

**APPENDIX A:
TRAFFIC ANALYSIS**

2040 Ranking of Intersections

HRBC Study Intersection Short List Alternative A

Figure Intersection	LOS Rank	Intersection	Control Type							VDOT Programmatic Agreement ¹		
				Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)	
14	1	Settlers Landing Rd. at I-64 NB On Ramp	Signalized	79.0	E	2,805	26,800	69		Yes		
15	2	I-64 SB Ramps at S Mallory St.	Signalized	63.4	E	1,175	8,400	79		Yes		
46	3	Ocean View Ave at Fourth View Street	Signalized**	47.8	D	2,222	25,330	78		Yes		

Figure Intersection	Peak AM/PM Rank	Intersection	Control Type							VDOT Programmatic Agreement ¹		
				Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)	
11	1	LaSalle Avenue at Armistead Avenue	Signalized	26.9	C	3,970	34,000	64		Yes		
10	2	VA-134 at I-64 WB On Ramp	Signalized	23.9	C	3,565	47,200	73		Yes		
13	3	Settlers Landing Rd. at E Tyler St.	Signalized	25.2	C	3,305	21,400	71		Yes		

Notes:
1. 2014 VDOT Programmatic Agreement with FHWA which references screening criteria (primarily design year average daily traffic and intersection skew angle) that were previously established in the 2009 PA based on worst-case modeling for typical intersections.
2. Worst of either AM or PM peak volumes was chosen.

** Intersection data based on HRTPO travel demand model and HCM 2010 analysis.

HRBC Study Intersection Short List Alternative B

Intersection Figure	LOS Rank	Intersection	Control Type							VDOT Programmatic Agreement ¹		
				Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak/Lane	59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)
39	1	US 17 at College Dr	Signalized	172.8	F	4,220	40,800	90	8	528	Yes	
36	2	US 17 at Townpoint Rd	Stop	432.8	F	2,800	39,500	88	7	400	Yes	
15	3	I-64 SB Ramps at S Mallory St.	Signalized	118.0	F	1,355	8,300	77	3	452	Yes	

Intersection Figure	Peak AM/PM Rank	Intersection	Control Type							VDOT Programmatic Agreement ¹		
				Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak/Lane	59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)
39	1	US 17 at College Dr	Signalized	172.8	F	4,220	40,800	90	8	528	Yes	
11	2	LaSalle Avenue at Armistead Avenue	Signalized	27.5	C	4,040	33,700	64	9	449	Yes	
10	3	VA-134 at I-64 WB On Ramp	Signalized	24.6	C	3,585	48,000	73	7	512	Yes	

Notes:
1. 2014 VDOT Programmatic Agreement with FHWA which references screening criteria (primarily design year average daily traffic and intersection skew angle) that were previously established in the 2009 PA based on worst-case modeling for typical intersections.
2. Worst of either AM or PM peak volumes was chosen.

** Intersection data based on HRTPO travel demand model and HCM 2010 analysis.

HRBC Study Intersection Short List Alternative C

Intersection Figure	LOS Rank	Intersection	Control Type							VDOT Programmatic Agreement ¹		
				Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak/Lane	59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)
39	1	US 17 at College Dr	Signalized	181.6	F	4,145	38,100	90	8	518	Yes	
36	2	US 17 at Townpoint Rd	Stop	517.9	F	2,850	38,300	88	7	407	Yes	
43	3	W Military Hwy (US 13/58)/Airline Blvd at US 460 Alt/	Signalized	90.5	F	2,490	16,000	61	8	311	Yes	

Intersection Figure	Peak AM/PM Rank	Intersection	Control Type							VDOT Programmatic Agreement ¹		
				Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak/Lane	59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)
45	1	I-564 at Hampton Blvd	Signalized	20.6	C	5,530	55,200	90	6	922	Yes	
39	2	US 17 at College Dr	Signalized	181.6	F	4,145	38,100	90	8	518	Yes	
48	3	College Parkway at Hampton Roads Parkway	Signalized**			3,743	46,314	80	8	936	Yes	

Notes:
1. 2014 VDOT Programmatic Agreement with FHWA which references screening criteria (primarily design year average daily traffic and intersection skew angle) that were previously established in the 2009 PA based on worst-case modeling for typical intersection
2. Worst of either AM or PM peak volumes was chosen.

** Intersection data based on HRTPO travel demand model and HCM 2010 analysis.

2040 Ranking of Intersections (cont.)

HRBC Study Intersection Short List Alternative D													
Intersection Figure	LOS Rank	Intersection	Control Type	Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak/Lane	VDOT Programmatic Agreement ¹		
											59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)
39	1	US 17 at College Dr	Signalized	179.8	F	4,165	37,300	90	8	521	Yes		
36	2	US 17 at Townpoint Rd	Stop	552.1	F	2,900	38,000	88	7	414	Yes		
14	3	Settlers Landing Rd. at I-64 NB On Ramp	Signalized	96.4	F	2,825	27,800	69	5	565	Yes		
Intersection Figure	Peak AM/PM Rank	Intersection	Control Type	Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak/Lane	VDOT Programmatic Agreement ¹		
											59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)
17	1	I-564 at Hampton Blvd	Signalized	20.0	C	5,525	55,700	90	6	921	Yes		
39	2	US 17 at College Dr	Signalized	179.8	F	4,165	37,300	90	8	521	Yes		
11	3	LaSalle Avenue at Armistead Avenue	Signalized	26.8	C	4,025	34,400	64	9	447	Yes		

Notes:

1. 2014 VDOT Programmatic Agreement with FHWA which references screening criteria (primarily design year average daily traffic and intersection skew angle) that were previously established in the 2009 PA based on worst-case modeling for typical intersections.
2. Worst of either AM or PM peak volumes was chosen.

** Intersection data based on HRTPO travel demand model and HCM 2010 analysis.

2028 Ranking of Intersections

HRBC Study Intersection Short List Alternative A											
Figure Intersection	LOS Rank	Intersection	Control Type	Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	VDOT Programmatic Agreement ¹		
									59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)
14	1	Settlers Landing Rd. at I-64 NB On Ramp	Signalized	76.0	E	2,650	25,100	69	Yes		
48	2	Ocean View Ave at 4th Street	Signalized**	39.0	D	2,132	24,310	78	Yes		
10	3	VA-134 at I-64 WB On Ramp	Signalized	22.2	C	3,405	43,600	73	Yes		

Figure Intersection	Peak AM/PM Rank	Intersection	Control Type	Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	VDOT Programmatic Agreement ¹		
									59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)
11	1	LaSalle Avenue at Armistead Avenue	Signalized	26.7	C	3,805	30,300	64	Yes		
10	2	VA-134 at I-64 WB On Ramp	Signalized	22.2	C	3,405	43,600	73	Yes		
13	3	Settlers Landing Rd. at E Tyler St.	Signalized	25.6	C	3,130	18,400	71	Yes		

Notes:

- 2014 VDOT Programmatic Agreement with FHWA which references screening criteria (primarily design year average daily traffic and intersection skew angle) that were previously established in the 2009 PA based on worst-case modeling for typical intersections
- Worst of either AM or PM peak volumes was chosen.

** Intersection data based on HRTPO travel demand model and HCM 2010 analysis.

Intersection Figure	LOS Rank	Intersection	Control Type	Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak PM/Lane	VDOT Programmatic Agreement ¹		
											59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)
36	1	US 17 at Townpoint Rd	Stop	367.8	F	2,710	33,000	88	7	387	Yes		
4	2	US 17 at College Dr	Signalized	161.9	F	3,970	34,300	90	8	496	Yes		
46	3	Settlers Landing Rd. at I-64 NB On Ramp	Signalized	82.2	F	2,710	25,600	69	5	542	Yes		

Intersection Figure	Peak AM/PM Rank	Intersection	Control Type	Delay (s)	LOS	Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak PM/Lane	VDOT Programmatic Agreement ¹		
											59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)
4	1	US 17 at College Dr	Signalized	161.9	F	3,970	34,300	90	8	496	Yes		
3	2	LaSalle Avenue at Armistead Avenue	Signalized	27.2	C	3,885	30,200	64	9	432	Yes		
13	3	VA-134 at I-64 WB On Ramp	Signalized	24.1	C	3,440	44,300	73	7	491	Yes		

Notes:

- 2014 VDOT Programmatic Agreement with FHWA which references screening criteria (primarily design year average daily traffic and intersection skew angle) that were previously established in the 2009 PA based on worst-case modeling for typical intersections
- Worst of either AM or PM peak volumes was chosen.

2028 Ranking of Intersections (cont.)

HRBC Study Intersection Short List Alternative C													
Intersection Figure	LOS Rank	Intersection	Control Type			Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak AM/PM/Lane	VDOT Programmatic Agreement ¹		
				Delay (s)	LOS						59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)
36	1	US 17 at Townpoint Rd	Stop	196.3	F	2,380	31,900	88	7	340	Yes		
39	2	US 17 at College Dr	Signalized	124.6	F	3,490	32,500	90	8	436	Yes		
43	3	W Military Hwy (US 13/58)/Airline Blvd at US 460 Alt/Joliff Rd	Signalized	60.5	E	2,210	13,500	61	8	276	Yes		

Intersection Figure	Peak AM/PM Rank	Intersection	Control Type			Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak AM/PM/Lane	VDOT Programmatic Agreement ¹		
				Delay (s)	LOS						59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)
39	1	US 17 at College Dr	Signalized	124.6	F	3,490	32,500	90	8	436	Yes		
48	2	College Parkway at Hampton Roads Parkway	Signalized**			3,483	42,555	80	8	435	Yes		
41	3	I-664 NB Off-Ramp at Pughsville Rd	Signalized	10.0	A	2,935	33,200	90	4	734	Yes		

Notes:

- 2014 VDOT Programmatic Agreement with FHWA which references screening criteria (primarily design year average daily traffic and intersection skew angle) that were previously established in the 2009 PA based on worst-case modeling for typical intersections
- Worst of either AM or PM peak volumes was chosen.

** Intersection data based on HRTPO travel demand model and HCM 2010 analysis.

HRBC Study Intersection Short List Alternative D													
Intersection Figure	LOS Rank	Intersection	Control Type			Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak PM/Lane	VDOT Programmatic Agreement ¹		
				Delay (s)	LOS						59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)
36	1	US 17 at Townpoint Rd	Stop	332.2	F	2,645	31,600	88	7	378	Yes		
39	2	US 17 at College Dr	Signalized	156.4	F	3,715	31,800	90	8	464	Yes		
15	3	I-64 SB Ramps at S Mallory St.	Signalized	93.7	F	1,215	7,600	79	4	304	Yes		

Intersection Figure	Peak AM/PM Rank	Intersection	Control Type			Peak AM/PM	ADT Worst Case @ Intersection	Intersection skew Angle	Worst Case Approach Lanes	Peak PM/Lane	VDOT Programmatic Agreement ¹		
				Delay (s)	LOS						59,000 ADT (60 degrees or more)	49,000 ADT (45 deg to 60 deg)	39,000 ADT (30 deg to 45 deg)
17	1	I-564 at Hampton Blvd	Signalized	20.0	C	5,525	57,600	90	6	921	Yes		
39	2	US 17 at College Dr	Signalized	179.8	F	4,165	31,800	90	8	521	Yes		
11	3	LaSalle Avenue at Armistead Avenue	Signalized	26.8	C	4,025	30,300	64	9	447	Yes		

Notes:

- 2014 VDOT Programmatic Agreement with FHWA which references screening criteria (primarily design year average daily traffic and intersection skew angle) that were previously established in the 2009 PA based on worst-case modeling for typical intersections
- Worst of either AM or PM peak volumes was chosen.

