18**	**174**
Total Gross Trip Generation (Passenger Vehicles + Trucks)		**58**	**15**	**73**	**19**	**57**	**76**	**691**
Total Truck PCE Trip Generation		**34**	**10**	**44**	**13**	**34**	**47**	**453**
Total Net PCE Trip Generation		**79**	**21**	**100**	**27**	**78**	**105**	**970**

Notes:

tsf = thousand square-feet

[1] The trip generation was developed based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) rates for Land Use 150 – "Warehousing." The resulting trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated July 2014, the truck mix was considered as 18.7% 4-axle, 5.5% 3-axle, and 6.8% 2-axle trucks. Finally, all truck trips were converted to passenger car equivalents (PCEs) using a 2.0 PCE factor for 2-axle trucks and 3-axle trucks, and 3.0 for 4- and more axle trucks.

[2] Rates based on the ITE Trip Generation Manual (11th Edition) for Land Use 710 - "General Office Building", Setting/Location - "General Urban/Suburban."

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However, these changes remain unsubstantiated. As previously discussed, the output files for CalEEMod 2022.1 do not present the numeric changes to any model defaults. Upon further review of the output files, the model's fleet mix percentages are not provided whatsoever. Until the IS/MND verifies that the model includes the correct breakdown of every vehicle type that will access the Project site during operations, we cannot verify that the values included in the model are accurate.[10]

These unsubstantiated changes present an issue, as CalEEMod uses operational vehicle fleet mix percentages to calculate the Project's operational emissions associated with on-road vehicles.[11] By including several unsubstantiated changes to the default operational vehicle fleet mix percentages, the model may underestimate the Project's mobile-source operational emissions and should not be relied upon to determine Project significance.

[10] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 38.
[11] "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 36.

Updated Analysis Indicates a Potentially Significant Air Quality Impact

In an effort to more accurately estimate the Project's construction-related emissions, we prepared an updated CalEEMod model, using the Project-specific information provided by the IS/MND. In our updated model, we omitted the incorrect application of Tier 4 Final off-road equipment mitigation and unsubstantiated changes to operational fleet mix values; we also proportionately altered the construction phase lengths to match the total construction duration of 12 months.[12]

Our updated analysis estimates that the Project's construction-related reactive organic gasses ("ROG") emissions exceed the applicable San Joaquin Valley Air Pollution Control District ("SJVAPCD") threshold of 10 tons per year ("tons/year"), as referenced by the IS/MND (p. 3-11, Table 3.3.B) (see table below).[13]

SWAPE Criteria Air Pollutant Emissions	
Construction	**ROG** (tons/year)
IS/MND	0.8
SWAPE	99.2[14]
% Increase	12,300%
SJVAPCD Threshold	**10**
Exceeds?	***Yes***

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As demonstrated above, construction-related ROG emissions, as estimated by SWAPE, increase by approximately 12,300% and exceed the applicable SJVAPCD significance threshold. Our model demonstrates that the Project would result in a potentially significant air quality impact that was not previously identified or addressed by the IS/MND. As a result, an EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the environment.

Diesel Particulate Matter Emissions Inadequately Evaluated

The IS/MND concludes that the proposed Project would result in a less-than-significant health risk impact based on a quantified construction and mobile-source operational health risk assessment ("HRA"). Specifically, the IS/MND estimates that the maximum incremental cancer risk posed to nearby, existing residential sensitive receptors associated with exposure to diesel particulate matter ("DPM") emissions during Project construction and operation would be 16.20 and 6.75 in one million, which would not exceed the SJAVPCD significance threshold of 20 in one million (see excerpts below) (p. 3-15, Table 3.3D; p. 3-18, Table 3.3E).

[12] See Attachment A for updated CalEEMod model.
[13] "San Joaquin Valley Unified Air Pollution Control District." SJVAPCD, June 2012, *available at*: https://www.valleyair.org/transportation/CEQA%20Rules/FYI-329.pdf, p. 1.
[14] Calculation: 543.4 lb/day maximum construction ROG = 90.1 tonnes/year maximum construction ROG

Table 3.3.D: Health Risk Levels from Project Construction to Off-Site Receptors

	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	16.20	0.021	0.000
School Receptor Risk	0.45	0.001	0.000
Worker Receptor Risk	0.19	0.015	0.000
Threshold	**20.0**	**1.0**	**1.0**
	Carcinogenic Inhalation Health Risk in One Million	**Chronic Inhalation Hazard Index**	**Acute Inhalation Hazard Index**
Exceed?	**No**	**No**	**No**

Source: Compiled by LSA (November 2023).

Table 3.3.E: Health Risks Levels from Project Operation to Off-Site Receptors

	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	6.75	0.002	0.000
School Receptor Risk	0.55	0.004	0.000
Worker Receptor Risk	1.71	0.004	0.000
Threshold	**20.0**	**1.0**	**1.0**
Exceed?	**No**	**No**	**No**

Source: Compiled by LSA (November 2023).

However, the IS/MND's evaluation of the Project's potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for three reasons.

First, the IS/MND's construction HRA is incorrect, as it relies upon emissions estimates from an unsubstantiated air model, as discussed above in section of this letter titled "Unsubstantiated Input Parameters Used to Estimate Project Emissions." As a result, the HRA may rely on an underestimated DPM concentration to calculate the health risk associated with Project construction. The IS/MND's construction HRA and the resulting cancer risk should not be relied upon to determine Project significance. **2-18**

Second, the IS/MND fails to mention the exposure assumptions for the construction-related and operational HRAs, such as age sensitivity factors ("ASF") or fraction of time at home ("FAH") values whatsoever. Until the IS/MND substantiates the use of correct exposure assumptions, the HRAs may underestimate the cancer risk posed to nearby, existing sensitive receptors due to Project construction and operation. Furthermore, according to the *Risk Assessment Guidelines* provided by the Office of Environmental Health Hazard Assessment ("OEHHA"), the organization responsible for providing guidance on conducting HRAs in California, the IS/MND's HRA should have used the following equation:[15]

[15] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 8-7, Equation 8.2.4.

A. Equation 8.2.4 A: $RISK_{inh\text{-}res} = DOSE_{air} \times CPF \times ASF \times ED/AT \times FAH$

7. $RISK_{inh\text{-}res}$ = Residential inhalation cancer risk
8. $DOSE_{air}$ = Daily inhalation dose (mg/kg-day)
9. CPF = Inhalation cancer potency factor (mg/kg-day^{-1})
10. ASF = Age sensitivity factor for a specified age group (unitless)
11. ED = Exposure duration (in years) for a specified age group
12. AT = Averaging time for lifetime cancer risk (years)
13. FAH = Fraction of time spent at home (unitless)

However, the IS/MND fails to mention or provide a dose and risk equation to calculate the Project's construction and operational cancer risks. As such, we cannot verify that the IS/MND's HRA is accurate, and the Project's cancer risks may be underestimated.

Third, while the IS/MND includes two HRAs evaluating the health risk impacts to nearby, existing receptors as a result of Project construction and operation, the IS/MND fails to evaluate the combined lifetime cancer risk to nearby receptors as a result of Project construction and operation together. According to OEHHA guidance, "the excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk at the receptor location."[16] However, the IS/MND fails to sum the total cancer risks in order to evaluate the combined cancer risk over the course of the Project's total construction and operation. When summing the construction-related and operational health risks, the total cancer risk sums to 22.95 in one million, which exceeds the SJVAPCD threshold of 20 in one million, as referenced by the IS/MND.[17] As the combined cancer risk demonstrates a significant impact, an updated EIR should be prepared to evaluate and adequately assess the potential health risk impacts that the Project will have on the environment. **2-18**

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant air quality and health risk impacts that should be mitigated further. In an effort to reduce emissions, the Project should consider the implementation of the following mitigation measures found in the California Department of Justice Warehouse Project Best Practices document.[18]

- Requiring off-road construction equipment to be hybrid electric-diesel or zero emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier

[16] "Guidance Manual for preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 8-4.
[17] "Recommended Thresholds of Significant Impact." SJVAPCD, *available at:* https://www.valleyair.org/transportation/ceqaanalysislevels.htm.
[18] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, *available at*: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10.

IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.

- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Providing information on transit and ridesharing programs and services to construction employees. **2-18**
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.
- Requiring all heavy-duty vehicles engaged in drayage to or from the project site to be zero-emission beginning in 2030.
- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.

- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air. **2-18**
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation.

As it is policy of the State that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045, we emphasize that the energy mix that will charge the batteries and power electrical equipment must be 100% renewable energy resources. Until the feasibility of charging the batteries with renewable energy resources only is evaluated, the Project should not be approved.

A n EIR should be prepared to include all feasible mitigation measures, as well as include updated air quality and health risk analyses to ensure that the necessary mitigation measures are implemented to reduce emissions to the maximum extent feasible. The EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's potentially significant emissions are reduced to the maximum extent possible.

Disclaimer

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SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul Rosenfeld

Paul E. Rosenfeld, Ph.D.

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Attachment A: Updated Construction Schedule
Attachment B: SWAPE's CalEEMod Output Files
Attachment C: Matt Hagemann CV
Attachment D: Paul Rosenfeld CV

Attachment A

Construction Schedule Calculations					
Phase	Default Phase Length	Construction Duration	%	Construction Duration	Revised Phase Length
Site Preparation	30	1335	0.0225	215	5
Grading	75	1335	0.0562	215	12
Construction	740	1335	0.5543	215	119
Paving	55	1335	0.0412	215	9
Architectural Coating	55	1335	0.0412	215	9

	Total Default Construction Duration	Revised Construction Duration
Start Date	6/1/2025	6/1/2025
End Date	1/26/2029	1/2/2026
Total Days	1335	215

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

East Huntsman Avenue Industrial Park Project

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	351.56	1000sqft	39.80	351,560.00	0
Parking Lot	705.00	Space	2.23	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	1.9	**Precipitation Freq (Days)**	31
Climate Zone	3			**Operational Year**	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the IS/MND's model.

Land Use - Consistent with the IS/MND's model.

Construction Phase - See SWAPE's comment on "Unsubstantiated Changes to Individual Construction Phase Lengths."

Off-road Equipment -

Grading - Consistent with the IS/MND's model.

Fleet Mix - See SWAPE's comment on "Unsubstantiated Changes to Operational Fleet Mix Values."

Vehicle Trips - Consistent with the IS/MND's model.

Construction Off-road Equipment Mitigation - See SWAPES's comment on "Incorrect Application of Tier 4 Final Off-Road Equipment Mitigation."

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	55.00	9.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	740.00	119.00
tblConstructionPhase	NumDays	75.00	12.00
tblConstructionPhase	NumDays	55.00	9.00
tblConstructionPhase	NumDays	30.00	5.00
tblConstructionPhase	PhaseEndDate	1/26/2029	11/23/2028
tblConstructionPhase	PhaseEndDate	8/25/2028	4/9/2026
tblConstructionPhase	PhaseEndDate	10/24/2025	7/29/2025
tblConstructionPhase	PhaseEndDate	11/10/2028	9/7/2028
tblConstructionPhase	PhaseEndDate	7/11/2025	6/6/2025
tblGrading	AcresOfGrading	36.00	60.00
tblGrading	AcresOfGrading	7.50	15.00
tblLandUse	LandUseSquareFeet	282,000.00	0.00
tblLandUse	LotAcreage	8.07	39.80
tblLandUse	LotAcreage	6.34	2.23
tblProjectCharacteristics	PrecipitationFrequency	45	31
tblProjectCharacteristics	WindSpeed	2.2	1.9
tblVehicleTrips	ST_TR	2.54	1.97
tblVehicleTrips	SU_TR	1.24	1.97
tblVehicleTrips	WD_TR	3.37	1.97

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0677	0.5968	0.6813	1.6200e-003	0.1603	0.0227	0.1830	0.0596	0.0212	0.0808	0.0000	144.3787	144.3787	0.0271	4.4700e-003	146.3869
2026	0.0637	0.5397	0.6965	1.6700e-003	0.0561	0.0195	0.0756	0.0152	0.0183	0.0336	0.0000	149.7260	149.7260	0.0203	6.4100e-003	152.1420
2028	2.4525	0.0440	0.0772	1.3000e-004	1.6300e-003	2.1200e-003	3.7500e-003	4.3000e-004	1.9700e-003	2.4000e-003	0.0000	11.2480	11.2480	3.0000e-003	3.0000e-005	11.3310
Maximum	**2.4525**	**0.5968**	**0.6965**	**1.6700e-003**	**0.1603**	**0.0227**	**0.1830**	**0.0596**	**0.0212**	**0.0808**	**0.0000**	**149.7260**	**149.7260**	**0.0271**	**6.4100e-003**	**152.1420**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0677	0.5968	0.6813	1.6200e-003	0.1603	0.0227	0.1830	0.0596	0.0212	0.0808	0.0000	144.3786	144.3786	0.0271	4.4700e-003	146.3868
2026	0.0637	0.5397	0.6965	1.6700e-003	0.0561	0.0195	0.0756	0.0152	0.0183	0.0336	0.0000	149.7259	149.7259	0.0203	6.4100e-003	152.1419
2028	2.4525	0.0440	0.0772	1.3000e-004	1.6300e-003	2.1200e-003	3.7500e-003	4.3000e-004	1.9700e-003	2.4000e-003	0.0000	11.2480	11.2480	3.0000e-003	3.0000e-005	11.3310
Maximum	**2.4525**	**0.5968**	**0.6965**	**1.6700e-003**	**0.1603**	**0.0227**	**0.1830**	**0.0596**	**0.0212**	**0.0808**	**0.0000**	**149.7259**	**149.7259**	**0.0271**	**6.4100e-003**	**152.1419**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2025	8-31-2025	0.2584	0.2584
2	9-1-2025	11-30-2025	0.2267	0.2267
3	12-1-2025	2-28-2026	0.5499	0.5499
4	3-1-2026	5-31-2026	0.2436	0.2436
13	6-1-2028	8-31-2028	0.0219	0.0219
14	9-1-2028	9-30-2028	0.0255	0.0255
		Highest	0.5499	0.5499

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.6183	9.0000e-005	9.6800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0189	0.0189	5.0000e-005	0.0000	0.0201
Energy	0.0245	0.2227	0.1870	1.3400e-003		0.0169	0.0169		0.0169	0.0169	0.0000	529.9312	529.9312	0.0512	0.0101	534.2149
Mobile	0.2934	0.4773	2.6791	6.4700e-003	0.6848	5.3100e-003	0.6902	0.1831	4.9800e-003	0.1881	0.0000	599.1200	599.1200	0.0316	0.0333	609.8284
Waste						0.0000	0.0000		0.0000	0.0000	88.4899	0.0000	88.4899	5.2296	0.0000	219.2299
Water						0.0000	0.0000		0.0000	0.0000	25.7922	40.7017	66.4938	2.6557	0.0634	151.7642
Total	**1.9363**	**0.7001**	**2.8758**	**7.8100e-003**	**0.6848**	**0.0223**	**0.7071**	**0.1831**	**0.0219**	**0.2050**	**114.2820**	**1,169.7717**	**1,284.0537**	**7.9681**	**0.1067**	**1,515.0574**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.6183	9.0000e-005	9.6800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0189	0.0189	5.0000e-005	0.0000	0.0201
Energy	0.0245	0.2227	0.1870	1.3400e-003		0.0169	0.0169		0.0169	0.0169	0.0000	529.9312	529.9312	0.0512	0.0101	534.2149
Mobile	0.2934	0.4773	2.6791	6.4700e-003	0.6848	5.3100e-003	0.6902	0.1831	4.9800e-003	0.1881	0.0000	599.1200	599.1200	0.0316	0.0333	609.8284
Waste						0.0000	0.0000		0.0000	0.0000	88.4899	0.0000	88.4899	5.2296	0.0000	219.2299
Water						0.0000	0.0000		0.0000	0.0000	25.7922	40.7017	66.4938	2.6557	0.0634	151.7642
Total	**1.9363**	**0.7001**	**2.8758**	**7.8100e-003**	**0.6848**	**0.0223**	**0.7071**	**0.1831**	**0.0219**	**0.2050**	**114.2820**	**1,169.7717**	**1,284.0537**	**7.9681**	**0.1067**	**1,515.0574**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/1/2025	6/6/2025	5	5	
2	Grading	Grading	7/12/2025	7/29/2025	5	12	
3	Building Construction	Building Construction	10/25/2025	4/9/2026	5	119	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	8/26/2028	9/7/2028	5	9	
5	Architectural Coating	Architectural Coating	11/11/2028	11/23/2028	5	9	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 60

Acres of Paving: 2.23

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 527,340; Non-Residential Outdoor: 175,780; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	148.00	58.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0531	0.0000	0.0531	0.0257	0.0000	0.0257	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1800e-003	0.0631	0.0448	1.0000e-004		2.7200e-003	2.7200e-003		2.5000e-003	2.5000e-003	0.0000	8.3668	8.3668	2.7100e-003	0.0000	8.4344
Total	**6.1800e-003**	**0.0631**	**0.0448**	**1.0000e-004**	**0.0531**	**2.7200e-003**	**0.0558**	**0.0257**	**2.5000e-003**	**0.0282**	**0.0000**	**8.3668**	**8.3668**	**2.7100e-003**	**0.0000**	**8.4344**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	7.0000e-005	9.1000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2644	0.2644	1.0000e-005	1.0000e-005	0.2667
Total	**1.2000e-004**	**7.0000e-005**	**9.1000e-004**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2644**	**0.2644**	**1.0000e-005**	**1.0000e-005**	**0.2667**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0531	0.0000	0.0531	0.0257	0.0000	0.0257	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1800e-003	0.0631	0.0448	1.0000e-004		2.7200e-003	2.7200e-003		2.5000e-003	2.5000e-003	0.0000	8.3667	8.3667	2.7100e-003	0.0000	8.4344
Total	**6.1800e-003**	**0.0631**	**0.0448**	**1.0000e-004**	**0.0531**	**2.7200e-003**	**0.0558**	**0.0257**	**2.5000e-003**	**0.0282**	**0.0000**	**8.3667**	**8.3667**	**2.7100e-003**	**0.0000**	**8.4344**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	7.0000e-005	9.1000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2644	0.2644	1.0000e-005	1.0000e-005	0.2667
Total	**1.2000e-004**	**7.0000e-005**	**9.1000e-004**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2644**	**0.2644**	**1.0000e-005**	**1.0000e-005**	**0.2667**