2040 Interchange Ranking

Alternative A						
Figure Interchange	Ranking	2040 Build Alt A	2040 Build Alt A ADT	Effective Skew Angle	Average Speeds ¹	LOS ²
1	1	I-64 and I-664 (northern Termini)	236,300	80	54.1	D
9	2	I-564 and Route 460 and I-64	219,900	65	43.2	F
2	3	I-64 and Route 167 Lasalle Ave	173,400	69	53.3	D
3	4	I-64 and Route 60 Woodland Road	158,600	51	54.5	D
4	5	I-64 and S. Malory Street	147,500	81	44.2	F
5	6	I-64 and 4th View Street	142,900			
6	7	I-64 and 274 W. Bay Ave	134,700			
8	8	I-564 and Route 406	79,800			

Notes:

1. Represents the lowest average AM or PM speed through the interchange
2. Represents the worst case LOS of either AM or PM through the interchange.

Alternative B						
Figure Interchange	Ranking	2040 Build Alt B	2040 Build Alt B ADT	Effective Skew Angle	Average Speeds ¹	LOS ²
1	1	I-64 and I-664 (northern Termini)	235,900	80	53.9	D
9	2	I-564 and Route 460 and I-64	231,100	65	48.1	F
2	3	I-64 and Route 167 Lasalle Ave	172,700	69	45.4	F
3	4	I-64 and Route 60 Woodland Road	156,100	51	54.5	D
4	5	I-64 and S. Malory Street	142,900	81	44.5	F
5	6	I-64 and 4th View Street	139,200			
15	7	I-664 and VA 164 and Bridge Road	137,400			
6	8	I-64 and 274 W. Bay Ave	130,300			
8	9	I-564 and Route 406	96,400			
21	10	VA 164 and Town Point Road	94,100			
23	11	VA 164 and CIC	89,100			
22	12	VA 164 and Cedar Lane	87,000			
24	13	VA 164 and W Norfolk Road	63,300			
7	14	I-564 and Bainbridge	34,700			

Notes:

1. Represents the lowest average AM or PM speed through the interchange
2. Represents the worst case LOS of either AM or PM through the interchange.

2040 Interchange Ranking (cont.)

Alternative C						
Figure Interchange	Ranking	2040 Build Alt C	2040 Build Alt C ADT	Effective Skew Angle	Average Speeds ¹	LOS ²
1	1	I-64 and I-664 (northern Termini)	231,500	80	54.0	C
9	2	I-564 and Route 460 and I-64	227,000	65	50.2	F
19	3	I-664 and West Military Hwy	187,400	83	59.7	C
20*	4	I-664 and I-64 (southern Termini)	164,400	87	59.4	D
15	5	I-664 and VA 164 and Bridge Road	160,400	83	60.3	C
16	6	I-664 and Pughsville Road	159,900			
17	7	I-664 and Route 337	151,700			
18	8	I-664 and Docklanding Rd.	148,600			
13	9	I-664 and 26th Street	134,200			
14	10	I-664 and College Drive	132,300			
11	11	I-664 and Aberdeen Road	131,700			
10	12	I-664 and Powhatan Pwky	129,100			
12	13	I-664 and Chestnut Ave	123,100			
8	14	I-564 and Route 406	111,800			
21	15	VA 164 and Town Point Road	67,200			
22	16	VA 164 and Cedar Lane	63,300			
23	17	VA 164 and CIC	61,500			
24	18	VA 164 and W Norfolk Road	50,700			
7	19	I-564 and Bainbridge	34,900			
Notes:						
1. Represents the lowest average AM or PM speed through the interchange						
2. Represents the worst case LOS of either AM or PM through the interchange.						
* Proposed for inclusion in the hot spot modeling based on speed and LOS.						

2040 Interchange Ranking (cont.)

Alternative D						
Figure Interchange	Ranking	2040 Build Alt D	2040 Build Alt D ADT	Effective Skew Angle	Average Speeds ¹	LOS ²
9	1	I-564 and Route 460 and I-64	242,400	65	44.6	F
1	2	I-64 and I-664 (northern Termini)	234,500	80	54.1	D
19	3	I-664 and West Military Hwy	183,200	83	59.7	C
2	4	I-64 and Route 167 Lasalle Ave	162,900	69	54.3	D
20	5	I-664 and I-64 (southern Termini)	160,300	87	59.5	C
15	6	I-664 and VA 164 and Bridge Road	158,000			
16	7	I-664 and Pughsville Road	156,300			
17	8	I-664 and Route 337	147,800			
3	9	I-64 and Route 60 Woodland Road	146,600			
18	10	I-664 and Docklanding Rd.	144,600			
4	11	I-64 and S. Malory Street	134,300			
5	12	I-64 and 4th View Street	131,400			
14	13	I-664 and College Drive	130,500			
6	14	I-64 and 274 W. Bay Ave	124,000			
13	15	I-664 and 26th Street	120,800			
11	16	I-664 and Aberdeen Road	120,200			
10	17	I-664 and Powhatan Pwky	118,900			
12	18	I-664 and Chestnut Ave	110,300			
8	19	I-564 and Route 406	108,600			
21	20	VA 164 and Town Point Road	69,000			
22	21	VA 164 and Cedar Lane	64,900			
23	22	VA 164 and CIC	62,700			
25	23	VA 164 and route 58	60,000			
24	24	VA 164 and W Norfolk Road	49,900			
7	25	I-564 and Bainbridge	33,500			

Notes:

1. Represents the lowest average AM or PM speed through the interchange
2. Represents the worst case LOS of either AM or PM through the interchange.

2028 Interchange Ranking

2028 Alternative A						
Figure Interchange	Ranking	2028 Build Alt A	2028 Build Alt A ADT	Effective Skew Angle	Average Speeds ¹	LOS ²
1	1	I-64 and I-664	215,500	80	54	D
9	2	I-564 and Route 460 and I-64	203,500	65	48	F
2	3	I-64 and Route 167 Lasalle Ave	159,900	69	48	F
3	4	I-64 and Route 60 Woodland Road	143,300	51	57	D
4	5	I-64 and S. Malory Street	128,700	81	47	E
5	6	I-64 and 4th View Street	126,300			
6	7	I-64 and 274 W. Bay Ave	121,700			
8	8	I-564 and Route 406	76,400			
Notes:						
1. Represents the lowest average AM or PM speed through the interchange						
2. Represents the worst case LOS of either AM or PM through the interchange.						

2028 Alternative B						
Figure Interchange	Ranking	2028 Build Alt B	2028 Build Alt B ADT	Effective Skew Angle	Average Speeds ¹	LOS ²
9	1	I-564 and Route 460 and I-64	214,500	65	49	F
1	2	I-64 and I-664	212,000	80	54	D
2	3	I-64 and Route 167 Lasalle Ave	156,000	69	47	F
3	4	I-64 and Route 60 Woodland Road	137,700	51	57	D
4	5	I-64 and S. Malory Street	123,900	81	48	E
5	6	I-64 and 4th View Street	122,800			
15	7	I-664 and VA 164 and Bridge Road	119,800			
6	8	I-64 and 274 W. Bay Ave	118,100			
8	9	I-564 and Route 406	90,900			
21	10	VA 164 and Town Point Road	83,500			
23	11	VA 164 and CIC	79,400			
22	12	VA 164 and Cedar Lane	78,200			
24	13	VA 164 and W Norfolk Road	57,300			
7	14	I-564 and Bainbridge	35,900			
Notes:						
1. Represents the lowest average AM or PM speed through the interchange						
2. Represents the worst case LOS of either AM or PM through the interchange.						

2028 Interchange Ranking (cont.)

2028 Alternative C						
Figure Interchange	Ranking	2028 Build Alt C	2028 Build Alt C ADT	Effective Skew Angle	Average Speeds ¹	LOS ²
1	1	I-64 and I-664	208,100	80	54	C
9	2	I-564 and Route 460 and I-64	207,200	65	54	D
19	3	I-664 and West Military Hwy	163,700	83	60	C
20	4	I-664 and I-64*	139,400	87	54	C
15	5	I-664 and VA 164 and Bridge Road	137,200	83	61	C
16	6	I-664 and Pughsville Road	136,400			
17	7	I-664 and Route 337	129,100			
18	8	I-664 and Docklanding Rd.	126,900			
11	9	I-664 and Aberdeen Road	114,300			
13	10	I-664 and 26th Street	114,200			
10	11	I-664 and Powhatan Pwky	113,800			
14	12	I-664 and College Drive	112,500			
12	13	I-664 and Chestnut Ave	106,700			
8	14	I-564 and Route 406	102,200			
21	15	VA 164 and Town Point Road	62,000			
22	16	VA 164 and Cedar Lane	58,800			
23	17	VA 164 and CIC	56,300			
24	18	VA 164 and W Norfolk Road	47,200			
7	19	I-564 and Bainbridge	34,900			
Notes:						
1. Represents the lowest average AM or PM speed through the interchange						
2. Represents the worst case LOS of either AM or PM through the interchange.						
* Proposed for inclusion in the hot spot modeling based on speed and LOS.						

2028 Interchange Ranking (cont.)

2028 Alternative D						
Figure Interchange	Ranking	2028 Build Alt D	2028 Build Alt D ADT	Effective Skew Angle	Average Speeds ¹	LOS ²
9	1	I-564 and Route 460 and I-64	223,600	65	54	E
1	2	I-64 and I-664 (northern Termini)	210,200	80	54	C
19	3	I-664 and West Military Hwy	159,400	83	60	C
2	4	I-64 and Route 167 Lasalle Ave	148,400	69	54	D
15	5	I-664 and VA 164 and Bridge Road	135,000	83	60	D
20	6	I-664 and I-64 (southern Termini)	134,200			
16	7	I-664 and Pughsville Road	133,400			
3	8	I-64 and Route 60 Woodland Road	131,600			
17	9	I-664 and Route 337	125,600			
18	10	I-664 and Docklanding Rd.	122,800			
4	11	I-64 and S. Malory Street	117,500			
5	12	I-64 and 4th View Street	115,300			
6	13	I-64 and 274 W. Bay Ave	111,900			
14	14	I-664 and College Drive	111,100			
10	15	I-664 and Powhatan Pwky	105,700			
11	16	I-664 and Aberdeen Road	104,800			
13	17	I-664 and 26th Street	102,800			
8	18	I-564 and Route 406	102,300			
12	19	I-664 and Chestnut Ave	96,100			
21	20	VA 164 and Town Point Road	62,100			
22	21	VA 164 and Cedar Lane	58,600			
23	22	VA 164 and CIC	56,500			
25	23	VA 164 and Route 58	55,400			
24	24	VA 164 and W Norfolk Road	45,500			
7	25	I-564 and Bainbridge	36,500			

Notes:

1. Represents the lowest average AM or PM speed through the interchange
2. Represents the worst case LOS of either AM or PM through the interchange.