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3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0680	0.0000	0.0680	0.0233	0.0000	0.0233	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0174	0.1677	0.1580	3.7000e-004		6.7900e-003	6.7900e-003		6.2400e-003	6.2400e-003	0.0000	32.7037	32.7037	0.0106	0.0000	32.9682
Total	**0.0174**	**0.1677**	**0.1580**	**3.7000e-004**	**0.0680**	**6.7900e-003**	**0.0747**	**0.0233**	**6.2400e-003**	**0.0295**	**0.0000**	**32.7037**	**32.7037**	**0.0106**	**0.0000**	**32.9682**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	1.9000e-004	2.4200e-003	1.0000e-005	9.7000e-004	0.0000	9.7000e-004	2.6000e-004	0.0000	2.6000e-004	0.0000	0.7050	0.7050	2.0000e-005	2.0000e-005	0.7111
Total	**3.2000e-004**	**1.9000e-004**	**2.4200e-003**	**1.0000e-005**	**9.7000e-004**	**0.0000**	**9.7000e-004**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**0.0000**	**0.7050**	**0.7050**	**2.0000e-005**	**2.0000e-005**	**0.7111**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0680	0.0000	0.0680	0.0233	0.0000	0.0233	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0174	0.1677	0.1580	3.7000e-004		6.7900e-003	6.7900e-003		6.2400e-003	6.2400e-003	0.0000	32.7037	32.7037	0.0106	0.0000	32.9681
Total	**0.0174**	**0.1677**	**0.1580**	**3.7000e-004**	**0.0680**	**6.7900e-003**	**0.0747**	**0.0233**	**6.2400e-003**	**0.0295**	**0.0000**	**32.7037**	**32.7037**	**0.0106**	**0.0000**	**32.9681**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	1.9000e-004	2.4200e-003	1.0000e-005	9.7000e-004	0.0000	9.7000e-004	2.6000e-004	0.0000	2.6000e-004	0.0000	0.7050	0.7050	2.0000e-005	2.0000e-005	0.7111
Total	**3.2000e-004**	**1.9000e-004**	**2.4200e-003**	**1.0000e-005**	**9.7000e-004**	**0.0000**	**9.7000e-004**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**0.0000**	**0.7050**	**0.7050**	**2.0000e-005**	**2.0000e-005**	**0.7111**

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3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0328	0.2993	0.3860	6.5000e-004		0.0127	0.0127		0.0119	0.0119	0.0000	55.6607	55.6607	0.0131	0.0000	55.9878
Total	**0.0328**	**0.2993**	**0.3860**	**6.5000e-004**		**0.0127**	**0.0127**		**0.0119**	**0.0119**	**0.0000**	**55.6607**	**55.6607**	**0.0131**	**0.0000**	**55.9878**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4200e-003	0.0609	0.0175	2.7000e-004	9.2900e-003	3.9000e-004	9.6900e-003	2.6800e-003	3.8000e-004	3.0600e-003	0.0000	25.8090	25.8090	1.3000e-004	3.8800e-003	26.9698
Worker	9.4500e-003	5.5800e-003	0.0717	2.3000e-004	0.0286	1.2000e-004	0.0288	7.6100e-003	1.1000e-004	7.7200e-003	0.0000	20.8691	20.8691	5.5000e-004	5.6000e-004	21.0490
Total	**0.0109**	**0.0665**	**0.0892**	**5.0000e-004**	**0.0379**	**5.1000e-004**	**0.0385**	**0.0103**	**4.9000e-004**	**0.0108**	**0.0000**	**46.6781**	**46.6781**	**6.8000e-004**	**4.4400e-003**	**48.0188**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0328	0.2993	0.3860	6.5000e-004		0.0127	0.0127		0.0119	0.0119	0.0000	55.6606	55.6606	0.0131	0.0000	55.9877
Total	**0.0328**	**0.2993**	**0.3860**	**6.5000e-004**		**0.0127**	**0.0127**		**0.0119**	**0.0119**	**0.0000**	**55.6606**	**55.6606**	**0.0131**	**0.0000**	**55.9877**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4200e-003	0.0609	0.0175	2.7000e-004	9.2900e-003	3.9000e-004	9.6900e-003	2.6800e-003	3.8000e-004	3.0600e-003	0.0000	25.8090	25.8090	1.3000e-004	3.8800e-003	26.9698
Worker	9.4500e-003	5.5800e-003	0.0717	2.3000e-004	0.0286	1.2000e-004	0.0288	7.6100e-003	1.1000e-004	7.7200e-003	0.0000	20.8691	20.8691	5.5000e-004	5.6000e-004	21.0490
Total	**0.0109**	**0.0665**	**0.0892**	**5.0000e-004**	**0.0379**	**5.1000e-004**	**0.0385**	**0.0103**	**4.9000e-004**	**0.0108**	**0.0000**	**46.6781**	**46.6781**	**6.8000e-004**	**4.4400e-003**	**48.0188**

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3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0485	0.4427	0.5710	9.6000e-004		0.0187	0.0187		0.0176	0.0176	0.0000	82.3314	82.3314	0.0194	0.0000	82.8153
Total	**0.0485**	**0.4427**	**0.5710**	**9.6000e-004**		**0.0187**	**0.0187**		**0.0176**	**0.0176**	**0.0000**	**82.3314**	**82.3314**	**0.0194**	**0.0000**	**82.8153**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0500e-003	0.0896	0.0255	3.9000e-004	0.0138	5.8000e-004	0.0143	3.9700e-003	5.6000e-004	4.5200e-003	0.0000	37.4239	37.4239	1.8000e-004	5.6300e-003	39.1065
Worker	0.0131	7.4300e-003	0.1000	3.3000e-004	0.0424	1.8000e-004	0.0425	0.0113	1.6000e-004	0.0114	0.0000	29.9707	29.9707	7.4000e-004	7.8000e-004	30.2203
Total	**0.0151**	**0.0970**	**0.1255**	**7.2000e-004**	**0.0561**	**7.6000e-004**	**0.0569**	**0.0152**	**7.2000e-004**	**0.0159**	**0.0000**	**67.3946**	**67.3946**	**9.2000e-004**	**6.4100e-003**	**69.3267**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0485	0.4427	0.5710	9.6000e-004		0.0187	0.0187		0.0176	0.0176	0.0000	82.3313	82.3313	0.0194	0.0000	82.8152
Total	**0.0485**	**0.4427**	**0.5710**	**9.6000e-004**		**0.0187**	**0.0187**		**0.0176**	**0.0176**	**0.0000**	**82.3313**	**82.3313**	**0.0194**	**0.0000**	**82.8152**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0500e-003	0.0896	0.0255	3.9000e-004	0.0138	5.8000e-004	0.0143	3.9700e-003	5.6000e-004	4.5200e-003	0.0000	37.4239	37.4239	1.8000e-004	5.6300e-003	39.1065
Worker	0.0131	7.4300e-003	0.1000	3.3000e-004	0.0424	1.8000e-004	0.0425	0.0113	1.6000e-004	0.0114	0.0000	29.9707	29.9707	7.4000e-004	7.8000e-004	30.2203
Total	**0.0151**	**0.0970**	**0.1255**	**7.2000e-004**	**0.0561**	**7.6000e-004**	**0.0569**	**0.0152**	**7.2000e-004**	**0.0159**	**0.0000**	**67.3946**	**67.3946**	**9.2000e-004**	**6.4100e-003**	**69.3267**

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3.5 Paving - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.1200e-003	0.0386	0.0656	1.0000e-004		1.8800e-003	1.8800e-003		1.7300e-003	1.7300e-003	0.0000	9.0087	9.0087	2.9100e-003	0.0000	9.0815
Paving	2.9200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.0400e-003**	**0.0386**	**0.0656**	**1.0000e-004**		**1.8800e-003**	**1.8800e-003**		**1.7300e-003**	**1.7300e-003**	**0.0000**	**9.0087**	**9.0087**	**2.9100e-003**	**0.0000**	**9.0815**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	8.0000e-005	1.1500e-003	0.0000	5.4000e-004	0.0000	5.5000e-004	1.4000e-004	0.0000	1.5000e-004	0.0000	0.3634	0.3634	1.0000e-005	1.0000e-005	0.3663
Total	**1.5000e-004**	**8.0000e-005**	**1.1500e-003**	**0.0000**	**5.4000e-004**	**0.0000**	**5.5000e-004**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.3634**	**0.3634**	**1.0000e-005**	**1.0000e-005**	**0.3663**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.1200e-003	0.0386	0.0656	1.0000e-004		1.8800e-003	1.8800e-003		1.7300e-003	1.7300e-003	0.0000	9.0087	9.0087	2.9100e-003	0.0000	9.0815
Paving	2.9200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.0400e-003**	**0.0386**	**0.0656**	**1.0000e-004**		**1.8800e-003**	**1.8800e-003**		**1.7300e-003**	**1.7300e-003**	**0.0000**	**9.0087**	**9.0087**	**2.9100e-003**	**0.0000**	**9.0815**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	8.0000e-005	1.1500e-003	0.0000	5.4000e-004	0.0000	5.5000e-004	1.4000e-004	0.0000	1.5000e-004	0.0000	0.3634	0.3634	1.0000e-005	1.0000e-005	0.3663
Total	**1.5000e-004**	**8.0000e-005**	**1.1500e-003**	**0.0000**	**5.4000e-004**	**0.0000**	**5.5000e-004**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.3634**	**0.3634**	**1.0000e-005**	**1.0000e-005**	**0.3663**

3.6 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.4442					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-004	5.1500e-003	8.1400e-003	1.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	1.1490	1.1490	6.0000e-005	0.0000	1.1505
Total	**2.4450**	**5.1500e-003**	**8.1400e-003**	**1.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**1.1490**	**1.1490**	**6.0000e-005**	**0.0000**	**1.1505**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	1.6000e-004	2.3000e-003	1.0000e-005	1.0900e-003	0.0000	1.0900e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.7269	0.7269	2.0000e-005	2.0000e-005	0.7326
Total	**3.0000e-004**	**1.6000e-004**	**2.3000e-003**	**1.0000e-005**	**1.0900e-003**	**0.0000**	**1.0900e-003**	**2.9000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**0.7269**	**0.7269**	**2.0000e-005**	**2.0000e-005**	**0.7326**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.4442					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-004	5.1500e-003	8.1400e-003	1.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	1.1490	1.1490	6.0000e-005	0.0000	1.1505
Total	**2.4450**	**5.1500e-003**	**8.1400e-003**	**1.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**1.1490**	**1.1490**	**6.0000e-005**	**0.0000**	**1.1505**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	1.6000e-004	2.3000e-003	1.0000e-005	1.0900e-003	0.0000	1.0900e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.7269	0.7269	2.0000e-005	2.0000e-005	0.7326
Total	**3.0000e-004**	**1.6000e-004**	**2.3000e-003**	**1.0000e-005**	**1.0900e-003**	**0.0000**	**1.0900e-003**	**2.9000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**0.7269**	**0.7269**	**2.0000e-005**	**2.0000e-005**	**0.7326**

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2934	0.4773	2.6791	6.4700e-003	0.6848	5.3100e-003	0.6902	0.1831	4.9800e-003	0.1881	0.0000	599.1200	599.1200	0.0316	0.0333	609.8284
Unmitigated	0.2934	0.4773	2.6791	6.4700e-003	0.6848	5.3100e-003	0.6902	0.1831	4.9800e-003	0.1881	0.0000	599.1200	599.1200	0.0316	0.0333	609.8284

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	690.99	690.99	690.99	1,811,660	1,811,660
Parking Lot	0.00	0.00	0.00		
Total	690.99	690.99	690.99	1,811,660	1,811,660

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.526576	0.053500	0.175633	0.147803	0.024189	0.006487	0.014618	0.022827	0.000697	0.000286	0.023187	0.001433	0.002764
Parking Lot	0.526576	0.053500	0.175633	0.147803	0.024189	0.006487	0.014618	0.022827	0.000697	0.000286	0.023187	0.001433	0.002764

5.0 Energy Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	287.5445	287.5445	0.0465	5.6400e-003	290.3878
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	287.5445	287.5445	0.0465	5.6400e-003	290.3878
NaturalGas Mitigated	0.0245	0.2227	0.1870	1.3400e-003		0.0169	0.0169		0.0169	0.0169	0.0000	242.3867	242.3867	4.6500e-003	4.4400e-003	243.8271
NaturalGas Unmitigated	0.0245	0.2227	0.1870	1.3400e-003		0.0169	0.0169		0.0169	0.0169	0.0000	242.3867	242.3867	4.6500e-003	4.4400e-003	243.8271

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	4.54216e+006	0.0245	0.2227	0.1870	1.3400e-003		0.0169	0.0169		0.0169	0.0169	0.0000	242.3867	242.3867	4.6500e-003	4.4400e-003	243.8271
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0245**	**0.2227**	**0.1870**	**1.3400e-003**		**0.0169**	**0.0169**		**0.0169**	**0.0169**	**0.0000**	**242.3867**	**242.3867**	**4.6500e-003**	**4.4400e-003**	**243.8271**

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	4.54216e+006	0.0245	0.2227	0.1870	1.3400e-003		0.0169	0.0169		0.0169	0.0169	0.0000	242.3867	242.3867	4.6500e-003	4.4400e-003	243.8271
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0245**	**0.2227**	**0.1870**	**1.3400e-003**		**0.0169**	**0.0169**		**0.0169**	**0.0169**	**0.0000**	**242.3867**	**242.3867**	**4.6500e-003**	**4.4400e-003**	**243.8271**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	3.10779e+006	287.5445	0.0465	5.6400e-003	290.3878
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**287.5445**	**0.0465**	**5.6400e-003**	**290.3878**

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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	3.10779e+006	287.5445	0.0465	5.6400e-003	290.3878
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**287.5445**	**0.0465**	**5.6400e-003**	**290.3878**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.6183	9.0000e-005	9.6800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0189	0.0189	5.0000e-005	0.0000	0.0201
Unmitigated	1.6183	9.0000e-005	9.6800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0189	0.0189	5.0000e-005	0.0000	0.0201

6.2 Area by SubCategory

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Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2444					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3730					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.9000e-004	9.0000e-005	9.6800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0189	0.0189	5.0000e-005	0.0000	0.0201
Total	**1.6183**	**9.0000e-005**	**9.6800e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0189**	**0.0189**	**5.0000e-005**	**0.0000**	**0.0201**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2444					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3730					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.9000e-004	9.0000e-005	9.6800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0189	0.0189	5.0000e-005	0.0000	0.0201
Total	**1.6183**	**9.0000e-005**	**9.6800e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0189**	**0.0189**	**5.0000e-005**	**0.0000**	**0.0201**

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7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	66.4938	2.6557	0.0634	151.7642
Unmitigated	66.4938	2.6557	0.0634	151.7642

7.2 Water by Land Use

Unmitigated

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	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	81.2982 / 0	66.4938	2.6557	0.0634	151.7642
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**66.4938**	**2.6557**	**0.0634**	**151.7642**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	81.2982 / 0	66.4938	2.6557	0.0634	151.7642
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**66.4938**	**2.6557**	**0.0634**	**151.7642**

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8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	88.4899	5.2296	0.0000	219.2299
Unmitigated	88.4899	5.2296	0.0000	219.2299

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	435.93	88.4899	5.2296	0.0000	219.2299
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**88.4899**	**5.2296**	**0.0000**	**219.2299**

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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	435.93	88.4899	5.2296	0.0000	219.2299
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**88.4899**	**5.2296**	**0.0000**	**219.2299**

9.0 Operational Offroad

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

East Huntsman Avenue Industrial Park Project

Fresno County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	351.56	1000sqft	39.80	351,560.00	0
Parking Lot	705.00	Space	2.23	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	1.9	**Precipitation Freq (Days)**	31
Climate Zone	3			**Operational Year**	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the IS/MND's model.

Land Use - Consistent with the IS/MND's model.

Construction Phase - See SWAPE's comment on "Unsubstantiated Changes to Individual Construction Phase Lengths."

Off-road Equipment -

Grading - Consistent with the IS/MND's model.

Fleet Mix - See SWAPE's comment on "Unsubstantiated Changes to Operational Fleet Mix Values."

Vehicle Trips - Consistent with the IS/MND's model.

Construction Off-road Equipment Mitigation - See SWAPES's comment on "Incorrect Application of Tier 4 Final Off-Road Equipment Mitigation."

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	55.00	9.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	740.00	119.00
tblConstructionPhase	NumDays	75.00	12.00
tblConstructionPhase	NumDays	55.00	9.00
tblConstructionPhase	NumDays	30.00	5.00
tblConstructionPhase	PhaseEndDate	1/26/2029	11/23/2028
tblConstructionPhase	PhaseEndDate	8/25/2028	4/9/2026
tblConstructionPhase	PhaseEndDate	10/24/2025	7/29/2025
tblConstructionPhase	PhaseEndDate	11/10/2028	9/7/2028
tblConstructionPhase	PhaseEndDate	7/11/2025	6/6/2025
tblGrading	AcresOfGrading	36.00	60.00
tblGrading	AcresOfGrading	7.50	15.00
tblLandUse	LandUseSquareFeet	282,000.00	0.00
tblLandUse	LotAcreage	8.07	39.80
tblLandUse	LotAcreage	6.34	2.23
tblProjectCharacteristics	PrecipitationFrequency	45	31
tblProjectCharacteristics	WindSpeed	2.2	1.9
tblVehicleTrips	ST_TR	2.54	1.97
tblVehicleTrips	SU_TR	1.24	1.97
tblVehicleTrips	WD_TR	3.37	1.97

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.9625	27.9723	26.7948	0.0635	21.3956	1.1316	22.4830	10.3134	1.0411	11.3139	0.0000	6,149.0635	6,149.0635	1.9465	0.2027	6,198.7116
2026	1.8508	15.0800	20.0246	0.0480	1.6090	0.5489	2.1578	0.4357	0.5164	0.9521	0.0000	4,728.8935	4,728.8935	0.6286	0.1977	4,803.5172
2028	543.4063	8.5981	14.8700	0.0238	0.2464	0.4190	0.5422	0.0654	0.3855	0.4181	0.0000	2,303.4704	2,303.4704	0.7156	4.2100e-003	2,321.9865
Maximum	**543.4063**	**27.9723**	**26.7948**	**0.0635**	**21.3956**	**1.1316**	**22.4830**	**10.3134**	**1.0411**	**11.3139**	**0.0000**	**6,149.0635**	**6,149.0635**	**1.9465**	**0.2027**	**6,198.7116**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.9625	27.9723	26.7948	0.0635	21.3956	1.1316	22.4830	10.3134	1.0411	11.3139	0.0000	6,149.0635	6,149.0635	1.9465	0.2027	6,198.7116
2026	1.8508	15.0800	20.0246	0.0480	1.6090	0.5489	2.1578	0.4357	0.5164	0.9521	0.0000	4,728.8935	4,728.8935	0.6286	0.1977	4,803.5172
2028	543.4063	8.5981	14.8700	0.0238	0.2464	0.4190	0.5422	0.0654	0.3855	0.4181	0.0000	2,303.4704	2,303.4704	0.7156	4.2100e-003	2,321.9865
Maximum	**543.4063**	**27.9723**	**26.7948**	**0.0635**	**21.3956**	**1.1316**	**22.4830**	**10.3134**	**1.0411**	**11.3139**	**0.0000**	**6,149.0635**	**6,149.0635**	**1.9465**	**0.2027**	**6,198.7116**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.8726	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463
Energy	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307
Mobile	1.9609	2.4698	15.6975	0.0378	3.8327	0.0292	3.8619	1.0231	0.0274	1.0505		3,857.0226	3,857.0226	0.1820	0.1967	3,920.1728
Total	**10.9676**	**3.6908**	**16.8299**	**0.0452**	**3.8327**	**0.1223**	**3.9550**	**1.0231**	**0.1205**	**1.1436**		**5,321.2845**	**5,321.2845**	**0.2106**	**0.2235**	**5,393.1497**

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Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.8726	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463
Energy	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307
Mobile	1.9609	2.4698	15.6975	0.0378	3.8327	0.0292	3.8619	1.0231	0.0274	1.0505		3,857.0226	3,857.0226	0.1820	0.1967	3,920.1728
Total	**10.9676**	**3.6908**	**16.8299**	**0.0452**	**3.8327**	**0.1223**	**3.9550**	**1.0231**	**0.1205**	**1.1436**		**5,321.2845**	**5,321.2845**	**0.2106**	**0.2235**	**5,393.1497**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/1/2025	6/6/2025	5	5	
2	Grading	Grading	7/12/2025	7/29/2025	5	12	
3	Building Construction	Building Construction	10/25/2025	4/9/2026	5	119	
4	Paving	Paving	8/26/2028	9/7/2028	5	9	
5	Architectural Coating	Architectural Coating	11/11/2028	11/23/2028	5	9	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 60

Acres of Paving: 2.23

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 527,340; Non-Residential Outdoor: 175,780; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	148.00	58.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					21.2478	0.0000	21.2478	10.2742	0.0000	10.2742			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**21.2478**	**1.0868**	**22.3346**	**10.2742**	**0.9999**	**11.2741**		**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0552	0.0265	0.4173	1.2500e-003	0.1479	6.2000e-004	0.1485	0.0392	5.7000e-004	0.0398		126.7039	126.7039	2.9300e-003	2.9800e-003	127.6652
Total	**0.0552**	**0.0265**	**0.4173**	**1.2500e-003**	**0.1479**	**6.2000e-004**	**0.1485**	**0.0392**	**5.7000e-004**	**0.0398**		**126.7039**	**126.7039**	**2.9300e-003**	**2.9800e-003**	**127.6652**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					21.2478	0.0000	21.2478	10.2742	0.0000	10.2742			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**21.2478**	**1.0868**	**22.3346**	**10.2742**	**0.9999**	**11.2741**	**0.0000**	**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0552	0.0265	0.4173	1.2500e-003	0.1479	6.2000e-004	0.1485	0.0392	5.7000e-004	0.0398		126.7039	126.7039	2.9300e-003	2.9800e-003	127.6652
Total	**0.0552**	**0.0265**	**0.4173**	**1.2500e-003**	**0.1479**	**6.2000e-004**	**0.1485**	**0.0392**	**5.7000e-004**	**0.0398**		**126.7039**	**126.7039**	**2.9300e-003**	**2.9800e-003**	**127.6652**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.3246	0.0000	11.3246	3.8828	0.0000	3.8828			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**11.3246**	**1.1309**	**12.4555**	**3.8828**	**1.0404**	**4.9232**		**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0613	0.0294	0.4637	1.3900e-003	0.1643	6.9000e-004	0.1650	0.0436	6.4000e-004	0.0442		140.7821	140.7821	3.2600e-003	3.3100e-003	141.8502
Total	**0.0613**	**0.0294**	**0.4637**	**1.3900e-003**	**0.1643**	**6.9000e-004**	**0.1650**	**0.0436**	**6.4000e-004**	**0.0442**		**140.7821**	**140.7821**	**3.2600e-003**	**3.3100e-003**	**141.8502**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.3246	0.0000	11.3246	3.8828	0.0000	3.8828			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**11.3246**	**1.1309**	**12.4555**	**3.8828**	**1.0404**	**4.9232**	**0.0000**	**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0613	0.0294	0.4637	1.3900e-003	0.1643	6.9000e-004	0.1650	0.0436	6.4000e-004	0.0442		140.7821	140.7821	3.2600e-003	3.3100e-003	141.8502
Total	**0.0613**	**0.0294**	**0.4637**	**1.3900e-003**	**0.1643**	**6.9000e-004**	**0.1650**	**0.0436**	**6.4000e-004**	**0.0442**		**140.7821**	**140.7821**	**3.2600e-003**	**3.3100e-003**	**141.8502**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0612	2.4286	0.7196	0.0112	0.3932	0.0164	0.4096	0.1132	0.0157	0.1289		1,184.4344	1,184.4344	6.0500e-003	0.1782	1,237.6853
Worker	0.4537	0.2175	3.4314	0.0103	1.2158	5.1400e-003	1.2209	0.3225	4.7300e-003	0.3272		1,041.7874	1,041.7874	0.0241	0.0245	1,049.6913
Total	**0.5149**	**2.6460**	**4.1510**	**0.0215**	**1.6090**	**0.0216**	**1.6305**	**0.4357**	**0.0204**	**0.4561**		**2,226.2218**	**2,226.2218**	**0.0301**	**0.2027**	**2,287.3766**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0612	2.4286	0.7196	0.0112	0.3932	0.0164	0.4096	0.1132	0.0157	0.1289		1,184.4344	1,184.4344	6.0500e-003	0.1782	1,237.6853
Worker	0.4537	0.2175	3.4314	0.0103	1.2158	5.1400e-003	1.2209	0.3225	4.7300e-003	0.3272		1,041.7874	1,041.7874	0.0241	0.0245	1,049.6913
Total	**0.5149**	**2.6460**	**4.1510**	**0.0215**	**1.6090**	**0.0216**	**1.6305**	**0.4357**	**0.0204**	**0.4561**		**2,226.2218**	**2,226.2218**	**0.0301**	**0.2027**	**2,287.3766**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0599	2.4144	0.7071	0.0110	0.3932	0.0163	0.4095	0.1132	0.0156	0.1289		1,161.1013	1,161.1013	5.7700e-003	0.1746	1,213.2860
Worker	0.4236	0.1959	3.2328	0.0100	1.2158	4.9400e-003	1.2207	0.3225	4.5500e-003	0.3270		1,011.3178	1,011.3178	0.0219	0.0230	1,018.7331
Total	**0.4834**	**2.6103**	**3.9399**	**0.0210**	**1.6090**	**0.0213**	**1.6303**	**0.4357**	**0.0202**	**0.4559**		**2,172.4191**	**2,172.4191**	**0.0277**	**0.1977**	**2,232.0191**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0599	2.4144	0.7071	0.0110	0.3932	0.0163	0.4095	0.1132	0.0156	0.1289		1,161.1013	1,161.1013	5.7700e-003	0.1746	1,213.2860
Worker	0.4236	0.1959	3.2328	0.0100	1.2158	4.9400e-003	1.2207	0.3225	4.5500e-003	0.3270		1,011.3178	1,011.3178	0.0219	0.0230	1,018.7331
Total	**0.4834**	**2.6103**	**3.9399**	**0.0210**	**1.6090**	**0.0213**	**1.6303**	**0.4357**	**0.0202**	**0.4559**		**2,172.4191**	**2,172.4191**	**0.0277**	**0.1977**	**2,232.0191**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.6492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5643**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0376	0.0165	0.2921	9.6000e-004	0.1232	4.4000e-004	0.1237	0.0327	4.1000e-004	0.0331		96.7252	96.7252	1.8500e-003	2.1000e-003	97.3987
Total	**0.0376**	**0.0165**	**0.2921**	**9.6000e-004**	**0.1232**	**4.4000e-004**	**0.1237**	**0.0327**	**4.1000e-004**	**0.0331**		**96.7252**	**96.7252**	**1.8500e-003**	**2.1000e-003**	**97.3987**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.6492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5643**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0376	0.0165	0.2921	9.6000e-004	0.1232	4.4000e-004	0.1237	0.0327	4.1000e-004	0.0331		96.7252	96.7252	1.8500e-003	2.1000e-003	97.3987
Total	**0.0376**	**0.0165**	**0.2921**	**9.6000e-004**	**0.1232**	**4.4000e-004**	**0.1237**	**0.0327**	**4.1000e-004**	**0.0331**		**96.7252**	**96.7252**	**1.8500e-003**	**2.1000e-003**	**97.3987**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	543.1602					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**543.3311**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0753	0.0330	0.5842	1.9100e-003	0.2464	8.9000e-004	0.2473	0.0654	8.2000e-004	0.0662		193.4504	193.4504	3.7100e-003	4.2100e-003	194.7975
Total	**0.0753**	**0.0330**	**0.5842**	**1.9100e-003**	**0.2464**	**8.9000e-004**	**0.2473**	**0.0654**	**8.2000e-004**	**0.0662**		**193.4504**	**193.4504**	**3.7100e-003**	**4.2100e-003**	**194.7975**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	543.1602					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**543.3311**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0753	0.0330	0.5842	1.9100e-003	0.2464	8.9000e-004	0.2473	0.0654	8.2000e-004	0.0662		193.4504	193.4504	3.7100e-003	4.2100e-003	194.7975
Total	**0.0753**	**0.0330**	**0.5842**	**1.9100e-003**	**0.2464**	**8.9000e-004**	**0.2473**	**0.0654**	**8.2000e-004**	**0.0662**		**193.4504**	**193.4504**	**3.7100e-003**	**4.2100e-003**	**194.7975**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9609	2.4698	15.6975	0.0378	3.8327	0.0292	3.8619	1.0231	0.0274	1.0505		3,857.0226	3,857.0226	0.1820	0.1967	3,920.1728
Unmitigated	1.9609	2.4698	15.6975	0.0378	3.8327	0.0292	3.8619	1.0231	0.0274	1.0505		3,857.0226	3,857.0226	0.1820	0.1967	3,920.1728

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4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	690.99	690.99	690.99	1,811,660	1,811,660
Parking Lot	0.00	0.00	0.00		
Total	690.99	690.99	690.99	1,811,660	1,811,660

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.526576	0.053500	0.175633	0.147803	0.024189	0.006487	0.014618	0.022827	0.000697	0.000286	0.023187	0.001433	0.002764
Parking Lot	0.526576	0.053500	0.175633	0.147803	0.024189	0.006487	0.014618	0.022827	0.000697	0.000286	0.023187	0.001433	0.002764

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307
NaturalGas Unmitigated	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	12444.3	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1342**	**1.2200**	**1.0248**	**7.3200e-003**		**0.0927**	**0.0927**		**0.0927**	**0.0927**		**1,464.0307**	**1,464.0307**	**0.0281**	**0.0268**	**1,472.7307**

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	12.4443	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1342**	**1.2200**	**1.0248**	**7.3200e-003**		**0.0927**	**0.0927**		**0.0927**	**0.0927**		**1,464.0307**	**1,464.0307**	**0.0281**	**0.0268**	**1,472.7307**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.8726	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463
Unmitigated	8.8726	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463

6.2 Area by SubCategory

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Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3393					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.5234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.9100e-003	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463
Total	**8.8726**	**9.7000e-004**	**0.1076**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**		**0.2312**	**0.2312**	**6.0000e-004**		**0.2463**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3393					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.5234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.9100e-003	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463
Total	**8.8726**	**9.7000e-004**	**0.1076**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**		**0.2312**	**0.2312**	**6.0000e-004**		**0.2463**

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7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

East Huntsman Avenue Industrial Park Project

Fresno County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	351.56	1000sqft	39.80	351,560.00	0
Parking Lot	705.00	Space	2.23	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	1.9	**Precipitation Freq (Days)**	31
Climate Zone	3			**Operational Year**	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the IS/MND's model.

Land Use - Consistent with the IS/MND's model.

Construction Phase - See SWAPE's comment on "Unsubstantiated Changes to Individual Construction Phase Lengths."

Off-road Equipment -

Grading - Consistent with the IS/MND's model.

Fleet Mix - See SWAPE's comment on "Unsubstantiated Changes to Operational Fleet Mix Values."

Vehicle Trips - Consistent with the IS/MND's model.

Construction Off-road Equipment Mitigation - See SWAPES's comment on "Incorrect Application of Tier 4 Final Off-Road Equipment Mitigation."

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	55.00	9.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	740.00	119.00
tblConstructionPhase	NumDays	75.00	12.00
tblConstructionPhase	NumDays	55.00	9.00
tblConstructionPhase	NumDays	30.00	5.00
tblConstructionPhase	PhaseEndDate	1/26/2029	11/23/2028
tblConstructionPhase	PhaseEndDate	8/25/2028	4/9/2026
tblConstructionPhase	PhaseEndDate	10/24/2025	7/29/2025
tblConstructionPhase	PhaseEndDate	11/10/2028	9/7/2028
tblConstructionPhase	PhaseEndDate	7/11/2025	6/6/2025
tblGrading	AcresOfGrading	36.00	60.00
tblGrading	AcresOfGrading	7.50	15.00
tblLandUse	LandUseSquareFeet	282,000.00	0.00
tblLandUse	LotAcreage	8.07	39.80
tblLandUse	LotAcreage	6.34	2.23
tblProjectCharacteristics	PrecipitationFrequency	45	31
tblProjectCharacteristics	WindSpeed	2.2	1.9
tblVehicleTrips	ST_TR	2.54	1.97
tblVehicleTrips	SU_TR	1.24	1.97
tblVehicleTrips	WD_TR	3.37	1.97

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.9560	27.9773	26.7314	0.0633	21.3956	1.1316	22.4830	10.3134	1.0411	11.3139	0.0000	6,133.3281	6,133.3281	1.9469	0.2059	6,183.0970
2026	1.8025	15.2818	19.6117	0.0469	1.6090	0.5489	2.1579	0.4357	0.5165	0.9522	0.0000	4,618.3052	4,618.3052	0.6315	0.2007	4,693.8975
2028	543.3988	8.6009	14.8317	0.0237	0.2464	0.4190	0.5422	0.0654	0.3855	0.4181	0.0000	2,292.7058	2,292.7058	0.7158	4.6700e-003	2,311.2977
Maximum	**543.3988**	**27.9773**	**26.7314**	**0.0633**	**21.3956**	**1.1316**	**22.4830**	**10.3134**	**1.0411**	**11.3139**	**0.0000**	**6,133.3281**	**6,133.3281**	**1.9469**	**0.2059**	**6,183.0970**

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Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.9560	27.9773	26.7314	0.0633	21.3956	1.1316	22.4830	10.3134	1.0411	11.3139	0.0000	6,133.3281	6,133.3281	1.9469	0.2059	6,183.0970
2026	1.8025	15.2818	19.6117	0.0469	1.6090	0.5489	2.1579	0.4357	0.5165	0.9522	0.0000	4,618.3052	4,618.3052	0.6315	0.2007	4,693.8975
2028	543.3988	8.6009	14.8317	0.0237	0.2464	0.4190	0.5422	0.0654	0.3855	0.4181	0.0000	2,292.7058	2,292.7058	0.7158	4.6700e-003	2,311.2977
Maximum	**543.3988**	**27.9773**	**26.7314**	**0.0633**	**21.3956**	**1.1316**	**22.4830**	**10.3134**	**1.0411**	**11.3139**	**0.0000**	**6,133.3281**	**6,133.3281**	**1.9469**	**0.2059**	**6,183.0970**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.8726	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463
Energy	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307
Mobile	1.5118	2.7554	15.3688	0.0348	3.8327	0.0292	3.8619	1.0231	0.0274	1.0505		3,545.2992	3,545.2992	0.2046	0.2082	3,612.4715
Total	**10.5186**	**3.9764**	**16.5012**	**0.0421**	**3.8327**	**0.1223**	**3.9550**	**1.0231**	**0.1205**	**1.1436**		**5,009.5611**	**5,009.5611**	**0.2333**	**0.2351**	**5,085.4485**

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Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.8726	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463
Energy	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307
Mobile	1.5118	2.7554	15.3688	0.0348	3.8327	0.0292	3.8619	1.0231	0.0274	1.0505		3,545.2992	3,545.2992	0.2046	0.2082	3,612.4715
Total	**10.5186**	**3.9764**	**16.5012**	**0.0421**	**3.8327**	**0.1223**	**3.9550**	**1.0231**	**0.1205**	**1.1436**		**5,009.5611**	**5,009.5611**	**0.2333**	**0.2351**	**5,085.4485**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/1/2025	6/6/2025	5	5	
2	Grading	Grading	7/12/2025	7/29/2025	5	12	
3	Building Construction	Building Construction	10/25/2025	4/9/2026	5	119	
4	Paving	Paving	8/26/2028	9/7/2028	5	9	
5	Architectural Coating	Architectural Coating	11/11/2028	11/23/2028	5	9	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 60

Acres of Paving: 2.23

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 527,340; Non-Residential Outdoor: 175,780; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	[illegible]	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