Existing, Interim and Design Year Projected AWDT

I-64 Corridor											
Segment Name	2015	2028 No-Build	2028 Alternative A	2028 Alternative B	2028 Alternative C	2028 Alternative D	2040 No-Build	2040 Alternative A	2040 Alternative B	2040 Alternative C	2040 Alternative D
I-64 EB West of I-664; I-64 WB West of I-664	159,100	185,600	192,200	189,100	185,700	189,000	207,000	212,200	212,000	207,600	212,300
I-64 EB from I-664 to SR 167; I-64 WB from SR 134/167 to I-664	118,900	133,600	145,500	142,100	126,200	134,500	147,000	158,200	158,200	137,400	148,100
I-64 EB from SR 167 to Rip Rap Rd; I-64 WB from SR 143/US 60 to SR 134	107,000	126,300	138,100	131,200	113,800	127,600	133,800	151,300	148,200	125,000	140,900
I-64 EB from Rip Rap Rd to SR 143/US 60; I-64 WB from SR 143/US 60 to SR 134	96,300	112,900	125,100	119,100	101,300	114,600	122,200	138,500	136,600	112,900	128,400
I-64 EB from SR 143/US 60 to SR 169; I-64 WB from SR 169 to SR 143/US 60	90,300	103,500	123,800	116,300	93,900	111,300	111,500	137,900	133,900	104,900	124,800
I-64 EB HRBT; I-64 WB HRBT	91,000	102,600	119,100	114,900	91,900	106,500	112,200	137,700	133,400	103,600	124,200
I-64 EB from Bayville St to 4th View St; I-64 WB from 4th View St to Ocean View Ave	90,700	101,900	118,400	114,400	91,200	105,800	111,500	137,000	132,700	102,900	123,500
I-64 EB from 4th View St to W Bay Ave; I-64 WB from W Bay Ave to 4th View St	83,400	91,500	113,100	109,700	87,100	104,700	102,300	125,700	121,900	94,600	116,800
I-64 EB from W Bay Ave to US 460/Patrol Rd; I-64 WB from US 460/Patrol Rd to W Bay Ave	91,800	100,100	121,700	118,100	94,500	111,900	111,700	134,700	130,300	102,400	124,000
I-64 EB from US 460/Patrol Rd to I-564/US 460; I-64 WB from I-64 HOV to US 460/Patrol Rd	91,500	99,000	118,800	116,200	94,100	110,700	111,300	131,400	127,400	101,800	122,300
I-64 EB from I-64 HOV to I-564 EB; I-64 WB from US 460 to I-564/SR 406	62,700	65,200	87,300	83,800	67,400	80,700	75,900	96,800	90,600	73,500	89,300
I-64 EB East of I-564; I-64 WB East of I-564/US 460	109,800	115,700	135,400	139,000	134,600	145,800	126,400	147,400	149,200	148,400	158,900
I-64 HOV EB; I-64 HOV WB	20,700	23,400	27,800	29,800	29,200	31,600	25,200	29,900	32,000	32,200	33,900

(This page intentionally left blank)

Existing, Interim and Design Year Projected AWDT (cont.)

I-564 Corridor											
Segment Name	2015	2028 No-Build	2028 Alternative A	2028 Alternative B	2028 Alternative C	2028 Alternative D	2040 No-Build	2040 Alternative A	2040 Alternative B	2040 Alternative C	2040 Alternative D
I-564 EB West of Bellinger Blvd/Bainbridge Ave; I-564 WB from US 460 to I-64 HOV	41,900	40,800	39,600	45,600	51,800	52,600	42,500	40,700	46,900	55,800	53,400
I-564 EB from Bellinger Blvd/Bainbridge Ave to US 460; I-564 WB from I-64 to SR 406	56,000	58,000	52,700	59,900	66,500	67,000	59,200	54,600	63,000	71,300	68,700
I-564 EB from US 460 to SR 406; I-564 WB from SR 406 to Bellinger Blvd/Bainbridge Ave	33,500	37,700	34,000	40,300	46,800	47,700	37,100	33,600	40,100	50,500	47,800
I-564 EB from I-64 HOV to SR 165; I-564 WB West of Bellinger Blvd/Bainbridge Ave	36,500	39,500	34,100	38,900	43,100	43,300	35,900	34,400	39,100	46,100	43,700
I-564 EB from Intermodal Connector to US 460; I-564 WB from SR 406 to Intermodal Connector		50,900	46,200	62,100	73,800	74,800	50,100	46,200	63,900	81,800	79,200

(This page intentionally left blank)

Existing, Interim and Design Year Projected AWDT (cont.)

I-664 Corridor											
Segment Name	2015	2028 No-Build	2028 Alternative A	2028 Alternative B	2028 Alternative C	2028 Alternative D	2040 No-Build	2040 Alternative A	2040 Alternative B	2040 Alternative C	2040 Alternative D
I-664 SB from I-64 to Powhatan Pkwy; I-664 NB from Powhatan Pkwy to I-64	86,400	98,400	93,300	92,800	104,300	96,900	108,600	102,200	101,600	118,000	108,600
I-664 SB from Powhattan Pkwy to Aberdeen Rd; I-664 NB from Aberdeen Rd to Powhatan Pkwy	82,600	95,400	90,800	90,000	103,100	94,800	106,000	100,200	99,400	118,200	108,000
I-664 SB from Aberdeen Rd to Chestnut Ave; I-664 NB from Chestnut Ave to Aberdeen Rd	77,500	91,200	86,400	85,600	100,900	91,700	100,800	96,000	94,700	116,600	105,500
I-664 SB from Roanoke Ave to 35th St; I-664 NB from 35th St/Jefferson Ave to Roanoke Ave	69,900	83,700	79,700	79,000	97,300	86,600	92,000	89,200	88,000	113,400	100,500
I-664 SB from 35th St to 26th St/27th St; I-664 NB from 26th St to 35th St	64,000	77,400	73,200	71,300	96,200	85,200	85,200	82,700	80,400	113,300	100,100
I-664 SB from Jefferson Ave/34th St On-Ramp to 26th St/23rd St On-Ramp; I-664 NB from Terminal Ave to 25th St/26th St	62,900	74,800	70,400	67,400	96,600	85,800	80,800	79,300	76,100	114,500	101,900
I-664 SB from 23rd St to Terminal Ave; I-664 NB from Terminal Ave to 25th St/26th St	67,300	80,000	78,100	73,100	106,800	95,800	86,200	87,600	82,200	126,100	113,300
I-664 SB from SR 135 to SR 164; I-664 NB from VA 164 to SR 135	70,300	83,300	80,000	76,600	102,800	101,200	95,700	92,200	88,600	121,600	119,700
I-664 SB from SR 164/US 17 to Pughsville Rd; I-664 NB from Pughsville Rd to SR 164	90,900	109,000	106,500	105,300	120,800	118,000	120,600	121,900	120,500	141,600	138,300
I-664 SB from Pughsville Rd to SR 337; I-664 NB from SR 337 to Pughsville Rd	92,500	107,100	105,100	104,200	117,000	113,800	117,000	118,600	116,300	138,000	134,300
I-664 SB from SR 337 to Dock Landing Rd; I-664 NB from Dock Landing Rd to SR 337	96,900	111,400	110,100	108,400	118,800	114,700	122,400	124,200	121,100	139,100	135,300
I-664 SB from Dock Landing Rd to US 58/US 460; I-664 NB from US 58 to Dock Landing Rd	99,600	113,300	111,800	109,400	118,300	114,300	124,600	126,000	122,100	137,700	133,700
I-664 SB from US 13/US 58/US 460 to I-64/I-264; I-664 NB from I-64/I-264 to US 13/US 58/US 460/SR 191	123,800	129,700	125,900	122,000	122,200	117,600	141,600	141,900	134,700	138,300	134,600
I-264 EB East of I-664/I-64; I-264 WB East of I-664/I-64	59,200	67,000	63,300	59,700	62,100	58,300	82,700	78,000	74,300	77,600	74,400
I-64 Outer Loop South of I-664/I-264; I-64 Inner Loop South of I-664/I-264	84,400	99,700	98,600	96,500	94,500	92,500	114,300	117,500	113,200	112,900	111,600
SR 135 SB North of I-664; SR 135 NB North of I-664	9,100	14,000	14,500	14,400	15,300	15,500	18,200	18,500	18,000	19,100	19,300

(This page intentionally left blank)

Existing, Interim and Design Year Projected AWDT (cont.)

I-664 Corridor											
Segment Name	2015	2028 No-Build	2028 Alternative A	2028 Alternative B	2028 Alternative C	2028 Alternative D	2040 No-Build	2040 Alternative A	2040 Alternative B	2040 Alternative C	2040 Alternative D
SR 135 SB South of I-664; SR 135 NB South of I-664	19,300	27,100	28,700	26,600	29,300	29,500	32,400	34,100	31,700	35,000	35,100
Pughsville Rd EB West of I-664; Pughsville Rd WB West of I-664	15,500	22,600	22,700	22,600	23,400	23,300	27,400	28,100	27,500	28,200	28,500
Pughsville Rd EB East of I-664; Pughsville Rd WB East of I-664	26,700	35,700	36,700	34,300	36,000	35,900	42,400	42,400	41,300	41,200	41,100
SR 337 EB West of I-664; SR 337 WB West of I-664	21,700	29,600	29,500	29,600	30,000	29,900	31,600	35,300	35,200	36,000	36,000
SR 337 EB East of I-664; SR 337 WB East of I-664	31,300	40,300	40,300	40,000	39,800	39,800	43,800	46,700	46,600	46,300	46,400
Dock Landing Rd EB West of I-664; Dock Landing Rd WB West of I-664	7,700	12,000	12,100	11,900	11,800	11,800	14,700	15,100	14,800	14,600	14,600
Dock Landing Rd EB East of I-664; Dock Landing Rd WB East of I-664	8,200	11,300	11,600	11,700	11,500	11,600	13,700	13,900	14,000	14,000	14,000
US 58 EB West of I-664; US 58 WB West of I-664	48,000	52,800	56,300	56,200	56,800	56,700	60,400	64,400	63,200	64,100	64,500
I-664 SB MMBT; I-664 NB MMBT	69,300	81,200	79,600	74,000			90,700	89,200	83,100		
I-664 SB MMBT from Terminal Ave to I-664 Connector; I-664 NB MMBT from I-664 Connector to Terminal Ave					108,400	97,400				127,700	114,900
I-664 SB MMBT from I-664 Connector to SR 135; I-664 NB MMBT from SR 135 to I-664 Connector					105,200	103,800				122,100	120,700

(This page intentionally left blank)