Attachment C

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	148.00	58.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					21.2478	0.0000	21.2478	10.2742	0.0000	10.2742			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**21.2478**	**1.0868**	**22.3346**	**10.2742**	**0.9999**	**11.2741**		**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0492	0.0310	0.3603	1.1100e-003	0.1479	6.2000e-004	0.1485	0.0392	5.7000e-004	0.0398		112.5420	112.5420	3.3300e-003	3.3100e-003	113.6120
Total	**0.0492**	**0.0310**	**0.3603**	**1.1100e-003**	**0.1479**	**6.2000e-004**	**0.1485**	**0.0392**	**5.7000e-004**	**0.0398**		**112.5420**	**112.5420**	**3.3300e-003**	**3.3100e-003**	**113.6120**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					21.2478	0.0000	21.2478	10.2742	0.0000	10.2742			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	**2.4727**	**25.2339**	**17.9118**	**0.0381**	**21.2478**	**1.0868**	**22.3346**	**10.2742**	**0.9999**	**11.2741**	**0.0000**	**3,689.1037**	**3,689.1037**	**1.1931**		**3,718.9320**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0492	0.0310	0.3603	1.1100e-003	0.1479	6.2000e-004	0.1485	0.0392	5.7000e-004	0.0398		112.5420	112.5420	3.3300e-003	3.3100e-003	113.6120
Total	**0.0492**	**0.0310**	**0.3603**	**1.1100e-003**	**0.1479**	**6.2000e-004**	**0.1485**	**0.0392**	**5.7000e-004**	**0.0398**		**112.5420**	**112.5420**	**3.3300e-003**	**3.3100e-003**	**113.6120**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.3246	0.0000	11.3246	3.8828	0.0000	3.8828			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**11.3246**	**1.1309**	**12.4555**	**3.8828**	**1.0404**	**4.9232**		**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0547	0.0344	0.4003	1.2400e-003	0.1643	6.9000e-004	0.1650	0.0436	6.4000e-004	0.0442		125.0467	125.0467	3.7000e-003	3.6800e-003	126.2356
Total	**0.0547**	**0.0344**	**0.4003**	**1.2400e-003**	**0.1643**	**6.9000e-004**	**0.1650**	**0.0436**	**6.4000e-004**	**0.0442**		**125.0467**	**125.0467**	**3.7000e-003**	**3.6800e-003**	**126.2356**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					11.3246	0.0000	11.3246	3.8828	0.0000	3.8828			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
Total	**2.9012**	**27.9429**	**26.3311**	**0.0621**	**11.3246**	**1.1309**	**12.4555**	**3.8828**	**1.0404**	**4.9232**	**0.0000**	**6,008.2814**	**6,008.2814**	**1.9432**		**6,056.8614**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0547	0.0344	0.4003	1.2400e-003	0.1643	6.9000e-004	0.1650	0.0436	6.4000e-004	0.0442		125.0467	125.0467	3.7000e-003	3.6800e-003	126.2356
Total	**0.0547**	**0.0344**	**0.4003**	**1.2400e-003**	**0.1643**	**6.9000e-004**	**0.1650**	**0.0436**	**6.4000e-004**	**0.0442**		**125.0467**	**125.0467**	**3.7000e-003**	**3.6800e-003**	**126.2356**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0572	2.5979	0.7444	0.0112	0.3932	0.0165	0.4097	0.1132	0.0158	0.1290		1,186.7341	1,186.7341	5.8700e-003	0.1787	1,240.1223
Worker	0.4049	0.2549	2.9622	9.1500e-003	1.2158	5.1400e-003	1.2209	0.3225	4.7300e-003	0.3272		925.3456	925.3456	0.0274	0.0272	934.1433
Total	**0.4621**	**2.8528**	**3.7066**	**0.0204**	**1.6090**	**0.0216**	**1.6306**	**0.4357**	**0.0205**	**0.4562**		**2,112.0797**	**2,112.0797**	**0.0333**	**0.2059**	**2,174.2656**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0572	2.5979	0.7444	0.0112	0.3932	0.0165	0.4097	0.1132	0.0158	0.1290		1,186.7341	1,186.7341	5.8700e-003	0.1787	1,240.1223
Worker	0.4049	0.2549	2.9622	9.1500e-003	1.2158	5.1400e-003	1.2209	0.3225	4.7300e-003	0.3272		925.3456	925.3456	0.0274	0.0272	934.1433
Total	**0.4621**	**2.8528**	**3.7066**	**0.0204**	**1.6090**	**0.0216**	**1.6306**	**0.4357**	**0.0205**	**0.4562**		**2,112.0797**	**2,112.0797**	**0.0333**	**0.2059**	**2,174.2656**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**		**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0559	2.5826	0.7317	0.0110	0.3932	0.0164	0.4096	0.1132	0.0157	0.1289		1,163.3658	1,163.3658	5.5900e-003	0.1751	1,215.6833
Worker	0.3792	0.2295	2.7954	8.8900e-003	1.2158	4.9400e-003	1.2207	0.3225	4.5500e-003	0.3270		898.4651	898.4651	0.0250	0.0256	906.7161
Total	**0.4351**	**2.8121**	**3.5271**	**0.0199**	**1.6090**	**0.0213**	**1.6303**	**0.4357**	**0.0202**	**0.4559**		**2,061.8308**	**2,061.8308**	**0.0306**	**0.2007**	**2,122.3994**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	**1.3674**	**12.4697**	**16.0847**	**0.0270**		**0.5276**	**0.5276**		**0.4963**	**0.4963**	**0.0000**	**2,556.4744**	**2,556.4744**	**0.6010**		**2,571.4981**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0559	2.5826	0.7317	0.0110	0.3932	0.0164	0.4096	0.1132	0.0157	0.1289		1,163.3658	1,163.3658	5.5900e-003	0.1751	1,215.6833
Worker	0.3792	0.2295	2.7954	8.8900e-003	1.2158	4.9400e-003	1.2207	0.3225	4.5500e-003	0.3270		898.4651	898.4651	0.0250	0.0256	906.7161
Total	**0.4351**	**2.8121**	**3.5271**	**0.0199**	**1.6090**	**0.0213**	**1.6303**	**0.4357**	**0.0202**	**0.4559**		**2,061.8308**	**2,061.8308**	**0.0306**	**0.2007**	**2,122.3994**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.91142	6.5816	14.5788	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.6492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5643**	**6.5816**	**14.5788**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**		**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0339	0.0193	0.2537	8.5000e-004	0.1232	4.4000e-004	0.1237	0.0327	4.1000e-004	0.0331		85.9607	85.9607	2.1300e-003	2.3400e-003	86.7099
Total	**0.0339**	**0.0193**	**0.2537**	**8.5000e-004**	**0.1232**	**4.4000e-004**	**0.1237**	**0.0327**	**4.1000e-004**	**0.0331**		**85.9607**	**85.9607**	**2.1300e-003**	**2.3400e-003**	**86.7099**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.6492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5643**	**8.5816**	**14.5780**	**0.0228**		**0.4185**	**0.4185**		**0.3850**	**0.3850**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0339	0.0193	0.2537	8.5000e-004	0.1232	4.4000e-004	0.1237	0.0327	4.1000e-004	0.0331		85.9607	85.9607	2.1300e-003	2.3400e-003	86.7099
Total	**0.0339**	**0.0193**	**0.2537**	**8.5000e-004**	**0.1232**	**4.4000e-004**	**0.1237**	**0.0327**	**4.1000e-004**	**0.0331**		**85.9607**	**85.9607**	**2.1300e-003**	**2.3400e-003**	**86.7099**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	543.1602					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**543.3311**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0678	0.0386	0.5075	1.7000e-003	0.2464	8.9000e-004	0.2473	0.0654	8.2000e-004	0.0662		171.9214	171.9214	4.2500e-003	4.6700e-003	173.4197
Total	**0.0678**	**0.0386**	**0.5075**	**1.7000e-003**	**0.2464**	**8.9000e-004**	**0.2473**	**0.0654**	**8.2000e-004**	**0.0662**		**171.9214**	**171.9214**	**4.2500e-003**	**4.6700e-003**	**173.4197**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	543.1602					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**543.3311**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0678	0.0386	0.5075	1.7000e-003	0.2464	8.9000e-004	0.2473	0.0654	8.2000e-004	0.0662		171.9214	171.9214	4.2500e-003	4.6700e-003	173.4197
Total	**0.0678**	**0.0386**	**0.5075**	**1.7000e-003**	**0.2464**	**8.9000e-004**	**0.2473**	**0.0654**	**8.2000e-004**	**0.0662**		**171.9214**	**171.9214**	**4.2500e-003**	**4.6700e-003**	**173.4197**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5118	2.7554	15.3688	0.0348	3.8327	0.0292	3.8619	1.0231	0.0274	1.0505		3,545.2992	3,545.2992	0.2046	0.2082	3,612.4715
Unmitigated	1.5118	2.7554	15.3688	0.0348	3.8327	0.0292	3.8619	1.0231	0.0274	1.0505		3,545.2992	3,545.2992	0.2046	0.2082	3,612.4715

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4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	690.99	690.99	690.99	1,811,660	1,811,660
Parking Lot	0.00	0.00	0.00		
Total	690.99	690.99	690.99	1,811,660	1,811,660

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.526576	0.053500	0.175633	0.147803	0.024189	0.006487	0.014618	0.022827	0.000697	0.000286	0.023187	0.001433	0.002764
Parking Lot	0.526576	0.053500	0.175633	0.147803	0.024189	0.006487	0.014618	0.022827	0.000697	0.000286	0.023187	0.001433	0.002764

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307
NaturalGas Unmitigated	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	12444.3	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1342**	**1.2200**	**1.0248**	**7.3200e-003**		**0.0927**	**0.0927**		**0.0927**	**0.0927**		**1,464.0307**	**1,464.0307**	**0.0281**	**0.0268**	**1,472.7307**

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	12.4443	0.1342	1.2200	1.0248	7.3200e-003		0.0927	0.0927		0.0927	0.0927		1,464.0307	1,464.0307	0.0281	0.0268	1,472.7307
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1342**	**1.2200**	**1.0248**	**7.3200e-003**		**0.0927**	**0.0927**		**0.0927**	**0.0927**		**1,464.0307**	**1,464.0307**	**0.0281**	**0.0268**	**1,472.7307**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.8726	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463
Unmitigated	8.8726	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463

6.2 Area by SubCategory

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Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3393					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.5234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.9100e-003	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463
Total	**8.8726**	**9.7000e-004**	**0.1076**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**		**0.2312**	**0.2312**	**6.0000e-004**		**0.2463**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3393					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.5234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.9100e-003	9.7000e-004	0.1076	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004		0.2312	0.2312	6.0000e-004		0.2463
Total	**8.8726**	**9.7000e-004**	**0.1076**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**		**0.2312**	**0.2312**	**6.0000e-004**		**0.2463**

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7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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Attachment C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
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Matt Hagemann, P.G, C.Hg.
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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

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Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2104, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 100 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns. 2-18
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows: 2-18

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup. **2-18**
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels: 2-18

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe. 2-18

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

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Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.

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Attachment D

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

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Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution.* **233,** 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342 2-18

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

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Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

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Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

2-18

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

2-18

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain. 2-18

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design. **2-18**

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the Superior Court of the State of California, County of San Bernardino
Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division
Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022 **2-18**

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri
Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington
John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022

In Court of Common Pleas, Hamilton County Ohio
Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
Barbara Steele vs. CSX Transportation
Case No.16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

2-18

In United States District Court Easter District of New York
Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
Linda Benjamin vs. Illinois Central
Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

In the Circuit Court of Cook County Illinois
Joseph Ruepke vs. BNSF
Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al.cvs. Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021
Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois
Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

2-18

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al vs. CNA Insurance Company et al.
Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
Case No. 1716-CV10006
Rosenfeld Deposition 8-30-2019

In the United States District Court For The District of New Jersey
Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No. 1923
Rosenfeld Deposition 11-17-2017

2-18

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintifs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., Plaintiffs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No. RG14711115
Rosenfeld Deposition September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No. LALA002187
Rosenfeld Deposition August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action No. 14-C-30000
Rosenfeld Deposition June 2015

In The Iowa District Court for Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No. 4980
Rosenfeld Deposition May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant. **2-18**
Case No. CACE07030358 (26)
Rosenfeld Deposition December 2014

In the County Court of Dallas County Texas
Lisa Parr et al, Plaintiff, vs. Aruba et al, Defendant.
Case No. cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.
Civil Action No. 2:09-cv-232-WHA-TFM
Rosenfeld Deposition July 2010, June 2011

In the Circuit Court of Jefferson County Alabama
Jaeanette Moss Anthony, et al., Plaintiffs, vs. Drummond Company Inc., et al., Defendants
Civil Action No. CV 2008-2076
Rosenfeld Deposition September 2010

In the United States District Court, Western District Lafayette Division
Ackle et al., Plaintiffs, vs. Citgo Petroleum Corporation, et al., Defendants.
Case No. 2:07CV1052
Rosenfeld Deposition July 2009

P.O. Box 79222
Corona, CA 92877

To: City of Reedley Planning Commission

From: Golden State Environmental Justice Alliance

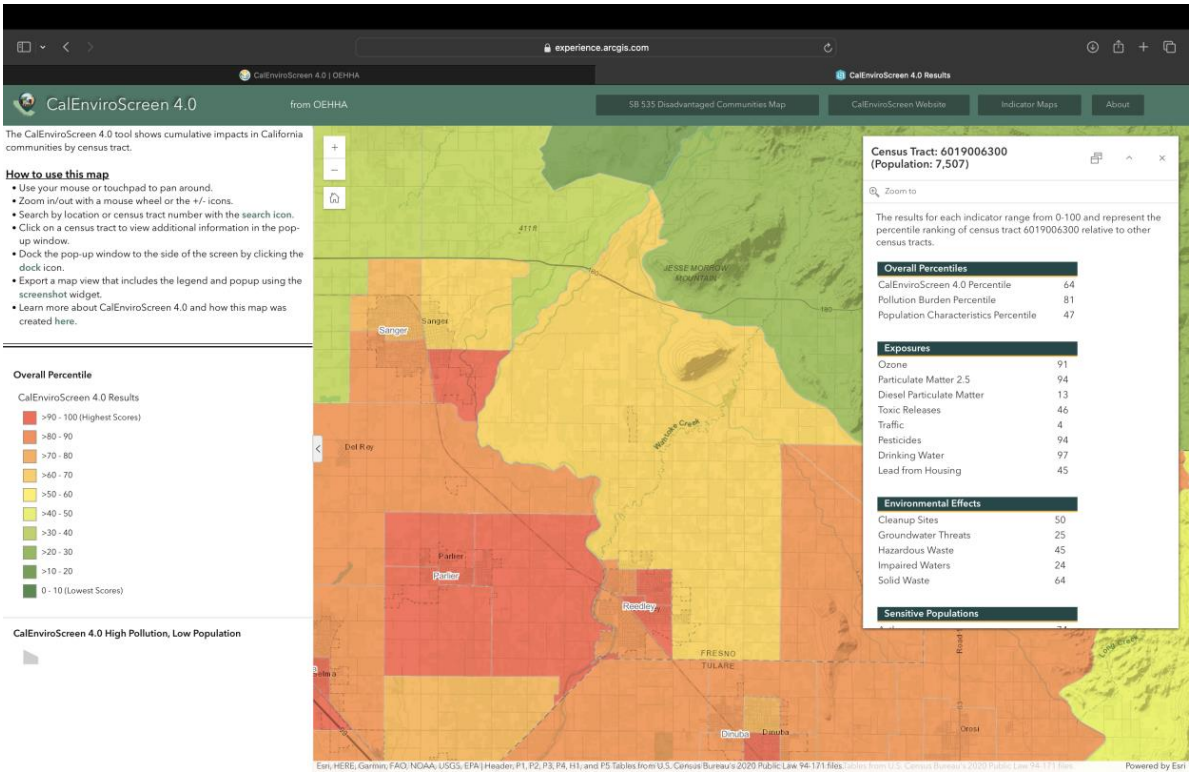
Subject: East Huntsman Avenue Project MND

CalEnviroScreen 4.0 Information

CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. CalEnviroScreen ranks communities based on data that are available from state and federal government sources. CalEnviroScreen is updated and maintained by The Office of Environmental Health Hazard Assessment, on behalf ofthe California Environmental Protection Agency. 3-1

CalEnviroScreen Data on East Huntsman Avenue Project MND Location/Area

The above listed project sits in census tract 6019006300. Overall, when compared to other census tracts, the project site census tract is in the 64th percentile regarding pollution. As far as pollution burden is concerned, this census tract is in the 81st percentile. In terms of Ozone, this census tract is in the 91st percentile, Particulate Matter 2.5 94th percentile, Diesel Particulate Matter 13th percentile, Toxic Releases 46th percentile and Traffic 4th percentile. 3-2



Conclusion

Consider the above referenced information when making this important decision. Realize that you and the citizens of this area face some of the WORST POLLUTION in the entire state of California.

It is the responsibility of the City's elected and appointed officials to make environmentally responsible development decisions. Based on the CalEnviroScreen data, this is more than sufficient evidence of the further air quality impacts that the citizenry of Reedley and its surrounding area will continue to encounter with further development of another warehouse/distribution center. We are not against development, as we believe it is necessary for further economic growth in our current society. Development needs to be conducted with the highest of expectations to ensure the local population does not suffer further air quality burdens. 3-3

We stand by our comments and believe the MND is flawed and full Environmental Impact report should be drafted and circulated for public review.

Respectfully Submitted,

Pete Sheehan

Pete Sheehan
GSEJA

Source - https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

Glossary of Terms

Ozone - Amount of daily maximum 8-hour Ozone concentration

Particulate Matter 2.5 - Annual mean PM 2.5 concentrations

Diesel Particulate Matter - Diesel PM emissions from on-road and non-road sources

Toxic Releases - Toxicity-weighted concentrations of modeled chemical releases to air from
facility emissions and off-site incineration.

Traffic -Traffic density, in vehicle-kilometers per hour per road length, within 150 meters of the census tract boundary.

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CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 29, 2024

TO: Rodney L. Horton, Community Development Director, City of Reedley

FROM: Kyle Simpson, Principal

SUBJECT: Summary of Text Changes to the East Huntsman Avenue Industrial Park Project Initial Study/Mitigated Negative Declaration

The following includes a summary of all text changes made to the East Huntsman Avenue Industrial Park Project (proposed project) Initial Study/Mitigated Negative Declaration (IS/MND) in response to three comment letters received on the IS/MND. These text changes are a compilation of the text changes shown in the Response to Comments (RTC) Memorandum for the IS/MND dated March 6, 2024, and the RTC Memorandum dated March 29, 2024.

Double-underlined text represents language that has been added to the IS/MND, and text with strikethrough represents language that has been deleted from the IS/MND.

Section 3.8, Greenhouse Gas Emissions

Impact discussion 3.8.1.b, on page 3-49 of the IS/MND, is amended as follows:

> The proposed project would not interfere with the Fresno COG's ability to achieve the region's GHG reductions. Furthermore, the proposed project is not regionally significant per State CEQA Guidelines Section 15206 and as such, it would not conflict with the 2022 RTP targets since those targets were established and are applicable on a regional level. The proposed project would include an industrial park~~a pistachio processing facility~~. As such, the proposed project would be consistent with the growth assumptions used in the 2022 RTP. In addition, the proposed project would not include residential uses that would increase population. Therefore, it is anticipated that implementation of the proposed project would not interfere with Fresno COG's ability to implement the regional strategies outlined in the 2022 RTP.

Section 3.11, Land Use and Planning

Impact discussion 3.11.1.b, on page 3-61 of the IS/MND, is amended as follows:

> The project site is currently zoned in Fresno County's Exclusive Agriculture (AE-20) District and is designated Agriculture in the Fresno County General Plan. However, the project site is

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planned for light industrial development under the Reedley General Plan, and the proposed project would be consistent with the planned land use designation for the project site. The project would require annexation of the project site into the City of Reedley, after which the site would be pre-zoned to the Light Industrial (ML) District, and the General Plan land use designation would be changed to Light Industrial. An annexation application would be required to be submitted to the Fresno LAFCo. The Project Applicant would also be required to pay required processing fees for the annexation process. After approval of annexation of the project site into the city of Reedley, the proposed project would be developed with a light industrial use, consistent with the City's land use plans. Therefore, the proposed project would not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and the impact would be less than significant.

ORDINANCE NO. 2022-004

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REEDLEY APPROVING REZONE APPLICATION NO. 2022-03 AND AUTHORIZING THE AMENDMENT OF THE OFFICIAL ZONING MAP OF THE CITY OF REEDLEY

WHEREAS, Rezone Application No. 2022-03 pertains to the pre-zoning of one parcel totaling approximately 42.52 acres in preparation for annexation; and

WHEREAS, the subject territory proposed to be pre-zoned is bordered by Traver Creek and the Central Valley Transportation Center to the west, the Reedley Sports Park and agricultural fields to the north, residential homes to the east, and agricultural fields/commercial properties to the south; and

WHEREAS, the approximately 42.52-acre parcel will be pre-zone to the ML (Light Industrial) zone district; and

WHEREAS, the Reedley General Plan Update 2030 designates the subject territory with a Light Industrial Planned Land Use designation; and

WHEREAS, the pre-zoning for the proposed project identified in Rezone Application No. 2022-03 is consistent with the GPU Planned Land Use and Zoning District Consistency Matrix; and

WHEREAS, Rezone Application No. 2022-03 is consistent with the Reedley Municipal Code, Title 10, Zoning Regulations, Chapter 3 (Zoning District and Map) and Chapter 22 (Amendments); and

WHEREAS, the City Council of the City of Reedley, at a regular meeting on April 9, 2024, held a public hearing, received a written staff report, invited public comment, and independently deliberated.

NOW, THEREFORE, the City Council of the City of Reedley does hereby ordain as follows:

Section 1. The above recitals are true and correct; and

Section 2. The City Council of the City of Reedley FINDS that a mitigated negative declaration has been prepared for the project through Environmental Assessment No. EA 2022-13, and preparation of such has been conducted in the manner required by State CEQA regulations; and

Section 3. The City Council FINDS that Rezone Application No. 2022-03 is consistent with the Reedley General Plan Update 2030; and

Section 4. The City Council FINDS that Rezone Application No. 2022-03 is consistent with the Reedley Municipal Code, Title 10, Zoning Regulations, Chapter 3 (Zoning District and Map) and Chapter 22 (Amendments); and

Section 5. The City Council hereby APPROVES Rezone Application No. 2022-03 and incorporates into the zoning law and map of the City of Reedley, as reflected on Map A; and

Section 6. The City Council hereby APPROVES the amendment to the City's Official Zoning Map to include the above changes and ADOPTS said updated map as the City's Official Zoning Map; and

Section 7. This Ordinance does not have to be codified in the Reedley Municipal Code

because it is solely authorizing the update of the City's Official Zoning Map; and

Section 8. The City Clerk is hereby directed to cause a summary of this Ordinance to be published by one insertion in a newspaper of general circulation in the community within fifteen (15) days after its adoption; and

Section 9. This Ordinance shall be in full force and effect thirty (30) days after its passage and adoption, as certified by the City Clerk.

ATTEST:

I hereby certify that the foregoing Ordinance No. 2024-004 was introduced and given first reading by title only at a regular meeting of the City Council of the City of Reedley held on April 9, 2024, and was thereafter duly adopted at a regular meeting of said City Council held on April 23, 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Anita Betancourt, Mayor

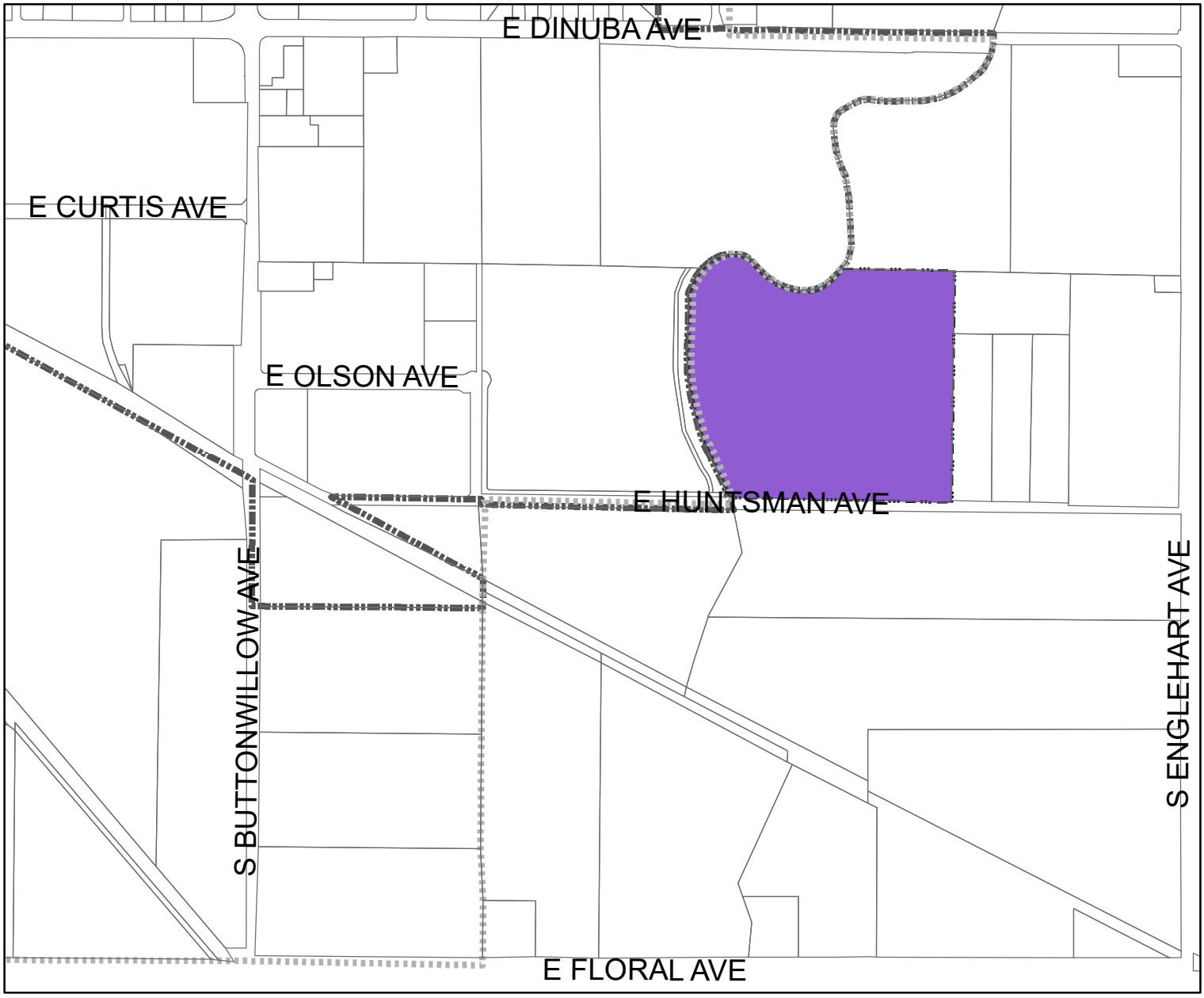
ATTEST:

_____
Ruthie Greenwood, City Clerk

Attachment:

Map A: Map of affected parcel related to Rezone Application No. 2022-03

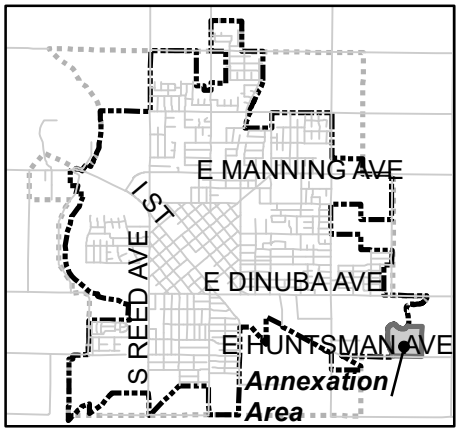
City of Reedley
Re-Zone Application No. 2022-03
East Huntsman Avenue Reorganization
Map A



0 360 720 1,440 Feet

N

Location Map



Legend

Reedley Sphere of Influence

Reedley City Limits

Proposed Pre-Zoning: ML Light Industrial
APN: 370-240-11 (approx. 42.52 acres)
Existing County of Fresno Zoning: Exclusive Agriculture (AE-20)

SECOND AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN THE COUNTY OF FRESNO AND THE CITY OF REEDLEY

THIS AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING (hereinafter "RESTATED MOU") is made and executed by and between the COUNTY OF FRESNO, a political subdivision of the State of California (hereinafter referred to as "COUNTY"), and the City of REEDLEY, a municipal corporation of the State of California (hereinafter referred to as "CITY").

W I T N E S S E T H

WHEREAS, on October 3, 2006, COUNTY and CITY entered into a comprehensive agreement covering development, annexations, sales taxes, property taxes, and other matters, commonly referred to as the 2006 Amended and Restated Memorandum of Understanding ("2006 MOU"); and

WHEREAS, the 2006 MOU served in part as COUNTY's and CITY's master property tax transfer agreement under subdivision (d) of section 99 of the Revenue and Taxation Code; and

WHEREAS, the 2006 MOU also included provisions relating to redevelopment and included as a party the former Reedley Redevelopment Agency, which CITY dissolved on February 1, 2012, following the State adopted comprehensive legislation, Assembly Bill X1 26 (Stats. 2011, 1st Ex. Sess. Chp. 5), dissolving California redevelopment agencies and prohibiting further redevelopment activities under the California Community Redevelopment Law (former Health and Safety Code Section 33000 et seq.); and

WHEREAS, on September 26, 2017, COUNTY and CITY executed a First Amendment to the 2006 MOU to address a specific sphere of influence change located at the northwest and northeast corners of the intersection of South and Frankwood Avenues, and on the north side of Manning Avenue between Buttonwillow and Englehart Avenues, and modifications to the annexation standards to allow for greater flexibility in the annexation process for the City to address its Regional Housing Needs Allocation; and

WHEREAS, the 2006 MOU is set to expire October 3, 2021; and

WHEREAS, COUNTY and CITY desire to make additional changes to their comprehensive agreement set forth in the 2006 MOU, and to extend the term of their comprehensive agreement for an additional 15 years; and

WHEREAS, due to the age of the 2006 MOU and the desire to make additional changes, COUNTY and CITY have determined that it is in their best interests to entire into this RESTATED MOU, which will supersede and replace the 2006 MOU; and

WHEREAS, COUNTY and CITY wish to continue to work together to develop a fair and equitable approach to tax sharing and the encouragement of sound economic growth; and

WHEREAS, in order to encourage economic development and environmentally sound land use planning, it is important that any tax sharing among COUNTY and CITY be determined in advance and that such arrangements not be fiscally detrimental to either COUNTY or CITY; and

WHEREAS, COUNTY and CITY recognize the importance of COUNTY and CITY services and are prepared to cooperate in an effort to address COUNTY's and CITY's fiscal problems; and

WHEREAS, through annexation CITY provides the opportunity for economic growth and development to support public services for CITY and COUNTY; and

WHEREAS, close cooperation between COUNTY and CITY is necessary to maintain the quality of life throughout Fresno County and deliver needed services in the most cost-efficient manner to all CITY and COUNTY residents; and

WHEREAS, COUNTY recognizes the need for orderly growth within and adjacent to CITY and for supporting appropriate annexations and promoting the concentration of development within CITY; and

WHEREAS, CITY recognizes that development within CITY limits may also have the effect of concentrating revenue-generating activities within CITY rather than in unincorporated areas and that, as a result of Proposition 13 and its implementing legislation, annexation by CITY of unincorporated territory can result in a loss of revenue sources for COUNTY unless there is significant new development activity as a result of annexation; and

WHEREAS, annexation which results in the development of urban uses in response to a clearly demonstrated community demand is appropriate and well planned and can be a valuable tool in the physical and economic development of CITY and COUNTY; and

WHEREAS, the parties recognize that COUNTY General Plan Goal LU-G provides that COUNTY will direct urban growth and development within the cities spheres of influence to existing incorporated

cities and will ensure that all development in city fringe areas is well planned and adequately served by necessary public facilities and infrastructure and furthers countywide economic development goals; and

WHEREAS, the parties recognize that when urban growth and development is directed to cities there is a lost opportunity of development by COUNTY in the unincorporated area and that sharing of local sales and use taxes generated by such development would serve as a tool for the COUNTY to participate in receiving a share of that new revenue; and

WHEREAS, it is the interest of the parties to require all new urban development to pay a roughly proportionate share of the cost of urban services and infrastructure created by the development, whether it occurs in the CITY or in the adjacent unincorporated area of the CITY's sphere of influence.

WHEREAS, the parties recognize the importance to the economy of the region and the continued improvement of agricultural operations in the County of protecting and preserving the University of California Kearney Research Center and the United States Department of Agriculture Agricultural Research Center and that the parties continue to work together towards the protection of these Agricultural Research Centers.

NOW, THEREFORE, COUNTY and CITY hereby agree as follows:

ARTICLE I

DEFINITIONS

Unless the particular provision or context otherwise requires, the definitions contained in this article and in the Revenue and Taxation Code shall govern the construction, meaning, and application of words used in this RESTATED MOU.

1.1 "Base property tax revenues" means property tax revenues allocated by tax rate equivalents to all taxing jurisdictions as to the geographic area comprising a given tax rate area annexed in the fiscal year immediately preceding the tax year in which property tax revenues are apportioned pursuant to this RESTATED MOU, including the amount of State reimbursement of the homeowners' and business inventory exemptions.

1.2 Except as provided in Section 6.1, "property tax increment" means revenue from the annual tax increment, as "annual tax increment" is defined in Section 98 of the Revenue and Taxation Code, attributable to the tax rate area for the respective tax year.

1.3 "Substantial development" or "substantially developed" means real property which, prior to annexation, has an improvement value to land value ratio equal to or greater than 1.25:1, as of the lien date in the fiscal year in which the annexation becomes effective under the Cortese-Knox Local Government Reorganization Act, and on and after January 1, 2000, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

1.4 "Property tax revenue" means base property tax revenue, plus the property tax increment for a given tax rate area.

1.5 "Tax apportionment ratio" means the tax apportionment ratio of the parties for a given fiscal year and shall be ascertained by dividing the amount determined for each party pursuant to Revenue and Taxation Code Sections 96(a) or 97(a), whichever is applicable, by that party's gross assessed value, and by then dividing the sum of the resulting tax rate equivalents of both parties into each party's tax rate equivalent to produce the tax apportionment ratio.

1.6 "Tax rate equivalent" means the factor derived for an agency by dividing the property tax levy for the prior fiscal year computed pursuant to Section 97 of the Revenue and Taxation Code by the gross assessed value of the agency for the prior fiscal year.

1.7 "Effective Date" shall mean the last date that all the parties hereto execute this Amended and RESTATED MOU between COUNTY and CITY.

1.8 "Urban development" or "urban type development" shall mean development not allowed in areas designated Agriculture, Rural Residential or River Influence in COUNTY's General Plan or its applicable community plans as of the Effective Date of this RESTATED MOU.

ARTICLE II

ANNEXATIONS BY CITY

2.1 Any annexations undertaken by CITY following the date of the execution of this RESTATED MOU shall be consistent with both the terms of this MOU and the standards (hereinafter "The Standards" or "Standards") as set forth in Exhibit "1", attached hereto and incorporated by reference herein as if set fourth fully at this point. This RESTATED MOU shall not apply to annexations proposed by CITY which are not in compliance with its terms or which fail to meet The Standards. If a proposed annexation is not in compliance with the terms of this RESTATED MOU, including but not limited to, The

Standards, then the property tax exchange provisions of Article III of this RESTATED MOU shall not apply in regards to that proposed non-complying annexation. An exchange of property tax revenues between COUNTY and CITY for any such non-complying annexation shall be handled individually pursuant to subdivision (e) of Section 99 of the Revenue and Taxation Code or by the negotiation of a standalone property tax exchange agreement between COUNTY and CITY.

2.2 In order to encourage the orderly processing of proposed annexations, CITY shall, at least thirty (30) days prior to filing any annexation proposal with the Fresno County Local Agency Formation Commission (hereinafter "LAFCO"), notify COUNTY of its intention to file such proposal and the date upon which CITY expects such proposal to be filed. Upon COUNTY's request, CITY agrees to meet with COUNTY to review whether its proposed annexation complies with The Standards. Within fifteen (15) days after the date COUNTY receives notice by the CITY of its annexation proposal, COUNTY shall notify CITY in writing if it has determined that the proposed annexation is inconsistent with The Standards. Upon receipt of such notification, CITY may either modify the proposal to COUNTY's specifications or adopt a resolution finding that the proposed annexation is, in CITY's determination, consistent with The Standards. If County fails to give such notice within the fifteen-day period, the annexation shall be conclusively deemed consistent with all provisions of this article and The Standards.

2.3 If CITY adopts a resolution making the findings described in Section 2.2, then COUNTY may challenge such findings by appropriate court action filed within thirty (30) days of receipt of written notice of the adoption of CITYs resolution. The court shall independently review the evidence and determine whether the proposed annexation is consistent with the Standards.

As an alternative to a judicial challenge by the COUNTY, the parties may within the aforesaid thirty (30) day period mutually agree in writing to arbitrate their dispute through proceedings conducted in accordance with the rules established by the American Arbitration Association. The parties upon agreeing to arbitrate will proceed with arbitration in a timely manner. The arbitrator hearing the matter shall independently review the evidence and determine whether the proposed annexation is consistent with The Standards.

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Costs incurred by the prevailing party, either in court proceedings or the arbitration proceedings, shall be paid by the non-prevailing party. The parties agree that CITY shall not proceed to LAFCO with the proposed annexation until the dispute is finally resolved either by court or arbitration proceedings. If CITY attempts to proceed with such proposed annexation prior to the expiration of the period in which COUNTY may file its court action or agree to arbitrate, or prior to the final conclusion of such court or arbitration proceeding, then the property tax exchange provisions of Article III of this RESTATED MOU shall not apply to that proposed annexation.

Notwithstanding the foregoing, the CITY may proceed to LAFCO under this RESTATED MOU if court or arbitration proceedings are not completed within thirty (30) days after the filing thereof provided, however, that LAFCO in its resolution of approval, at the request of the CITY, conditions the completion of the annexation upon the Executive Officer's prior receipt of a certified copy of the document evidencing the finality of the aforesaid court or arbitration proceedings determining that the proposed annexation is consistent with Exhibit "1" attached hereto, or alternatively, receipt of a written stipulation of the CITY and COUNTY agreeing that a master property tax agreement still exists permitting the completion of such proposed annexation. If LAFCO declines to include the aforesaid condition, or CITY fails to timely request such condition, no property tax exchange agreement as required by section 99 of the Revenue and Taxation Code shall exist between CITY and COUNTY as to that proposed annexation. If CITY nevertheless attempts to proceed with the annexation, such action on the part of the CITY shall also be deemed good cause for the COUNTY at its option to terminate this RESTATED MOU.