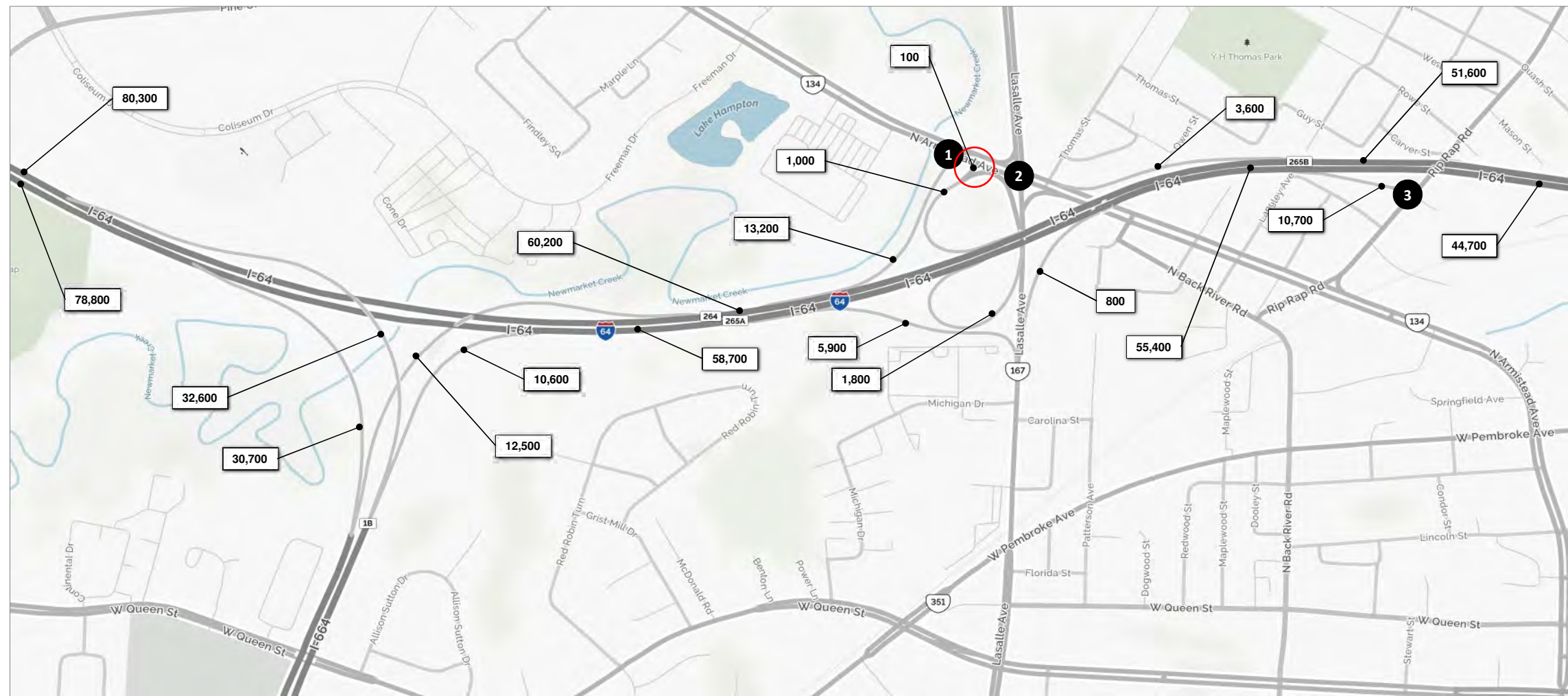
Existing, Interim and Design Year Projected AWDT (cont.)

VA-164 Corridor											
Segment Name	2015	2028 No-Build	2028 Alternative A	2028 Alternative B	2028 Alternative C	2028 Alternative D	2040 No-Build	2040 Alternative A	2040 Alternative B	2040 Alternative C	2040 Alternative D
Ramp from US 17 SB to SR 164 EB/I-664 NB; SR 164 WB West of I-664	18,000	26,300	26,300	29,200	29,400	29,500	29,800	31,900	35,600	35,400	35,900
SR 164 EB from I-664 to SR 135; SR 164 WB from SR 135 to I-664	38,000	45,000	43,600	53,200	36,900	36,500	50,600	49,200	61,700	40,600	41,600
SR 164 EB from SR 135 to Towne Point Rd; SR 164 WB from Towne Point Rd to SR 135	49,000	59,400	57,700	68,700	49,300	49,700	65,600	64,000	78,400	54,000	55,700
SR 164 EB from Towne Point Rd to Cedar Ln; SR 164 WB from Cedar Ln to Towne Point Rd	50,400	58,900	56,200	70,000	49,800	49,500	64,600	61,600	78,900	53,600	55,000
SR 164 EB from W Norfolk Rd to US 58; SR 164 WB from US 58 to W Norfolk Rd	47,000	53,700	52,300	49,200	44,600	42,900	59,700	57,100	54,100	47,800	46,900
US 58 WB from SR 164 to Lee Ave/Harper Ave; US 58 EB South of Lee Ave/Harper Ave	28,800	34,200	33,200	33,800	29,400	29,700	38,400	36,800	38,800	32,900	33,700
US 58 WB South of Lee Ave/Harper Ave; US 58 EB South of Lee Ave/Harper Ave	30,100	37,500	34,800	35,300	31,000	31,300	42,200	38,900	40,900	35,000	35,800
US 58 WB East of SR 164; US 58 EB West of Tunnel	39,200	41,300	38,700	30,600	29,900	25,300	43,600	41,300	31,700	30,900	26,200
SR 164 EB from Cedar Ln to Craney Island Connector/Virginia International Blvd; SR 164 WB from Craney Island Connector to Cedar Ln				56,500	40,700	40,500			63,200	43,800	44,400
SR 164 EB from Cedar Ln to Virginia International Blvd; SR 164 WB from Virginia International Blvd to Cedar Ln	44,500	49,700	47,600				54,600	51,900			
SR 164 EB from Virginia International Blvd to W Norfolk Rd; SR 164 WB from W Norfolk Rd to Virginia International Blvd	44,700	50,200	48,900				55,100	53,100			
SR 164 EB from Cedar Ln/Craney Island Connector/Virginia International Blvd to W Norfolk Rd; SR 164 WB from W Norfolk Rd to Virginia International Blvd/Craney Island Connector				54,900	42,900	42,200			60,400	45,900	46,100

(This page intentionally left blank)

Existing, Interim and Design Year Projected AWDT (cont.)

Segment Name	CIC										
	2015	2028 No-Build	2028 Alternative A	2028 Alternative B	2028 Alternative C	2028 Alternative D	2040 No-Build	2040 Alternative A	2040 Alternative B	2040 Alternative C	2040 Alternative D
Craney Island Connector EB from SR 164 to Future Craney Island Access; Craney Island Connector WB from Future Craney Island Access to SR 164				42,800	24,000	25,400			50,600	28,600	30,200
Craney Island Connector EB from SR 337 to I-564; Craney Island Connector WB from I-564 to SR 337				32,300	43,800	42,600			35,600	52,100	50,400
Ramps from Craney Island Connector to Future Craney Island Access; Ramps from Future Craney Island Access to Craney Island Connector				6,000	7,000	6,800			6,200	7,000	7,200
Craney Island Connector EB from Future Craney Island Access to SR 337; Craney Island Connector WB from SR 337 to Future Craney Island Access				43,800					51,800		
I-564 Connector EB from Craney Island Connector to SR 337; I-564 Connector WB from SR 337 to Craney Island Connector					75,000	72,600				89,600	86,400
Craney Island Connector EB from Future Craney Island Access to I-664/I-564 Connectors; Craney Island Connector WB from I-664/I-564 Connectors to Future Craney Island Access					24,800	26,200				29,400	31,000
I-664 Connector EB from I-664 to Craney Island Connector; I-664 Connector WB from Craney Island Connector to I-664					58,600	54,600				70,800	65,800
SR 337 SB North of Craney Island Connector; SR 337 NB North of Craney Island Connector				37,700	40,000	40,400			39,200	41,800	42,100
SR 337 SB South of Craney Island Connector; SR 337 NB South of Craney Island Connector				31,000	37,000	37,000			32,800	40,300	40,100



1							
			<i>R</i>				
			<i>T</i>	9,300			
			<i>L</i>	11,600			
<i>R</i>	<i>T</i>	<i>L</i>					
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>		
							100
	8,700	<i>T</i>					
	1,600	<i>R</i>					

2							
			<i>R</i>	2,100			
			<i>T</i>	10,700			
			<i>L</i>	600			
<i>R</i>	<i>T</i>	<i>L</i>			<i>L</i>	<i>T</i>	<i>R</i>
<i>Armistead Ave</i>							
	600	<i>L</i>				2,400	200
	5,100	<i>T</i>		5,300			
	3,100	<i>R</i>					

3							
			<i>T</i>	3,200			
<i>T</i>							
<i>I-64 Ramp</i>							
	7,300	<i>L</i>					
	3,400	<i>R</i>					
						<i>T</i>	2,000
						<i>Rip Rap Rd</i>	

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

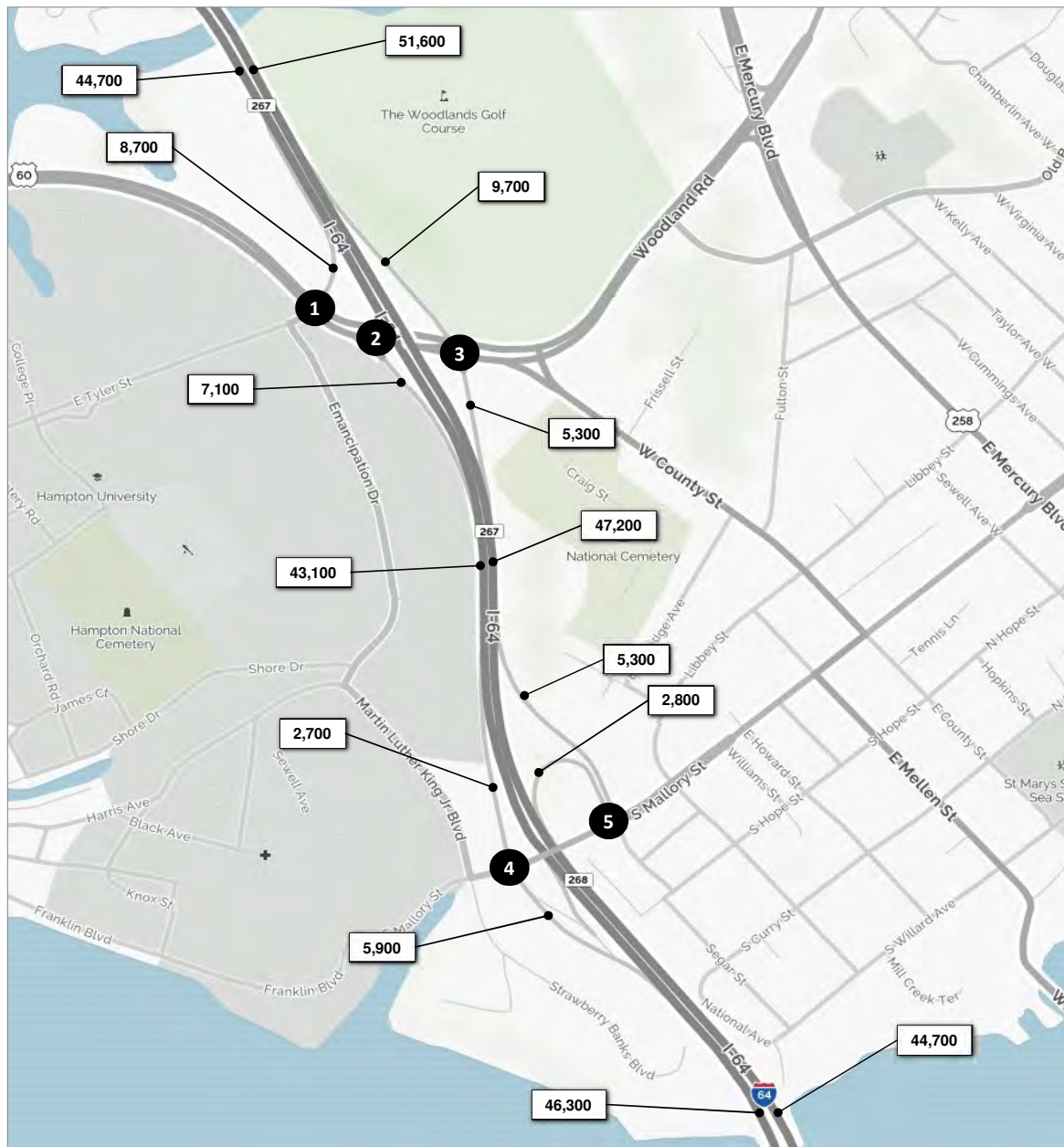
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
 I-64 Corridor**

December 9, 2015

Sheet 1



1	1,100	3,100	4,500	T	3,700	
	R	T	L	L	1,500	
Settlers Land ing Rd				L		R
		6,600	T	900		3,200
		2,000	R			