2.4 For the purpose of promoting economic development and job creation, an Alternate Standard for Annexation for industrial or regional commercial uses is hereby created. In the place of The Standards set forth in Exhibit 1, the Alternate Standard for Annexation shall apply to and govern the review of annexation proposals for industrial or regional commercial uses. Annexation proposals for industrial/regional commercial uses shall include a conceptual development plan, as described herein. The conceptual development plan shall consist of the economic objectives to be achieved, the service and financing strategy and its schedule, and shall include a map of the proposed prezoning. The conceptual development plan's schedule shall include milestones for major project components, to measure the progress of the project. Due to the complexity of such projects the development schedule

for planning and implementation may reasonably require a period of from five to ten years. The annexation proposal shall be submitted to and reviewed by the COUNTY pursuant to Section 2.2. Annexation proposals that comply with the criteria of this Section 2.4 shall, be deemed to comply with Section 2.1. The annexation application to be submitted to LAFCO shall be considered complete upon adoption of the prezoning by the CITY. COUNTY and CITY agree to meet annually to review the progress toward the achievement of the economic development objectives and to identify ways to promote mutual economic development objectives. The proposed annexation made under this Alternate Standard for Annexation described in this Section 2.4 should not create islands and annexation boundaries must ultimately minimize creation of peninsulas, corridors, or other distortion of boundaries.

2.5 Section 2.4 shall be deemed suspended if CITY rezones an area that was annexed using the Alternate Standard for Annexation to a zone other than Industrial/Regional Commercial without COUNTYs consent.

ARTICLE III

EXCHANGE OF PROPERTY TAX REVENUES TO BE MADE UNDER SECTION 99 OF THE REVENUE AND TAXATION CODE

3.1 The property tax revenues collected in relation to annexations covered by the terms of this RESTATED MOU shall be apportioned between CITY and COUNTY as set forth in Sections 3.2 and 3.3 below. The parties acknowledge that, pursuant to Sections 54902, 54902.1 and 54903 of Government Code and Section 99 of the Revenue and Taxation Code, the distribution of such property tax revenues will not be effective until the revenues are collected in the tax year following the calendar year in which the statement of boundary changes and the map or plat is filed with the County Assessor and the State Department of Tax and Fee Administration.

3.2 In regards to the annexation of real properties which are not considered substantially developed at the time of annexation, COUNTY will retain all of its base property tax revenue upon annexation. The amount of the property tax increment for special districts whose services are assumed by CITY shall be combined with the property tax increment of the COUNTY, the sum of which shall be allocated between CITY and COUNTY pursuant to the following tax apportionment ratio:

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COUNTY: 63%

CITY: 37%

Effective July 1, 2022 these property tax-sharing ratios shall be as shown in Exhibit "2".

3.3 In regards to the annexation of real properties which are considered substantially developed at the time of annexation, property tax revenue (base plus increment) will be reallocated as follows: a detaching or dissolving district's property tax revenue (base plus increment) shall be combined with COUNTY's and the sum of which shall be allocated between CITY and COUNTY pursuant to the ratio set forth in Section 3.2.

ARTICLE IV

DEVELOPMENT WITHIN AND ADJACENT

TO CITY'S SPHERE OF INFLUENCE

AND COUNTY CAPITAL FACILITIES FEES

4.1 COUNTY shall not approve any discretionary development permits for new urban development within CITY's sphere of influence unless the development shall have first been referred to CITY for consideration of possible annexation. If CITY does not, within sixty (60) days of receipt of notice from COUNTY, adopt a resolution of application to initiate annexation proceedings before LAFCO, COUNTY may approve development permits for that new urban development. COUNTY's approval shall take into consideration CITY's general plan and be consistent with COUNTY's general plan policies, provided, that the development is orderly and does not result in the premature conversion of agricultural lands.

4.2 Within the CITY's sphere of influence, COUNTY shall require compliance with development standards that are comparable to CITY's and charge fees reflecting the increased administrative and implementing cost where such CITY standards are more stringent than COUNTY's. These requirements shall apply to discretionary development applications approved by COUNTY. For purposes of this Agreement, "discretionary development applications" shall mean General Plan Amendments, Rezoning, Tentative Tract Maps, Tentative Parcel Maps, Conditional Use Permits, Director Review and Approvals, and Variances.

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4.3 CITY development fees shall be charged for any discretionary development applications to be approved by the COUNTY within CITY's sphere of influence. To establish or amend CITY development fees, CITY shall conduct a public hearing and notify property owners in accordance with State Law. At the conclusion of that hearing, CITY shall adopt a resolution describing the type, amount, and purpose of CITY fees to be requested for COUNTY adoption.

4.4 CITY shall transmit the adopted resolution to the COUNTY for its adoption of the fees. CITY shall include a draft ordinance for COUNTY's adoption with appropriate supporting documentation or findings by the CITY demonstrating that the fees comply with the Mitigation Fee Act (Section 66000, and following, of the Government Code) and other applicable State Law requirements. CITY fees may also include CITY's and COUNTY's increased administrative costs and inspection charges, provided those costs similarly comply with the Mitigation Fee Act and other applicable State Law requirements.

4.5 COUNTY shall collect the applicable CITY development fees for infrastructure and facilities at the time of final map approval or issuance of building permits as established by the fee schedule. Or, COUNTY shall require the applicant to present a voucher issued by CITY evidencing the payment of the fees directly to CITY, or written confirmation by CITY that fees are inapplicable. If COUNTY imposes and collects fees on behalf of CITY, COUNTY shall transfer the fees to CITY at the earliest time legally permitted.

4.6 CITY shall give COUNTY at least thirty (30) days notice before implementing any new fees or an amendment to existing fees. Notwithstanding this Section 4.6, or any other provision of this MOU, CITY shall be solely responsible for determining the amount of the fees and setting them in accordance with law. This Section 4.6 shall not be construed as a representation by COUNTY as to the propriety of the fees or the procedures used in setting them.

4.7 CITY shall hold harmless, defend and indemnify the COUNTY from all claims, demands, litigation of any kind whatsoever arising from disputes relating to the fees, the enactment of or the collection of CITY development fees.

4.8 If COUNTY adopts capital facilities fees, CITY shall require that an applicant for any land use entitlement or permit within CITY shall pay all COUNTY, public facilities fees applicable to the entitlement or permit on behalf of the COUNTY. At the COUNTY's request, CITY shall either timely

impose and collect all such fees or shall require the applicant to present a voucher issued by COUNTY evidencing the payment of fees directly to COUNTY. If adopted by COUNTY, the fees are to mitigate the impact of development on required COUNTY facilities and services including, but not limited to, the criminal justice system, health, social services, parks, transportation and library. If CITY imposes and collects fees on behalf of COUNTY, CITY shall transfer the fees to COUNTY at the earliest time legally permissible to do so. COUNTY may impose new fees and amend existing fees from time to time in its sole discretion. COUNTY shall give CITY at least thirty (30) days' notice before implementing any new fees or an amendment to existing fees. Notwithstanding this Section 4.8, or any other provision of this RESTATED MOU, COUNTY shall be solely responsible for determining the amount of the fees and setting them in accordance with law. This Section 4.8 shall not be construed as a representation by CITY as to the propriety of the fees or the procedures used in setting them. If COUNTY imposes capital facilities fees and CITY collects capital facilities fees on behalf of COUNTY, this RESTATED MOU serves as a joint powers agreement under Chapter 5 of Division 7 of Title 1 (commencing with Section 6500) of the Government Code for the purpose of CITY's collection of capital facilities fees on behalf of COUNTY.

4.9 COUNTY shall hold harmless, defend and indemnify the CITY from all claims, demands, litigations of any kind whatsoever arising from disputes relating to the enactment or collection of COUNTY capital facilities fees.

4.10 COUNTY shall support urban unification and consolidation of urban services. To this end, COUNTY shall oppose the creation of new governmental entities within CITY's sphere of influence, except for such entities that may be necessary to address service requirements that cannot be addressed by annexation to CITY. CITY and COUNTY will support transition agreements with current service providers which recognize the primary role of cities as providers of urban services and where current service providers have participated in service master planning.

4.11 Within CITY's sphere of influence and for the two-mile area beyond that sphere of influence, COUNTY and CITY agree that, in the early stages of preparation of zone changes, circulation proposals and general plan amendments for new urban development, they shall consult and formally notify at the staff level in such fashion as to provide meaningful participation in the policy formulation process, and shall likewise consult on other policy changes which may have an impact on growth or the

provision of urban services. CITY shall also be given the opportunity to respond to COUNTY before the final document is prepared for presentation to COUNTY's Planning Commission. COUNTY agrees that it will solicit comments from CITY in the preparation of any Initial Study required by the California Environmental Quality Act undertaken within the area. If CITY determines such urban development may have a significant effect on the environment, the COUNTY shall require an Environmental Impact Report to be prepared if a fair argument can be made in support of the CITY's finding.

Notwithstanding anything to the contrary herein, because of state-mandated directives, including without limitation, the state Regional Housing Needs Allocation, COUNTY may consider approval of urban development in areas that are not currently planned for urban development, in order to meet its obligations under a state-mandate directive.

4.12 Any change in the CITY's sphere of influence proposed by either COUNTY or CITY which would modify the area depicted in Exhibit "3" requires the mutual consultation of both parties prior to submission to LAFCO.

ARTICLE V

IMPLEMENTATION OF SALES TAX REVENUE COLLECTION

5.1 Pursuant to the Bradley Burns Uniform Local Sales and Use Tax Law, Part 1.5, Division 2, of the Revenue and Taxation Code (commencing with Section 7200), CITY shall, concurrent with the execution of this RESTATED MOU, amend its local sales and use tax ordinance, as needed, to comply with the terms of this RESTATED MOU. The amendment of CITY's sales and use tax ordinance (hereinafter referred to as "Ordinance Amendment") described in this Section 5.1 shall be timely forwarded to the State Department of Tax and Fee Administration so that it will become operative as of the first July 1 following the CITY reaching the threshold forth in subsections 5.2.1 and 5.2.2 The Ordinance Amendment shall enable COUNTY, pursuant to its sales and use tax ordinance, to collect a portion of the sales and use tax revenues generated within the incorporated areas of CITY in accordance with the applicable rate set forth on Exhibit 4", attached hereto and incorporated by reference as if set forth fully at this point. The format of this amendment by CITY to its local sales and use tax ordinance shall likewise provide as a credit against the payment of taxes due under such ordinance, an amount

equal to any sales and use tax due to COUNTY.

5.2 Except as otherwise provided herein, CITY further agrees that the Ordinance Amendment shall likewise provide for the periodic reallocation of additional sales tax revenues generated within the incorporated areas of CITY in accordance with the schedule set forth on Exhibit "4". Each subsequent incremental adjustment shall go into effect at the commencement of the fiscal year indicated. These periodic adjustments shall enable COUNTY, pursuant to its sales and use tax ordinance, to collect that portion of the sales and use tax revenues generated within the incorporated areas of CITY equal to the applicable percentage as specified in Exhibit "4". These periodic adjustments shall automatically go into effect provided that:

5.2.1 CITY receives sales tax revenues per capita in an amount greater than fifty percent (50%) of the sales tax revenue per capita collected by all Fresno County cities when taken as a group during the most recent fiscal year for which State Department of Tax and Fee Administration information is available, then it hereby agrees to reallocated sales tax revenues with COUNTY beginning in fiscal year 2021-22 in accordance with the provisions of this article; and

5.2.2 CITY's annual sales tax revenue information is available for the State Department of Tax and Fee Administration allows City to reallocate sales tax revenue at the percentage designated in Exhibit "4" and still have a net increase in its remaining sales tax revenue when compared with the fiscal year immediately preceding the fiscal year described above. The periodic phase in of sales tax reallocation described herein shall be delayed from year-to-year if CITY falls below the sales tax reallocation threshold as identified in Section 5.2. In those years in which CITY does not meet the sales tax reallocation threshold, CITY's sharing proportion shall continue at the same rate as in the last year in which CITY met or exceeded the threshold. When, in a subsequent year, CITY again meets or exceeds the threshold, the sharing proportion of CITY shall be at the next higher sharing proportion shown on Exhibit "4", and the annual phase-in shall continue therefrom.

5.3 The Ordinance Amendment is intended to reduce CITY's sales tax rate from its then-existing level to a level which thereby enables COUNTY, pursuant to its sales tax ordinance, to continue

collecting those amounts set forth in the previous provisions of this article as well as the applicable percentages set forth on Exhibit "4". In addition, each periodic adjustment is intended by the parties to enable COUNTY to collect an amount equivalent to the applicable percentage specified in Exhibit "4".

5.4 Whenever CITY proposes an annexation of unincorporated territory which generates “substantial sales tax revenue” (as defined in this section 5.4 below) for COUNTY, CITY, agrees to further amend its local sales and use tax ordinance as set forth in this section. Notwithstanding the language of subsections 5.2.1 and 5.2.2, this additional amendment shall become operative no later than the commencement of the next calendar quarter following the date upon which such annexation is certified as complete by the Executive Officer of LAFCO. This additional amendment shall decrease CITY 's sales tax rate to yield an amount of substantial sales tax revenue being collected by COUNTY in the area to be annexed, thus enabling COUNTY to increase its sales tax rate by a corresponding percentage which shall continue to accrue to COUNTY throughout the term of this RESTATED MOU. Any such additional amendment made by CITY pursuant to this section shall be cumulative and likewise preserve intact any periodic adjustments previously implemented pursuant to this RESTATED MOU. Further, CITY agrees that it shall not split or separate areas into smaller annexations for the purpose of, or having the effect of, creating an annexation or annexations which, individually, do not generate substantial sales tax revenue, but which would generate such revenue if combined. For purposes of this article, the term "substantial sales tax revenue" shall be defined as sales tax revenue derived from taxable sales ·in the area annexed equal to at least:

5.4.1 If only information for less than one fiscal year exists, then $100,000 in taxable sales in the most recent quarter for which such information from the State Department of Tax and Fee Administration is available in writing or electronic or magnetic media, and projected to a full four quarters, at least
$400,000 in taxable sales.

5.4.2 If information for one or more years exists, then $400,000 in taxable sales in the most recent year for which such information from the State Department of Tax and Fee Administration is available in writing or electronic or magnetic media.

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5.5 If CITY fails to amend its sales tax ordinance as provided in section 5.1, or if the Ordinance Amendment fails to provide for the ·periodic reallocation of additional sales tax revenues as provided in section 5.2, the subsections therein, and Exhibit "4", or if CITY fails to further amend its sales tax ordinance upon the annexation of unincorporated territory which generates substantial sales tax revenue for COUNTY as provided in section 5.4, or if CITY splits or separates areas into smaller areas as prohibited by section 5.4, then this RESTATED MOU shall immediately terminate and, in particular, no master property tax exchange agreement under subdivision (d) of Section 99 of the Revenue and Taxation Code shall exist between CITY and COUNTY.

5.6 CITY and COUNTY further agree that the annual report of the State Department of Tax and Fee Administration and the Department of Finance Annual Population Estimates shall be used as the data source for the purpose of calculating the per capita sales tax revenue pursuant to this RESTATED MOU.

5.7 Application of the formula to be used in the allocation of revenues pursuant to section 5.2 is illustrated in Exhibit "5", attached hereto and incorporated by reference herein as if set forth fully at this point.

ARTICLE VI

COUNTY AND CITY ASSURANCES ON USE OF REVENUE

6.1 COUNTY recognizes that certain revenue reallocated to it by this RESTATED MOU would otherwise have been appropriated by CITY to meet demands for services. In light therefore, COUNTY agrees to use such new revenue in order to maintain levels of COUNTY services that are supportive of CITY services, unless the Federal or state governments materially reduce the level of funding for such services. Examples of such COUNTY services include, but are not limited to, the criminal justice system, public health, and other similar services.

6.2 CITY agrees to continue enforcement of laws which result in the collection of fines and forfeitures.

ARTICLE VII

COOPERATIVE EFFORTS AT LEGISLATIVE REFORM

7.1 CITY and COUNTY agree to work jointly for state legislation and appropriations that would

improve the fiscal condition of both CITY and COUNTY.

ARTICLE VIII

GENERAL PROVISIONS

8.1 Term of MOU

This RESTATED MOU shall commence as of the date of execution by COUNTY and CITY and shall remain in effect for a period of fifteen (15) years, unless terminated prior to that time by mutual agreement of the parties or as otherwise provided by the RESTATED MOU.

In addition, should all or any portion of this RESTATED MOU be declared invalid or inoperative by a court of competent jurisdiction, or should any party to this RESTATED MOU fail to perform any of its obligations hereunder, or should any party to this RESTATED MOU take-any action to frustrate the intentions of the parties as expressed in this RESTATED MOU, then in such event, this entire RESTATED MOU, as well as any ancillary documents entered into by the parties in order to fulfill the intent of this RESTATED MOU, shall immediately be of no force and effect and, in particular, no property tax exchange agreement, as required by Section 99 of the Revenue and Taxation Code, shall exist between the CITY and COUNTY as to unincorporated property.

8.2 Geographic Application of RESTATED MOU

This RESTATED MOU shall apply only to the area identified as the City of Reedley's Sphere of Influence and the Future Growth Area as depicted in Exhibit 3. This RESTATED MOU shall not apply to any sphere of influence beyond the area depicted in Exhibit 3 unless and until the parties mutually agree to amend this RESTATED MOU.

8.3 Termination Due to Changes in Law

The purpose of this RESTATED MOU is to alleviate in part the revenue shortfall experienced by COUNTY which may result from CITY's annexation of revenue-producing or potentially revenue-producing properties located within the unincorporated area of COUNTY. The purpose of this RESTATED MOU is also to enable CITY to proceed with territorial expansion and economic growth consistent with the terms of existing law as mutually understood by the parties as well as to maximize each party's ability to deliver essential governmental services. In entering into this RESTATED MOU, the parties mutually assume the continuation of the existing statutory scheme for the distribution of available tax revenues to

local government and that assumption is a basic tenet of this RESTATED MOU. Accordingly, it is mutually understood and agreed that this RESTATED MOU may, by mutual agreement be terminated should changes occur in statutory law, court decisions or state administrative interpretations which negate the basic tenets of this RESTATED MOU.

8.4 Modification

This RESTATED MOU and all of the covenants and conditions set forth herein may be modified or amended only by a writing duly authorized and executed by COUNTY and CITY.

8.5 Enforcement

COUNTY and CITY each acknowledge that this instrument cannot bind or limit themselves or each other or their future governing bodies in the exercise of their discretionary legislative power. However, each binds itself that it will insofar as is legally possible fully carry out the intent and purposes hereof, if necessary by administrative action independent of ordinances, and that this RESTATED MOU may be enforced by injunction to the extent allowed by law.

8.6 Entire Agreement and Supersession

With respect to the subject matter hereof, this RESTATED MOU supersedes any and all previous negotiations, proposals, commitments, writings, and understandings of any nature whatsoever between COUNTY and CITY except as otherwise provided herein.

8.7 Notice

All notices, requests, certifications or other correspondence required to be provided by the parties to this RESTATED MOU shall be in writing and shall be delivered by first class mail or an equal or better form of delivery to the respective parties at the following addresses:

COUNTY	**CITY**
County Administrative Officer	City Manager
County of Fresno	City of Reedley
Hall of Records, Room 300	City Hall
2281 Tulare Street	1717 9th Street
Fresno, CA 93721	Reedley, CA 93630

8.8 Renegotiation

If COUNTY enters into an agreement or memorandum of understanding, which includes a master property tax exchange agreement under subdivision (d) of Section 99 of the Revenue and Taxation Code,

with another city that has terms and conditions more favorable in the aggregate to that city than those terms and conditions contained herein, COUNTY agrees that it will negotiate such terms and conditions upon written request from CITY, with the intent of offering that more favorable agreement. Negotiations shall conclude thirty (30) days from the date of receipt of notice by COUNTY and, if agreement is tentatively reached during that period, the legislative bodies of the parties shall approve any such amendment within thirty (30) days following the date of the tentative agreement. COUNTY and CITY are not required to reach agreement.

8.9 Notice of Breach

Prior to this RESTATED MOU being terminated as expressly provided in Sections 5.5, 6.2.2 and 9.1, COUNTY shall provide notice to CITY of such breach, and CITY shall comply with the terms and conditions of this RESTATED MOU within thirty (30) days of receipt of notice. If CITY fails to timely comply this RESTATED MOU shall terminate as provided herein. During the thirty (30) day notice period and until CITY certifies in writing that they are in compliance and COUNTY agrees in writing, no property tax exchange agreement, as required by Section 99 of the Revenue and Taxation Code, shall exist between COUNTY and CITY with respect to any pending annexations.

In like manner the CITY and AGENCY shall give COUNTY thirty (30) days written notice and opportunity to cure any alleged breach of the RESTATED MOU on the part of the COUNTY.

8.10 No Waiver of Government Claims Act

For all claims arising from or related to this RESTATED MOU, nothing in this RESTATED MOU establishes, waives, or modifies any claims presentation requirements or procedures provided by law, including the Government Claims Act (Division 3.6 of Title 1 of the Government Code, beginning with section 810).

8.11 Governing Law and Venue

This RESTATED MOU shall be administered and interpreted under the laws of the State of California. Jurisdiction of litigation arising from this RESTATED MOU shall only be in California. Any action brought to interpret or enforce this RESTATED MOU, or any of the terms or conditions hereof, shall be brought and maintained in the Fresno County Superior Court.

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8.12 Authorization to Execute

COUNTY and CITY each represent and warrant that the individuals signing this RESTATED MOU are duly authorized to do so by their respective legislative bodies and that their signatures on this RESTATED MOU legally bind COUNTY and CITY to the terms of this RESTATED MOU.

8.13 Counterparts

This RESTATED MOU may be signed in counterparts, each of which is an original, and all of which together constitute this RESTATED MOU.

(Signature page follows.)

IN WITNESS WHEREOF, the parties hereto have executed this RESTATED MOU in the County of Fresno, State of California, on the last date set forth below.

County of Fresno, a Political Subdivision of the State of California (COUNTY)

By: _____

Steve Brandau, Chairman of the Board of Supervisors of the County of Fresno

Date: September 7, 2021

Attest:
Bernice E. Seidel
Clerk of the Board of Supervisors
County of Fresno, State of California

By: _____
Deputy

City of Reedley, a Municipal Corporation of the State of California (CITY)

By: Mary Fast

Mary Fast, Mayor, City of Reedley

Date: August 10, 2021

Attest:

Ruthie Greenwood
City Clerk

By: _____
Ruthie Greenwood, City Clerk
City of Reedley

Nicole R. Zieba, City Manager

By: _____
Nicole R. Zieba, City Manager
City of Reedley

Approved as to Legal Form
City Attorney, City of Reedley

By: _____
Scott G. Cross, City Attorney
City of Reedley

EXHIBIT 1
STANDARDS FOR ANNEXATION

- The proposal must be consistent with the adopted sphere of Influence of the city and not conflict with the goals and policies of the Cortese-Knox-Hertzberg Act.

- The proposal must be consistent with city general and specific plans, including adopted goals and policies.

- Pursuant to CEQA, the proposal must mitigate any significant adverse effect on continuing agricultural operations on adjacent properties, to the extent reasonable and consistent with the applicable general and specific plan.

- A proposal for annexation is acceptable if one of the following conditions exist:

  1. There is existing substantial development provided the City confines its area requested to that area needed to include the substantial development and create logical boundaries.

  2. Development exists that requires urban services which can be provided by the City.

  3. If no development requiring urban services exists, at least 25% of the area proposed for annexation has:

     a) Approved tentative subdivision map (single-family residential)
     b) Approved site plan (for other uses including multi-family)

  4. The annexation is to fulfill the city's Regional Housing Needs Allocation (RHNA) obligation which otherwise cannot be accommodated on lands currently within the city's incorporated boundary.

5. The annexation includes the full width of road right-of-way along the annexation boundary and does not result in the creation of bypassed segments of existing road rights-of-way.

- The proposal would not create islands. Boundaries must ultimately minimize creation of peninsulas and corridors, or other distortion of boundaries.

For any of the following circumstances listed below, a proposal for annexation is presumed to comply with all standards for annexation:

- The request for annexation is by a city for annexation of its own publicly-owned property for public use.

- The request for annexation is by a city in order to facilitate construction of public improvements or public facilities which otherwise could not be constructed.

- The request for annexation is to remove an unincorporated island, substantially surrounded area, or otherwise address existing peninsulas and/or irregular boundaries.

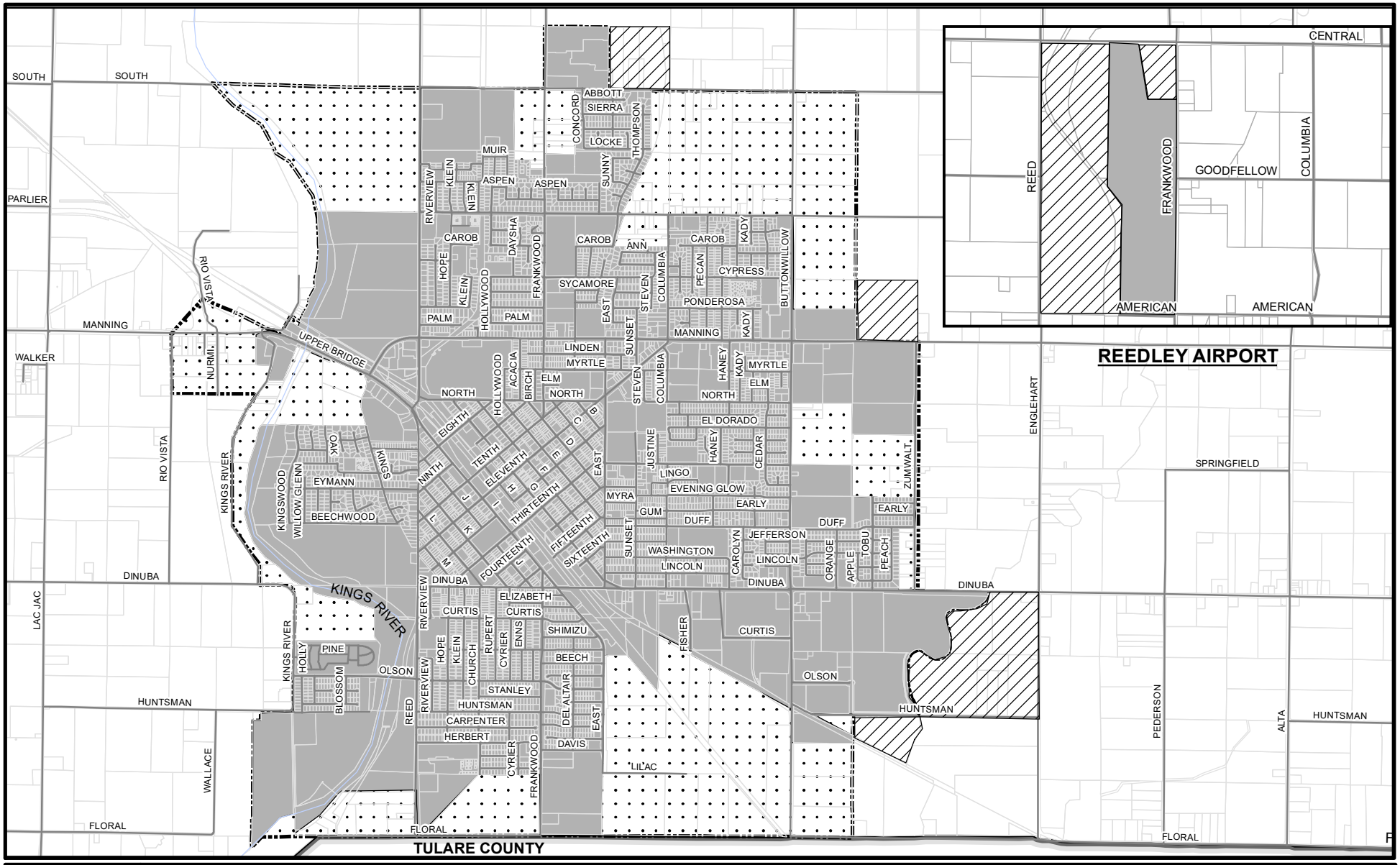
- The annexation is intended to mitigate or otherwise comply with standards/conditions required by another agency with respect to another development annexation.

EXHIBIT 2

Effective July 1, 2021, the property tax sharing ratios shall be as follows:

County	City	Effective Date
63.0%	37.0%	July 1, 2022
63.0%	37.0%	July 1, 2023
63.0%	37.0%	July 1, 2024
63.0%	37.0%	July 1, 2025
63.0%	37.0%	July 1, 2026
63.0%	37.0%	July 1, 2027
63.0%	37.0%	July 1, 2028
63.0%	37.0%	July 1, 2029
63.0%	37.0%	July 1, 2030
63.0%	37.0%	July 1, 2031
63.0%	37.0%	July 1, 2032
63.0%	37.0%	July 1, 2033
63.0%	37.0%	July 1, 2034
63.0%	37.0%	July 1, 2035
63.0%	37.0%	July 1, 2036

EXHIBIT 3



CITY OF REEDLEY

Reedley City Limits

City of Reedley Sphere of Influence

Future Growth Area 413.31 Acres

Department of Public Works and Planning
Development Services Division

Prepared by: GSAMANO
G:\4360Devs&Pln\GIS\Maps\Specific

N W E S

0 0.175 0.35 0.7 1.05 1.4 Miles

EXHIBIT 4

Effective July 1, 2021, the Sales Tax Revenue Sharing Proportion shall be as follows:

YEAR	CITY
1	5%
2	5%
3	5%
4	5%
5	5%
6	5%
7	5%
8	5%
9	5%
10	5%
11	5%
12	5%
13	5%
14	5%
15	5%

Table 1: Sales Tax Revenue Allocation Application FY 2018-19 Data

City	Sales Tax Revenue 2017 - 2018	Population January 1, 2018	Per Capita Tax Revenue 2017 - 2018	Sales Tax Revenue 2018 - 2019	Population January 1, 2019	Per Capita Tax Revenue 2018 - 2019	Meets 50% Criteria 2017 - 2018	Meets 50% Criteria 2018 - 2019	Growth over 1/2%	Sales Tax Revenue Growth
	A	B	C	D	E	F	G	F	I	J
Clovis	$ 20,088,192	113,501	$ 176.99	$ 21,398,962	116,609	$ 183.51	A	A	Yes	6.53%
Coalinga	$ 795,842	16,516	$ 48.19	$ 946,569	16,944	$ 55.86	B	B	Yes	18.94%
Firebaugh	$ 887,447	7,893	$ 112.43	$ 825,341	7,980	$ 103.43	A	A	No	-7.00%
Fowler	$ 1,290,773	6,161	$ 209.51	$ 1,415,099	6,220	$ 227.51	A	A	Yes	9.63%
Fresno	$ 86,000,524	536,593	$ 160.27	$ 91,798,987	542,012	$ 169.37	A	A	Yes	6.74%
Huron	$ 174,745	7,281	$ 24.00	$ 182,158	7,302	$ 24.95	B	B	Yes	4.24%
Kerman	$ 1,913,749	15,335	$ 124.80	$ 1,981,109	15,767	$ 125.65	A	A	Yes	3.52%
Kingsburg	$ 975,836	12,397	$ 78.72	$ 1,141,664	12,551	$ 90.96	A	A	Yes	16.99%
Mendota	$ 611,472	12,201	$ 50.12	$ 674,507	12,278	$ 54.94	B	B	Yes	10.31%
Orange Cove	$ 176,743	9,443	$ 18.72	$ 225,323	9,460	$ 23.82	B	B	Yes	27.49%
Parlier	$ 424,544	15,460	$ 27.46	$ 444,697	15,658	$ 28.40	B	B	Yes	4.75%
Reedley	$ 1,687,854	25,797	$ 65.43	$ 1,755,297	25,873	$ 67.84	B	B	Yes	4.00%
Sanger	$ 2,320,636	26,418	$ 87.84	$ 2,325,388	27,005	$ 86.11	A	A	No	0.20%
San Joaquin	$ 185,302	4,124	$ 44.93	$ 252,989	4,144	$ 61.05	B	B	Yes	36.53%
Selma	$ 5,515,388	24,327	$ 226.72	$ 6,482,913	24,402	$ 265.67	A	A	Yes	17.54%
Sales Tax Revenue										
Total All Cities	$ 123,049,047	833,447		$ 131,851,003	844,205					
Per Capita All Cities			$ 147.64			$ 156.18				
50% Minimum			$ 73.82			$ 78.09				
Unincorporated Population		170,813			170,990					
Total County Population										

Sales Tax Revenues: Columns A & D, Source: State Board of Equalization Annual Report Statistical Apendix; Fiscal Year Data Available in January of Next Calender Year

Population Data: Columns B & E, Source: Source State Department of Finance January 1, Population Estimates; Available in May of that Calender Year

Per Capita Sales Tax All Cities (FY 2017-18) Sum Collumns A & B. Then divide the column A summed total by the column B summed total. The Result is listed in Column C as "Per Capita Cities"

Per Capita Sales Tax All Cities (FY 2018-19) Sum Collumns D & E. Then divide the column D summed total by the column E summed total. The Result is listed in Column F as "Per Capita Cities"

50% Minimum Criteria: The Pervious Calculations divided by 2. Then a comparison of this number with the numbers in collumns C & F is made. Results are reflected in columns G & H . "A" means above, "B" Below the Criteria.

Sales Tax Revenue Growth: Column J; Compute percentage growth of Sales Tax Revenue: Change in Sales Tax Revenue in Column D compared to Column A.

Growth Criteria: If the Sales Tax Revenues of the city grew by at least 1/2%, the results are reflected in column I with a "YES"

EXHIBIT 5

REEDLEY CITY COUNCIL

- [ ] Consent
- [x] Regular Item
- [ ] Workshop
- [ ] Closed Session
- [ ] Public Hearing

ITEM NO: 14

DATE: August 10, 2021

TITLE: APPROVE THE AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN THE COUNTY OF FRESNO AND THE CITY OF REEDLEY, COMMONLY REFFERED TO AS THE "ANNEXATION AND TAX SHARING AGREEMENT"

SUBMITTED: Nicole R. Zieba
City Manager

RECOMMENDATION

That the City Council approve the amended Memorandum of Understanding (MOU) regarding annexation and tax sharing with Fresno County.

BACKGROUND

The County of Fresno has comprehensive Agreements covering annexations, development, tax sharing, and other matters with all cities within its jurisdiction. These Agreements outline necessary provisions to comply with the Cortese-Knox Local Government Reorganization Act, State Revenue and Taxation Code, County General Plan, and other State and local laws and regulations. The City of Reedley last entered into a comprehensive MOU with Fresno County in 2006, with a subsequent amendment negotiated in 2017. The 2006 MOU is set to expire in October, 2021.

The Amended and Restated MOU removes all references to the Reedley Redevelopment Agency and provisions related to Redevelopment law. It maintains all pertinent provisions, including provisions that the County and City negotiated and approved in 2017, allowing for less onerous annexations which is of benefit to the City. All tax sharing formulas remain the same. The Amended and Restated MOU has a 15-year term, which will expire in 2036. Also included is the identification of "future growth areas," which are mutually agreed upon areas of potential Sphere of Influence (SOI) expansion and annexation anticipated over the MOU period, as required by LAFCo.

FISCAL IMPACT

The tax sharing percentages and allocations remain the same in this Agreement as the current Agreement. For property annexed from the County into the City, the County receives 100% of the base property tax revenue that it was receiving prior to the annexation of the property and receives 63% of any additional increment, or revenue increase, once development of the property takes place. The City receives 37% of any additional increment generated. For property that generates sales tax, there is a complex formula that provides for a sharing of the revenue between the County and City.

ATTACHMENT

Amended and Restated Memorandum of Understanding

MID-VALLEY TIMES

1130 G STREET, REEDLEY, CA 93654
TELEPHONE (559) 638-2244 / FAX (559) 638-5021

CITY OF REEDLEY

1733 9TH STREET

REEDLEY, CA 93654

SUPERIOR COURT OF THE STATE OF CALIFORNIA, COUNTY OF FRESNO

EAN 2022-13

Case Number _____

DECLARATION OF PUBLICATION
(2015.5 C.C.P)

Declaration of Publication

STATE OF CALIFORNIA
County of Fresno

Declarant says:
That at times herein mentioned is and was a citizen of the United States, over the age of twenty-one years, and not a party to nor interested in the within matter; that declarant is, now and was at all times herein mentioned, the Principal Clerk of the Printer of MID-VALLEY TIMES, a newspaper of general circulation (under Government Code Section 6024) by the Superior Court of the County of Fresno, State of California, under the date of June 19, 2019, by said Superior Court Case Number 19CEG01981; that the instrument of which the annexed is a printed copy; has been published in each regular and like issue of said newspaper (and not any supplement thereof on the following dates, to wit:

I declare under penalty of purjury that the foregoing is true and correct.

3/14/24

EXECUTED ON MARCH 14, 2024 at Reedley, California.