2				T	5,200	
				L	3,600	
Settlers Land ing Rd						
		10,800	T			
		3,500	R			

3				R	6,500	
				T	6,300	
Settlers Land ing Rd				L		R
		3,200	L			2,800
		7,600	T	2,500		

4	1,600	100	1,000	T	1,800	
	R	T	L	L	3,900	
S. Mallery St						
		1,900	T			
		1,900	R			

5	1,100	100	1,600	R	3,600	
	R	T	L	T	4,300	
S. Mallery St				L		R
		1,200	L			100
		1,600	T	300	500	
		100	R	300		

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

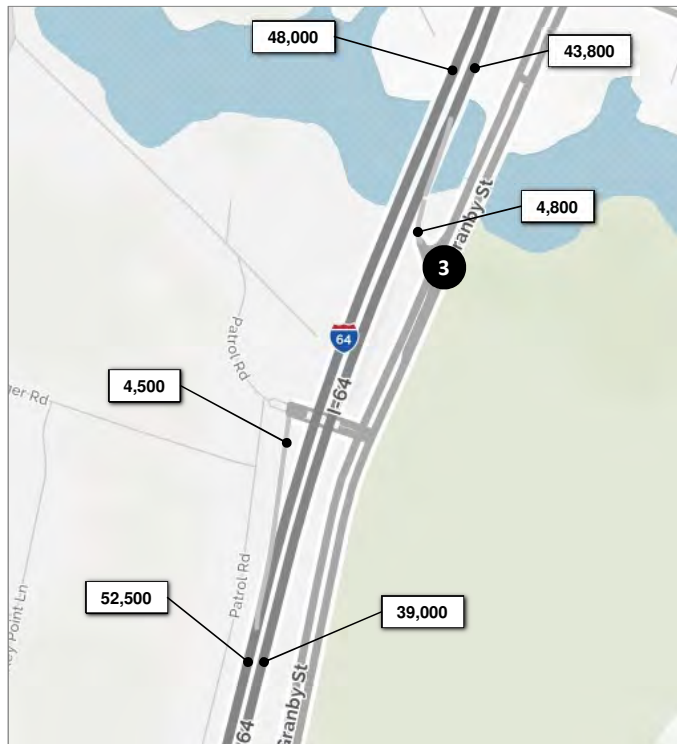
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
 I-64 Corridor**

December 9, 2015

Sheet 2



1	1,800	3,800	T 1,100
	R	L	L 1,800
4th View St			
	2,800	T	
	900	R	

2			R 4,500
			T 2,400
4th View St			
	2,100	L	L
	4,500	T	R
			500
			1,700

3	400	9,500	US 460
	R	T	
			L
			T
			4,400
			9,900

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

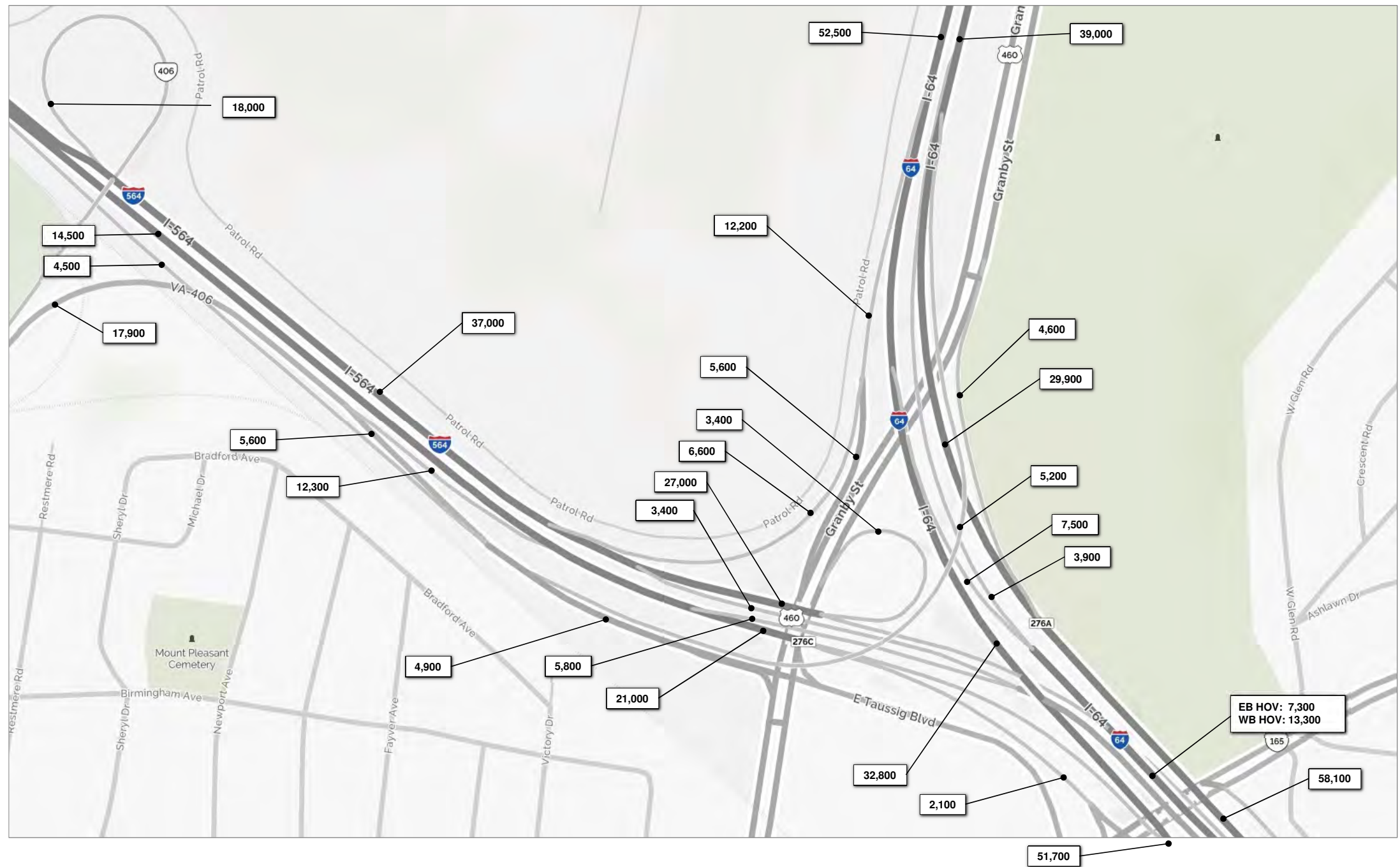
Hampton Roads Crossing Study SEIS
2015 Weekday Daily Volumes
I-64 Corridor

December 9, 2015

Sheet 3



1	Bainbridge Ave		R	T	
	3,000	6,800			
Bellinger Blvd		U	L	T	
	100	U	100	100	6,500
	2,700	L			



Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

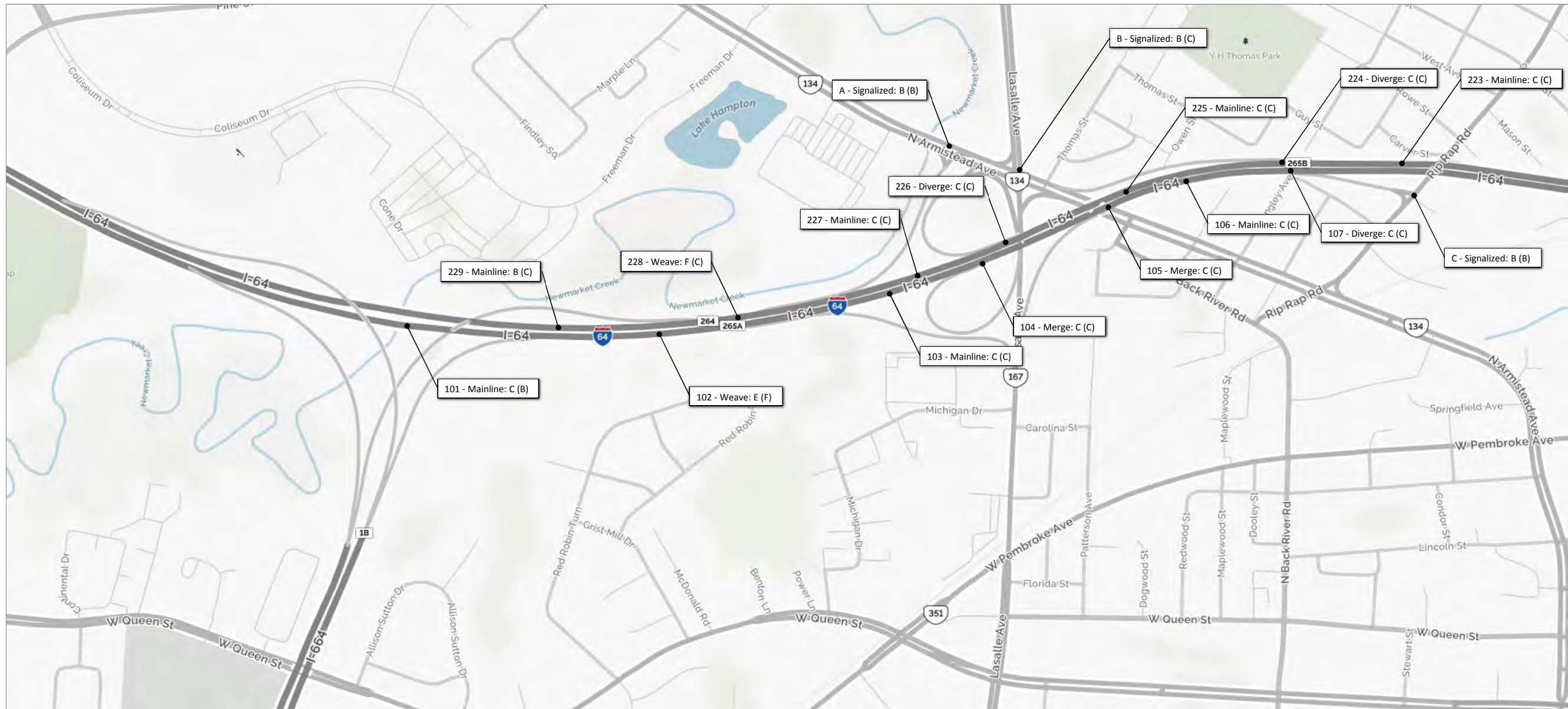
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
I-64 Corridor**

December 9, 2015

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
I-64 Corridor**

December 9, 2015

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
I-64 Corridor**

December 9, 2015

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

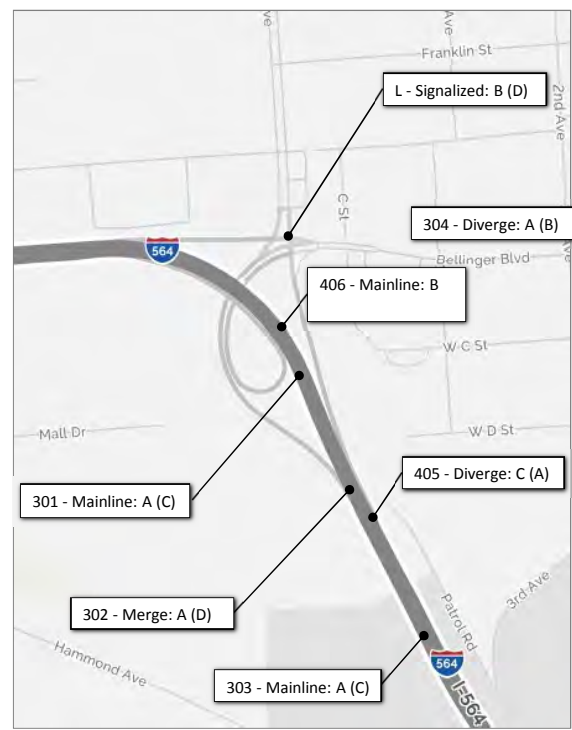
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
I-64 Corridor**

December 9, 2015

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

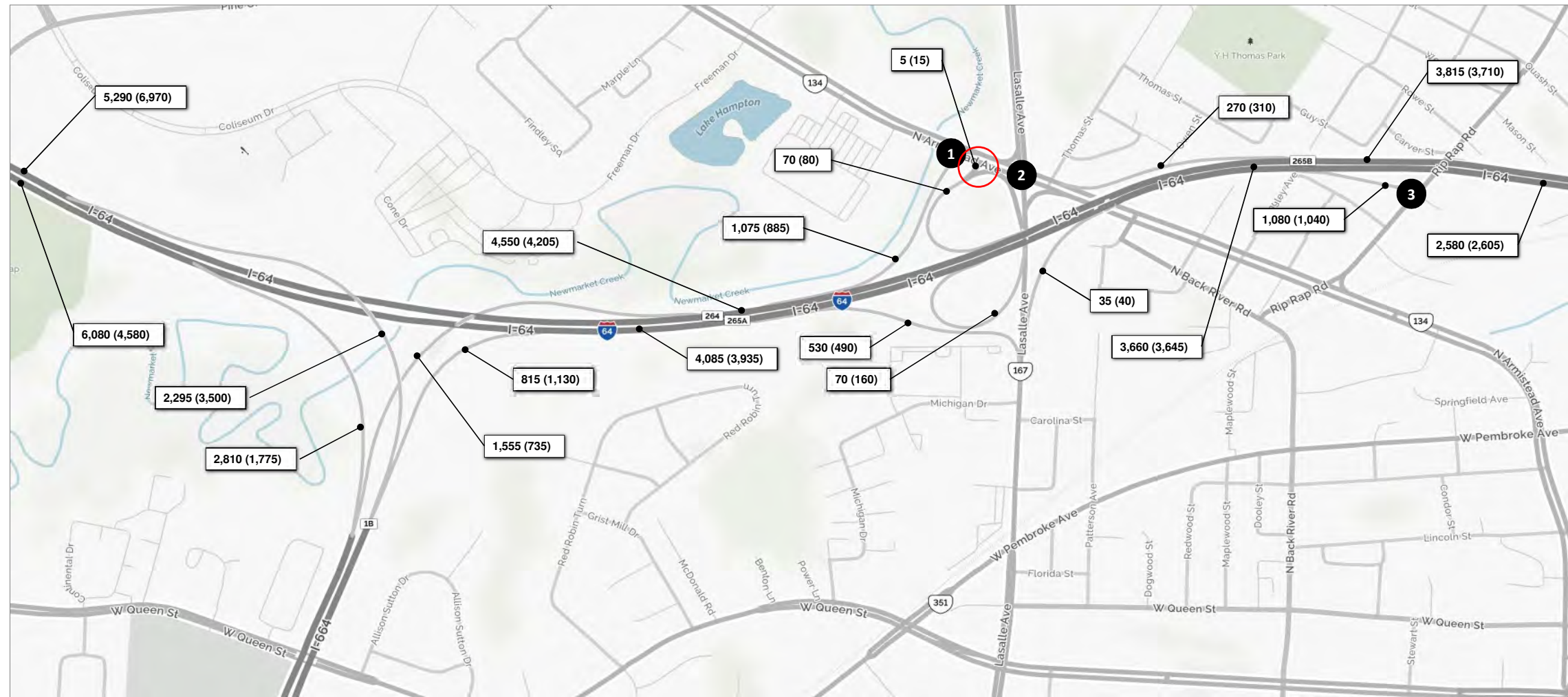
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
I-64 Corridor**

December 9, 2015

Sheet 4



1					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
		640 (900)			
		910 (770)			
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
	570 (790)	<i>T</i>			5 (15)
	165 (115)	<i>R</i>			

2					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
	475 (305)			200 (125)	
	135 (200)			685 (925)	
	35 (40)			35 (50)	
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
	30 (50)	<i>L</i>			5 (40)
	380 (450)	<i>T</i>		195 (190)	
	165 (305)	<i>R</i>		390 (440)	

3			
	<i>T</i>		<i>T</i>
	255 (225)		
<i>I-64 Ramp</i>	630 (725)	<i>L</i>	
	450 (315)	<i>R</i>	100 (205)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
I-64 Corridor**

December 9, 2015

Sheet 1



1						
	R	T	L	T	L	R
	25 (40)	305 (205)	335 (385)	255 (385)	215 (65)	
Settlers Land ing Rd						
				L	R	
		670 (875)	T	30 (125)	90 (400)	
		310 (115)	R			

2						
				T	L	
				470 (450)	320 (175)	
Settlers Land ing Rd						
		550 (1,105)	T			
		545 (555)	R			

3						
				R	L	R
				630 (310)	640 (410)	
Settlers Land ing Rd						
		85 (430)	L	L	R	
		465 (675)	T	150 (215)	155 (270)	

4						
	R	T	L	T	L	R
	75 (15)	5 (10)	25 (40)	315 (75)	580 (385)	
S. Mallory St						
				L	R	
		70 (340)	T			
		180 (410)	R			

5						
	R	T	L	R	T	R
	200 (40)	0 (0)	125 (165)	265 (225)	680 (390)	5 (5)
S. Mallory St						
				L	R	
		35 (245)	L	15 (30)	60 (35)	
		55 (125)	T			
		5 (10)	R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
I-64 Corridor**

December 9, 2015

Sheet 2



1	200 (55)	200 (380)	T	95 (95)
	R	L	L	210 (85)
4th View St				
	60 (545)	T		
	70 (80)	R		

2			R	410 (385)
			T	255 (145)
4th View St				
	35 (425)	L	L	R
	225 (500)	T	50 (35)	70 (75)

3	50 (40)	955 (665)	US 460	
	R	T	L	T
			305 (385)	355 (1,070)

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

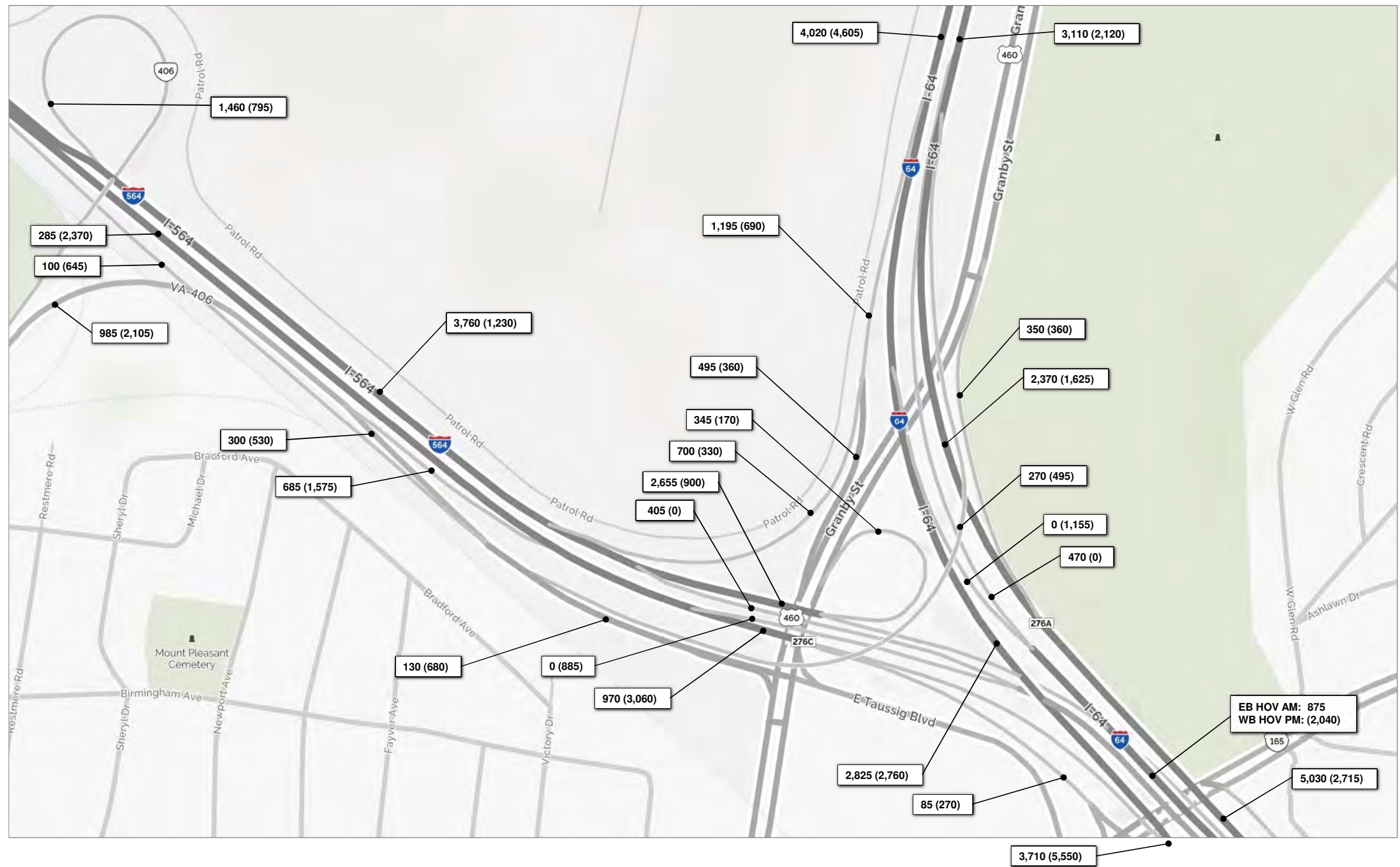
**2015 Peak Hour Volumes
 I-64 Corridor**

December 9, 2015

Sheet 3



1		Bainbridge Ave		R T L		
160 (240)	180 (985)					
R	T					
Bellinger Blvd		U	L	T		
	0 (5)					805 (170)
	255 (100)	L			0 (0)	



Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

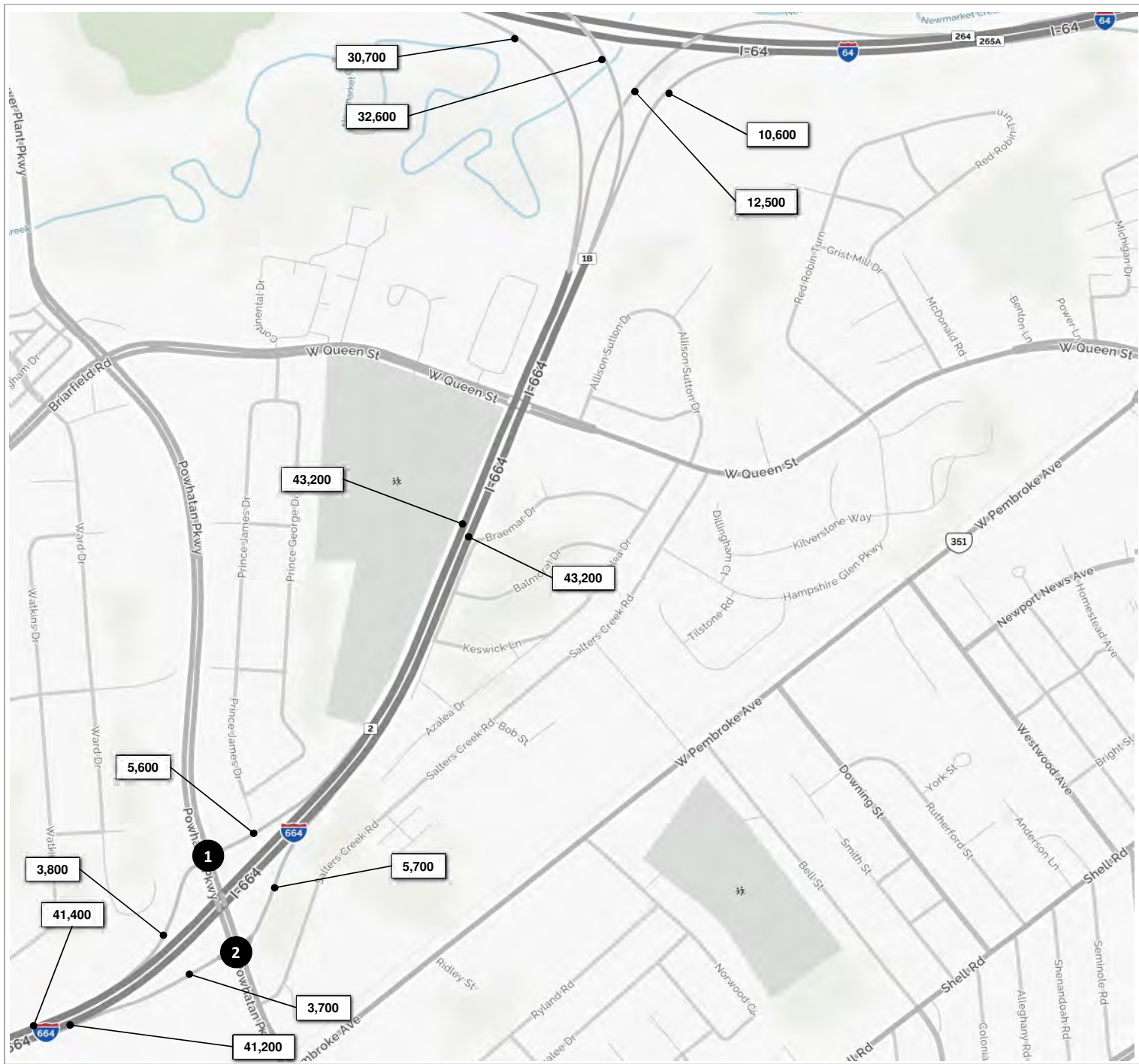
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
I-64 Corridor**

December 9, 2015

Sheet 4



1				
	1,200	4,400	T 5,400	
R		L	L 2,200	
			Powhatan Pkwy	
	4,800	T		
	1,600	R		
			I-664 Ramp	

2					
		I-664 Ramp	R 5,000		
			T 5,900		
		Powhatan Pkwy			
	700	L	L	R	
	8,500	T	L 1,700	R 2,000	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
I-664 Corridor**

December 9, 2015

Sheet 1



1					
4,000		2,100		T	7,200
R	T	L		L	900
			Aberdeen Road		
			8,600	T	
			2,700	R	
			I-664 Ramp		

2					
				R	2,400
				T	5,600
			Aberdeen Road		
			3,300	L	
			7,400	T	
			I-664 Ramp		
				L	2,500
				R	600

3					
2,700		2,500		R	
R	T	L		T	2,200
			Chestnut Avenue		
				L	
			4,400	T	
			200	R	
			L T R		
					200

4					
				R	3,000
				T	2,200
			Chestnut Avenue		
				L	
			1,700	L	
			5,400	T	
				R	
			L T R		

5					
500		2,300		R	500
R	T	L		T	2,500
			Chestnut Avenue		
				L	500
			600	L	
			2,500	T	
			2,300	R	
			L T R		
					400

7					
				R	
				T	1,100
			Roanoke Avenue		
				L	
				L	
			1,000	T	
				R	
			L T R		
					400

6					
				R	
				T	1,600
			Roanoke Avenue		
				L	200
				L	
			200	L	
			1,000	T	
			800	R	
			L T R		

8					
300		4,300		R	400
R	T	L		T	500
			Roanoke Avenue		
				L	200
				L	
			300	L	
			700	T	
			400	R	
			L T R		
					300

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
 I-664 Corridor**

December 9, 2015

Sheet 2



1					
	700	11,600		T	4,200
R				L	3,900
				35th Street	
				Huntington Ave	

2					
		7,800	7,700		
		T	L		
				34th Street	
				Huntington Ave	
		3,800		T	
		200		R	

3					
	400	6,500	500	R	400
R				T	500
				L	200
				28th Street	
				Huntington Ave	
		600		T	
		300		R	

4					
	500	5,500		T	2,800
R				L	2,400
				26th Street	
				Huntington Ave	

5					
	900	100	5,800		
R		T	L		
				23rd Street	
				Huntington Ave	
		2,600		T	
		400		R	

6					
	4,400	300		R	700
				T	200
				L	
				36th Street	
				Huntington Ave	
		4,100		L	
		200		T	
		200		R	

7					
	4,600	200			
				T	
				L	
				35th Street	
				Jefferson Ave	
		500		L	
		200		T	
		200		R	

8					
	3,900	400			
				T	
				L	
				27th Street	
				Jefferson Ave	
		700		L	
		700		T	
		1,500		R	

9					
	1,000	4,400		R	400
R				T	1,400
				L	500
				26th Street	
				Jefferson Ave	
				L	
				T	
				R	

10					
	4,100	800			
R				T	
				L	
				25th Street	
				Jefferson Ave	
		500		L	
		800		T	
		800		R	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

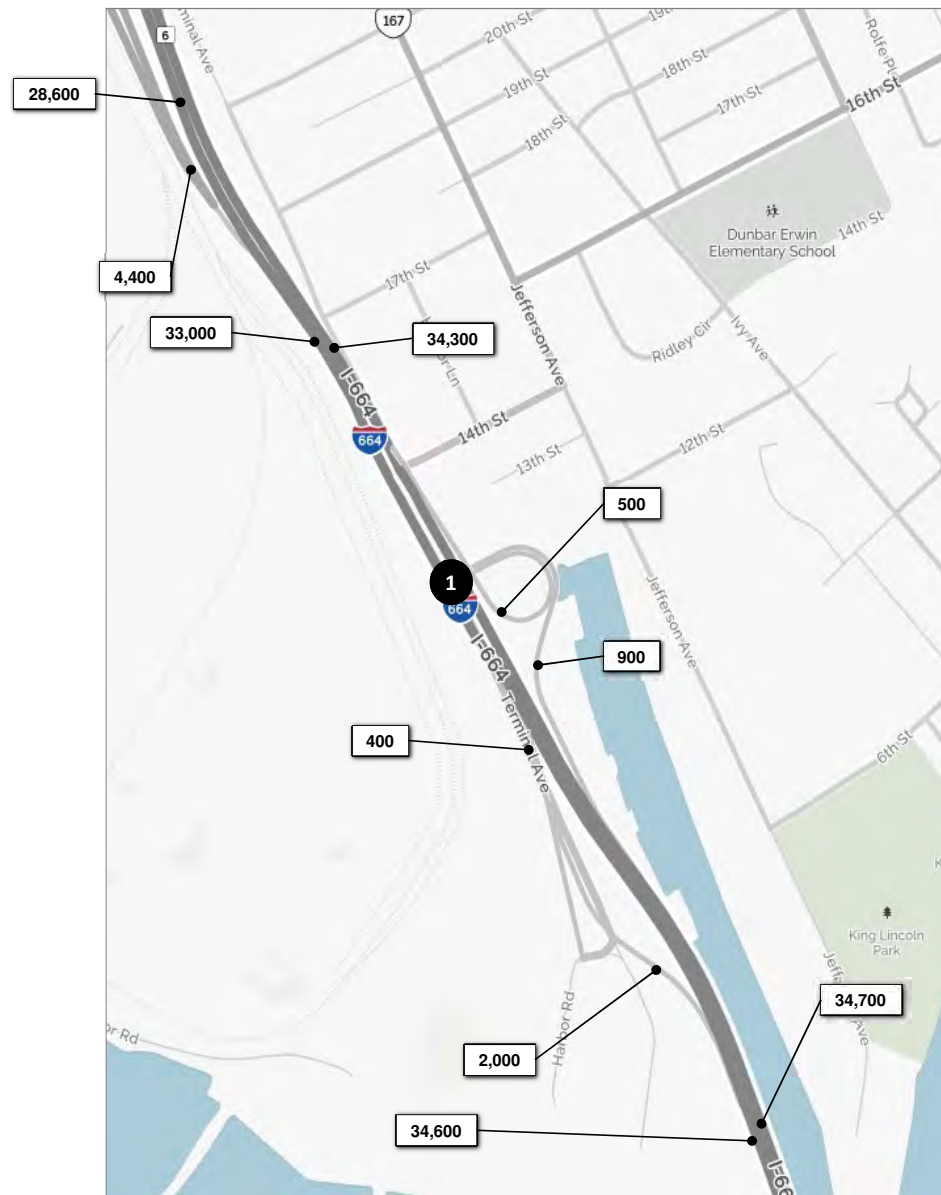
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
I-664 Corridor**

December 9, 2015

Sheet 3



1	2,100	300	R	800
	T	L	L	100
		Terminal Ave	T	R
			400	200

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT



1			<i>R</i>	100		
			<i>T</i>	6,800		
			<i>L</i>	400		
<i>R</i>	<i>T</i>	<i>L</i>				
	1,200	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>	
	13,900	<i>T</i>	300	400	1,000	
	900	<i>R</i>				

2			<i>T</i>	7,300		
<i>US 17</i>			<i>L</i>	5,300		
	7,000	<i>T</i>				
	7,900	<i>R</i>				