Kaui Ocon

Declarant

Para español por favor comuníquese con Yuziry Sanchez al (559) 637-4200 x 289

CITY OF REEDLEY COMMUNITY DEVELOPMENT DEPARTMENT

NOTICE OF PUBLIC HEARING

Environmental Assessment No. 2022-13, Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Ordinance No. 2024-004 (Rezone Application No. 2022-03), Site Plan Review Application No. 2022-19, and Tentative Subdivision Map No. 6428

On March 7, 2024, the Reedley Planning Commission unanimously recommended that the City Council approve Environmental Assessment No. 2022-13, Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03 (Ordinance No. 2024-004), Site Plan Review Application No. 2022-19, and Tentative Subdivision Map No. 6428, all described below.

NOTICE IS HEREBY GIVEN that in accordance with Sections 65090 and 65091 (Planning and Zoning Law) of the Government Code; and, pursuant to the procedures of Title 10 of the Reedley Municipal Code, the Reedley City Council will conduct a public hearing to consider the following:

1. Environmental Assessment No. 2022-13, pertains to adopting the Mitigated Negative Declaration, dated January 29, 2024, Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03 (Ordinance No. 2024-004), Site Plan Review Application No. 2022-19, and Tentative Subdivision Map No. 6428.

2. Sphere of Influence (SOI) Application No. 2022-01, pertains to the addition of approximately 42.52 gross acres into the City of Reedley's SOI. The subject property consists of one parcel (APN 370-240-11) and is located east of Traver Channel, which runs north-south between Buttonwillow Avenue and South Englehart Avenue, north of East Huntsman Avenue, west of agricultural land, west of South Englehart Avenue, and south of the Reedley Sports Park. The subject property is adjacent to the existing City of Reedley City SOI limit along the site boundary with Traver Channel.

3. Annexation Application No. 2022-01, pertains to the annexation of approximately 42.52 acres into the City of Reedley and detachment from the Fresno County Fire Protection District and the Kings River Conservation District. The annexation area consists of one parcel (APN 370-240-11). The annexation area is located east of Traver Channel, which runs north-south between Buttonwillow Avenue and South Englehart Avenue, north of East Huntsman Avenue, west of agricultural land, west of South Englehart Avenue, and south of the Reedley Sports Park. The proposed annexation is adjacent to the existing City of Reedley City Limits along the boundary with Traver Channel. The proposed annexation will be annexed into the City of Reedley's adopted Sphere of Influence, and the subject property has a Light Industrial Land Use Designation pursuant to the City of Reedley 2030 General Plan. The proposed project does not conflict with the goals and policies of the Cortese-Knox-Hertzberg Act to promote the planned, orderly, efficient development of an area.

4. Ordinance No. 2024-004 (Re-zone Application No. 2022-03), pertains to the re-zoning of approximately 42.52 acres in preparation for annexation consistent with the Reedley 2030 General Plan. The subject property is currently zoned AE 20 (Exclusive Agricultural) under the Fresno County zoning designation and is proposed to be pre-zoned to the ML (Light Industrial) zone district under the City of Reedley zoning designation.

5. Site Plan Review Application No. 2022-19, pertains to the development of approximately 42.52 acres of industrial designated land (APN 370-240-11), consisting of 26 separate parcels. The proposed project would develop 19 parcels with office/warehouse buildings totaling 197,000 square feet and surface parking lots that would provide shared access to 410 parking spaces to serve those buildings. Proposed uses identified in the site plan include office/warehouse uses. The remaining 7 parcels would be designated for industrial uses but left vacant under this application.

6. Tentative Subdivision Map (TSM) No. 6428, pertains to the subdivision of land and proposed street dedications/improvements to accommodate for the above referenced uses. The proposed project would include 19 lots for office/warehouse uses ranging from .58 acre to 1.87 acre and 7 lots for industrial uses ranging from 1.62 acre to 2.63 acres as well as the dedication at least 3 new internal streets.

REEDLEY CITY COUNCIL

Date: Tuesday, April 9, 2024
Time: 7:00 p.m., or thereafter
Place: City Hall Council Chambers
845 "G" Street, Reedley, CA 93654

Additional information on the proposed application, including the environmental assessment, is available for public review and may be obtained from the Community Development Department, 1733 Ninth Street, Reedley, California 93654. Please contact Rodney Horton, Community Development Director, at (559) 637-4200, ext. 286, or by email at rodney.horton@reedley.ca.gov for more information.

NOTE: Government Code Section 65091 (Planning and Zoning Law) requires that this notice be sent to owners of property within 300 feet of the subject property. The City of Reedley, Community Development Department has mailed this notice to the property owners within 350 feet of the project.

The City Council Meeting Agenda will be available for review on the City of Reedley's website at http://www.reedley.com/ at least 72 hours in advance of the meeting.

Any interested person may appear at the public hearing and present testimony, or speak in favor or against the project. If you challenge the above applications in court, you may be limited to raising only those issues, you, or someone else, raised at the public hearing described in this notice, or in written correspondence delivered to the Reedley City Council prior to the public hearing.

Members of the public who wish to provide written comments are encouraged to submit their comments to the City Clerk at ruthie.greenwood@reedley.ca.gov by the close of business one day prior to the start of the meeting to ensure that the comments will be available to the City Council. Please indicate the agenda item number

to which the comment pertains. Written comments that do not specify a particular agenda item will be marked for the general public comment portion of the meeting. A copy of any written comment will be provided to the City Council at the meeting. Please note that written comments received will not be read aloud during the meeting, but will be included with the meeting minutes.

The meeting will be held in person and may be observed remotely via Zoom or at: http://www.reedley.com/livestream.php.

Assessor's Parcel Number: 370-240-11

Published Date: March 14, 2024

MVT 3/14/24

216-11

City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200
https://reedley.ca.gov

COMMUNITY DEVELOPMENT DEPARTMENT

Proof of Service by Mail
(required as per Reedley Municipal Code

SUBJECT: Notice of Public Hearing (City Council): for Environmental Assessment No. 2022-13, Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03 (Ordinance No. 2024-004), Site Plan Review Application No. 2022-19, and Tentative Subdivision Map No. 6428

STATE OF CALIFORNIA)
COUNTY OF FRESNO)
CITY OF REEDLEY)

I am an employee of the City of Reedley.

On March 11, 2024, I served the attached notice pursuant to Reedley Municipal Code on the persons named thereon or attached thereto by placing a true copy thereof with postage thereon fully prepaid in the United States mail.

I declare, under penalty or perjury, that the foregoing is true and correct.

Executed on March 11, 2024, at City of Reedley
Community Development Department
1733 Ninth Street
Reedley, California 93654.

Attachments: 1. Notice of Public Hearing
2. List of Addresses
3. Vicinity Map

Yuziry Sanchez
Signature

Para español por favor comuníquese con Yuziry Sanchez al (559) 637-4200 x 289

CITY OF REEDLEY
COMMUNITY DEVELOPMENT DEPARTMENT

NOTICE OF PUBLIC HEARING

Environmental Assessment No. 2022-13, Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Ordinance No. 2024-004 (Rezone Application No. 2022-03), Site Plan Review Application No. 2022-19, and Tentative Subdivision Map No. 6428

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1. **Environmental Assessment No. 2022-13**, pertains to adopting the Mitigated Negative Declaration, dated January 29, 2024, Sphere of Influence Expansion Application No. 2022-01, Annexation Application No. 2022-01, Rezone Application No. 2022-03 (Ordinance No. 2024-004), Site Plan Review Application No. 2022-19, and Tentative Subdivision Map No. 6428.
2. **Sphere of Influence (SOI) Application No. 2022-01,** pertains to the addition of approximately 42.52 gross acres into the City of Reedley's SOI. The subject property consists of one parcel (APN 370-240-11) and is located east of Traver Channel, which runs north-south between Buttonwillow Avenue and South Englehart Avenue, north of East Huntsman Avenue, west of agricultural land, west of South Englehart Avenue, and south of the Reedley Sports Park. The subject property is adjacent to the existing City of Reedley City SOI limit along the site boundary with Traver Channel.
3. **Annexation Application No. 2022-01**, pertains to the annexation of approximately 42.52 acres into the City of Reedley and detachment from the Fresno County Fire Protection District and the Kings River Conservation District. The annexation area consists of one parcel (APN 370-240-11). The annexation area is located east of Traver Channel, which runs north-south between Buttonwillow Avenue and South Englehart Avenue, north of East Huntsman Avenue, west of agricultural land, west of South Englehart Avenue, and south of the Reedley Sports Park. The proposed annexation is adjacent to the existing City of Reedley City Limits along the boundary with Traver Channel. The proposed annexation will be annexed into the City of Reedley's adopted Sphere of Influence, and the subject property has a Light Industrial Land Use Designation pursuant to the City of Reedley 2030 General Plan. The proposed project does not conflict with the goals and policies of the Cortese-Knox-Hertzberg Act to promote the planned, orderly, efficient development of an area.
4. **Ordinance No. 2024-004 (Re-zone Application No. 2022-03)**, pertains to the re-zoning of approximately 42.52 acres in preparation for annexation consistent with the Reedley 2030 General Plan. The subject property is currently zoned AE 20 (*Exclusive Agricultural*) under the Fresno County zoning designation and is proposed to be pre-zoned to the ML (*Light Industrial*) zone district under the City of Reedley zoning designation.
5. **Site Plan Review Application No. 2022-19**, pertains to the development of approximately 42.52 acres of industrial designated land (APN 370-240-11), consisting of 26 separate parcels. The proposed project would develop 19 parcels with office/warehouse buildings totaling 197,000 square feet and surface parking lots that would provide shared access to 410 parking spaces to serve those buildings. Proposed uses identified in the site plan include office/warehouse uses. The remaining 7 parcels would be designated for industrial uses but left vacant under this application.
6. **Tentative Subdivision Map (TSM) No. 6428**, pertains to the subdivision of land and proposed street dedications/improvements to accommodate for the above referenced uses. The proposed project would include 19 lots for office/warehouse uses ranging from .58 acre to 1.87 acre and 7 lots for industrial uses ranging from 1.62 acre to 2.63 acres as well as the dedication at least 3 new internal streets.

REEDLEY CITY COUNCIL
Date: Tuesday, April 9, 2024
Time: 7:00 p.m., or thereafter
Place: City Hall Council Chambers
845 "G" Street, Reedley, CA 93654

Additional information on the proposed application, including the environmental assessment, is available for public review and may be obtained from the Community Development Department, 1733 Ninth Street, Reedley, California 93654. Please contact Rodney Horton, Community Development Director, at (559) 637-4200, ext. 286, or by email at rodney.horton@reedley.ca.gov for more information.

NOTE: Government Code Section 65091 (Planning and Zoning Law) requires that this notice be sent to owners of property within 300 feet of the subject property. The City of Reedley, Community Development Department has mailed this notice to the property owners within 350 feet of the project.

The City Council Meeting Agenda will be available for review on the City of Reedley's website at http://www.reedley.com/ at least 72 hours in advance of the meeting.

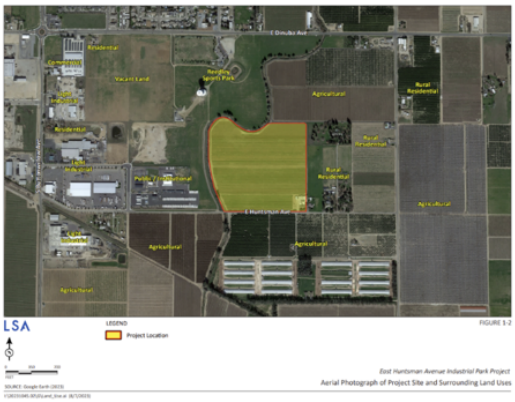
Any interested person may appear at the public hearing and present testimony, or speak in favor or against the project. If you challenge the above applications in court, you may be limited to raising only those issues, you, or someone else, raised at the public hearing described in this notice, or in written correspondence delivered to the Reedley City Council prior to the public hearing.

Members of the public who wish to provide written comments are encouraged to submit their comments to the City Clerk at ruthie.greenwood@reedley.ca.gov by the close of business one day prior to the start of the meeting to ensure that the comments will be available to the City Council. Please indicate the agenda item number to which the comment pertains. Written comments that do not specify a particular agenda item will be marked for the general public comment portion of the meeting. A copy of any written comment will be provided to the City Council at the meeting. Please note that written comments received will not be read aloud during the meeting, but will be included with the meeting minutes.

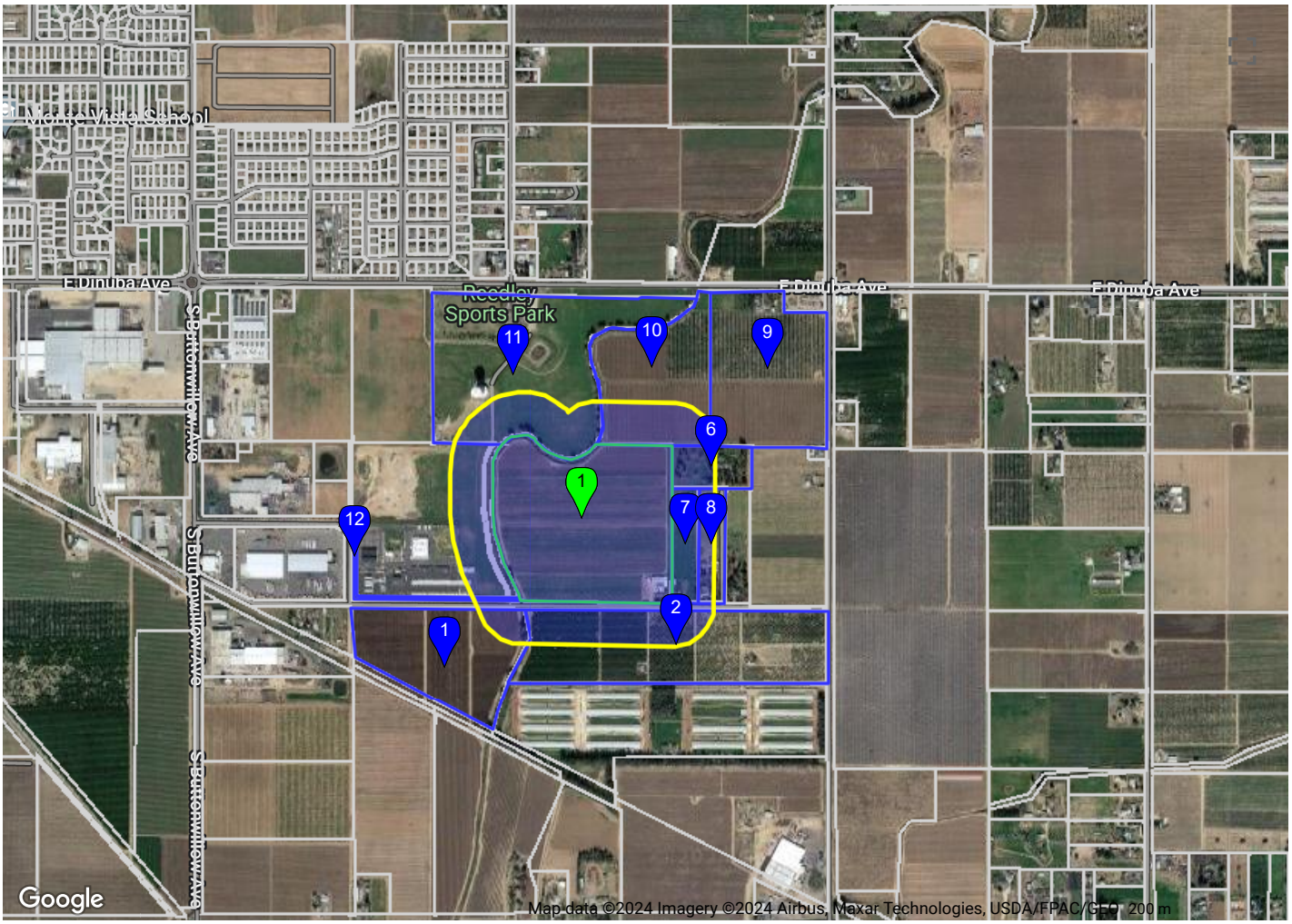
The meeting will be held in person and may be observed remotely via Zoom or at: http://www.reedley.com/livestream.php.

Assessor's Parcel Number: 370-240-11

Vicinity Map



PARCELQUEST



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PARCELQUEST
LIST 0
DETAIL

		APN	Lot Acres	Lot SqFt	Owner	S Street Address	Year Built	Census Tract
☑	1	370-240-11	42.520	1,852,171	TAC LLC	20349 E HUNTSMAN AVE	1995	63.01/1

PARCELQUEST
LIST 0
DETAIL

		APN	Lot Acres	Lot SqFt	Owner	S Street Address	Year Built	Census Tract
☑	1	370-020-11	24.130	1,051,102	FORREST MICHAEL & TERRI HOWARD TRS			63.01/1
☑	2	370-020-75	36.750	1,600,830	BOG FARMS III LP			67.00/3
☑	3	370-240-11	42.520	1,852,171	TAC LLC	20349 E HUNTSMAN AVE	1995	63.01/1
☑	6	370-240-34S	5.000	217,800	TOMAJAN RICHARD B & KAREN L TRS	20802 E HUNTSMAN AVE	1983	63.01/1
☑	7	370-240-35S	4.820	209,959	VALENZUELA MARTIN H & JOSEPHINE M TRS	20736 E HUNTSMAN AVE	1958	63.01/1
☑	8	370-240-37	4.818	209,880	UYEDA RACHEL ANN TRS	20784 E HUNTSMAN AVE	1985	63.01/1
☑	9	370-240-38	26.530	1,155,646	HIRATA ARTHUR TRS	20894 E DINUBA AVE	1922	63.01/1
☑	10	370-240-39	22.070	961,369	HIRATA ARTHUR TRS			63.01/1
☑	11	370-240-60T	45.520	1,982,851	REEDLEY CITY OF			63.01/1
☑	12	370-240-61T	1.220	53,143	CITY REEDLEY			63.01/1

MICHAEL & TERRI HOWARD
FORREST
P O BOX 271
REEDLEY CA 93654

BOG FARMS III LP
11368 N SANDHAVEN
FRESNO CA 93730

TAC LLC
221 CHANTECLER DR
FREMONT CA 94539

RICHARD B & KAREN L
TOMAJAN
P O BOX 672
REEDLEY CA 93654

MARTIN H & JOSEPHINE M
VALENZUELA
2482 IVORY
OXNARD CA 93036

RACHEL ANN UYEDA
20784 E HUNTSMAN
REEDLEY CA 93654

ARTHUR HIRATA
1880 N DEL ALTAIR
REEDLEY CA 93654

ARTHUR HIRATA
1880 N DEL ALTAIR
REEDLEY CA 93654

REEDLEY CITY OF

CITY REEDLEY