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

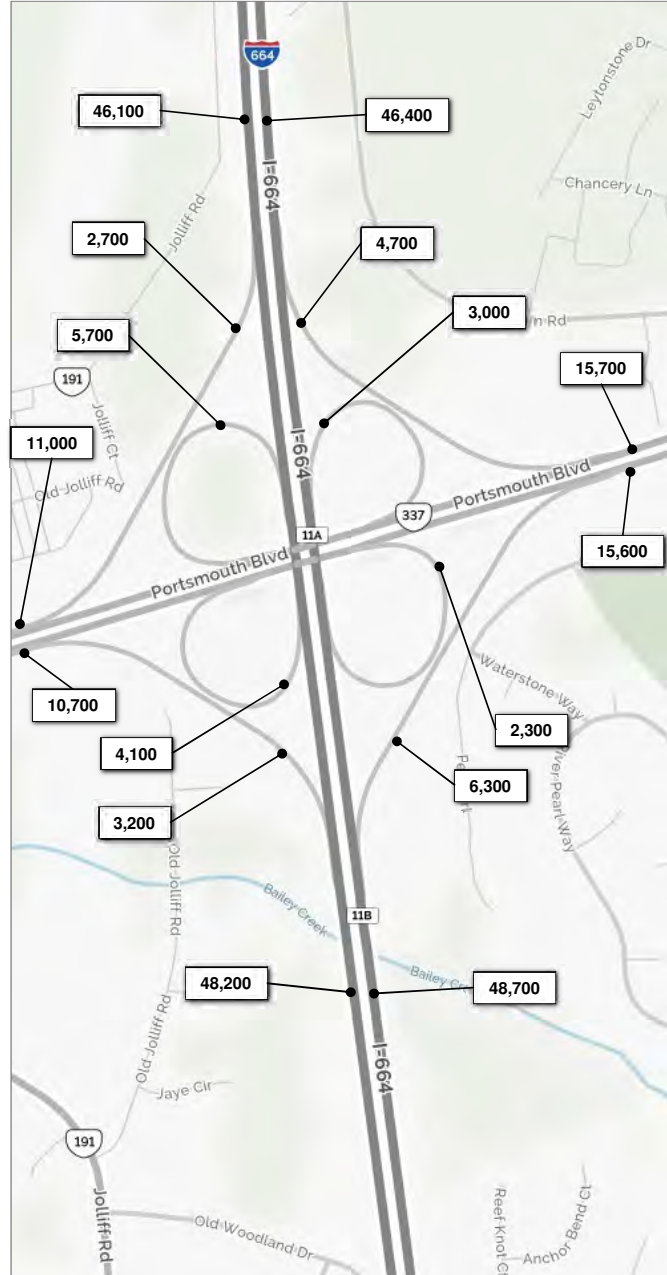
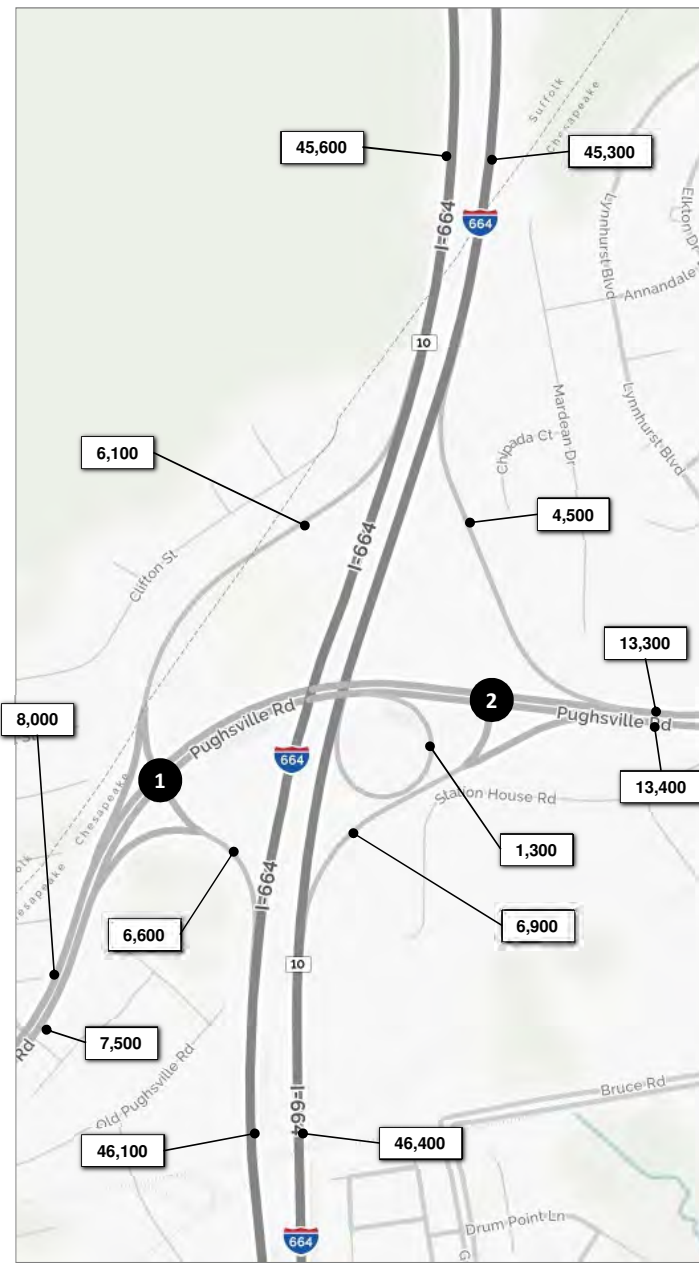
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
I-664 Corridor**

December 9, 2015

Sheet 5



1	1,800	4,300	T 6,200	
	R	L	L 4,600	
			Pughsville Road	
			5,500 T	
			2,000 R	

2			R 4,500	
			T 8,800	
Pughsville Road			L	R
			8,500 T	2,000
			1,300 R	4,900

3	1,000	1,000	T 1,600	
	R	L	L 2,000	
			Dock Landing Road	
			2,400 T	
			2,700 R	

4			R 1,400	
			T 2,800	
Dock Landing Road			L	R
			1,300 L	1,900
			2,100 T	800

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

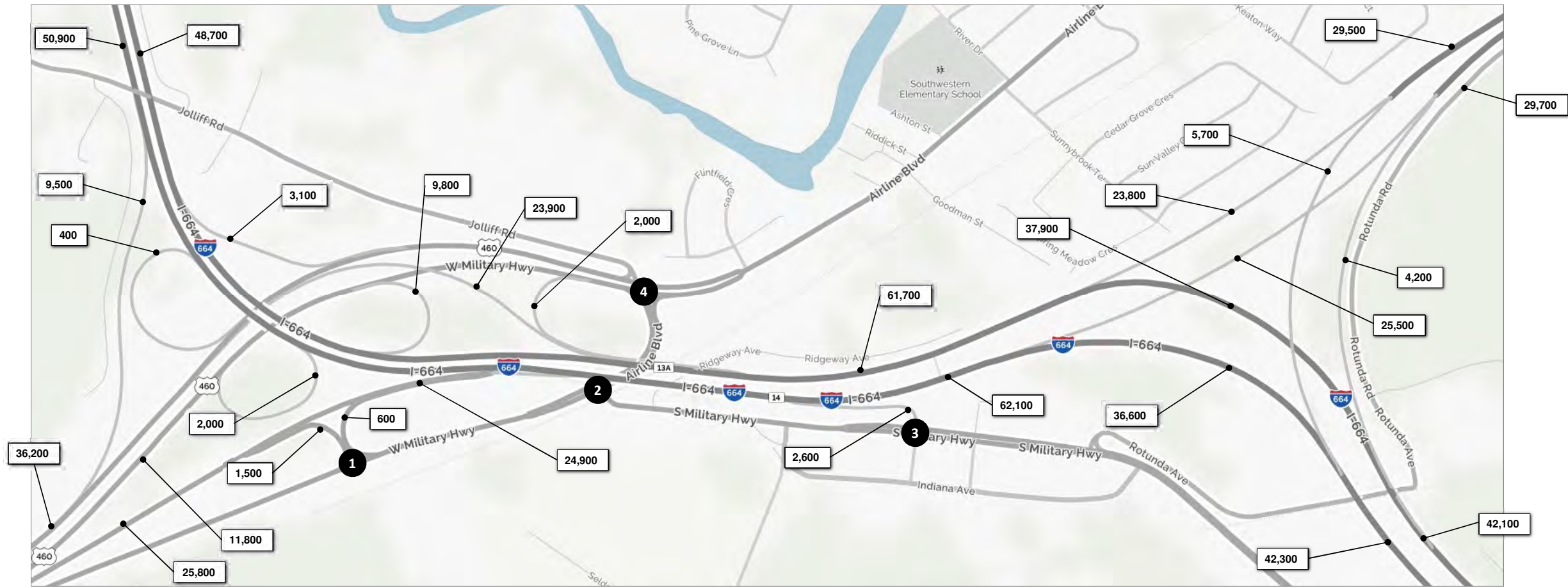
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
I-664 Corridor**

December 9, 2015

Sheet 6



1			
100	1,400	R 500	
		T 600	
<hr/>			
R	L		
W. Military Hwy			
100	L		
	900	T	

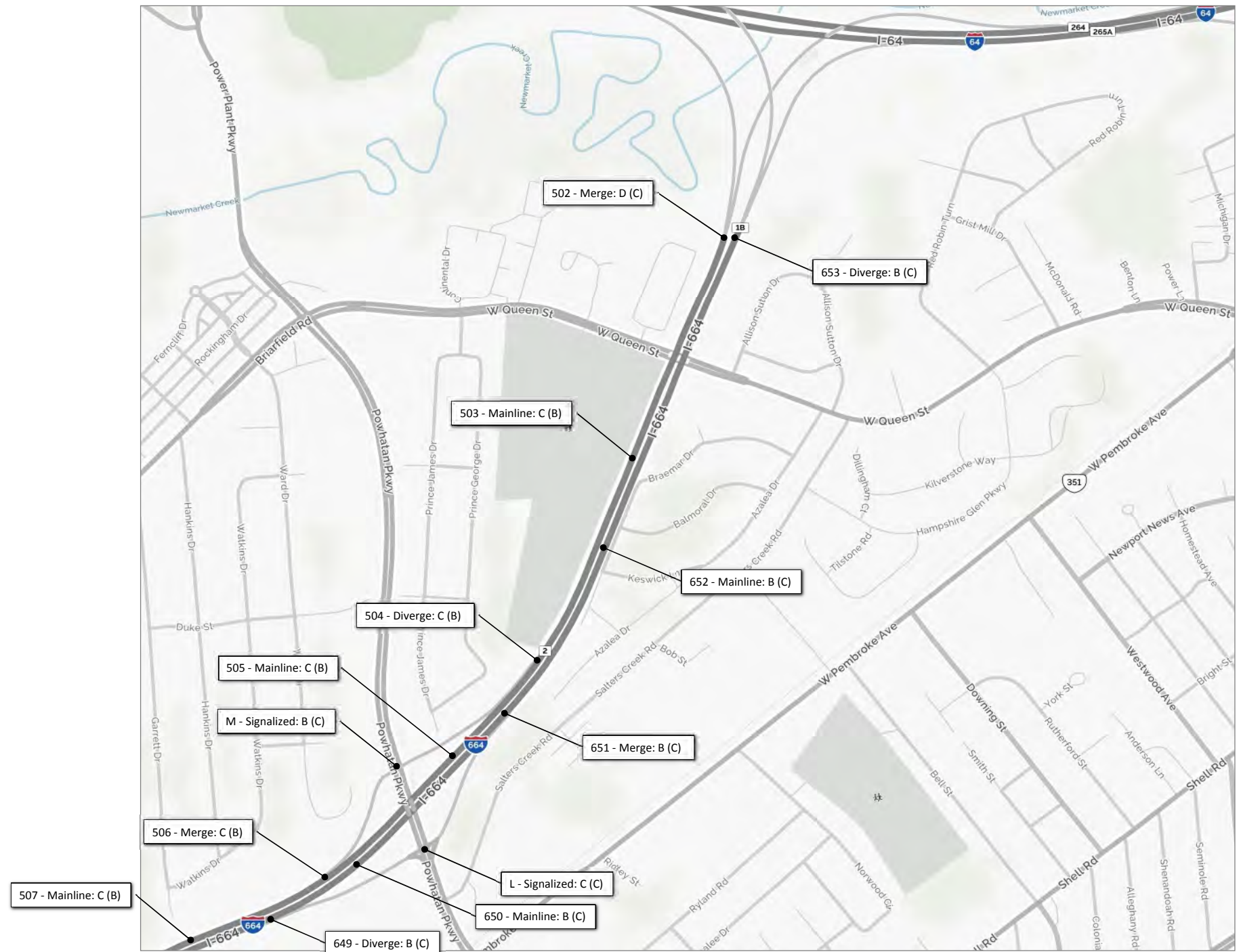
2			
		T 700	
		L 3,900	
<hr/>			
		L	R
W. Military Hwy			
	500	T	
	1,800	R	4,600

3			
100	2,500	T 4,900	
<hr/>			
R	L		
S. Military Hwy			
	5,700	T	

4			
600	1,900	700	R 800
			T 2,500
			L 800
<hr/>			
R	T	L	
		L	T
	1,900	L	
	2,200	T	3,200
	1,900	R	1,300
			600

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
I-664 Corridor**

December 10, 2015

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

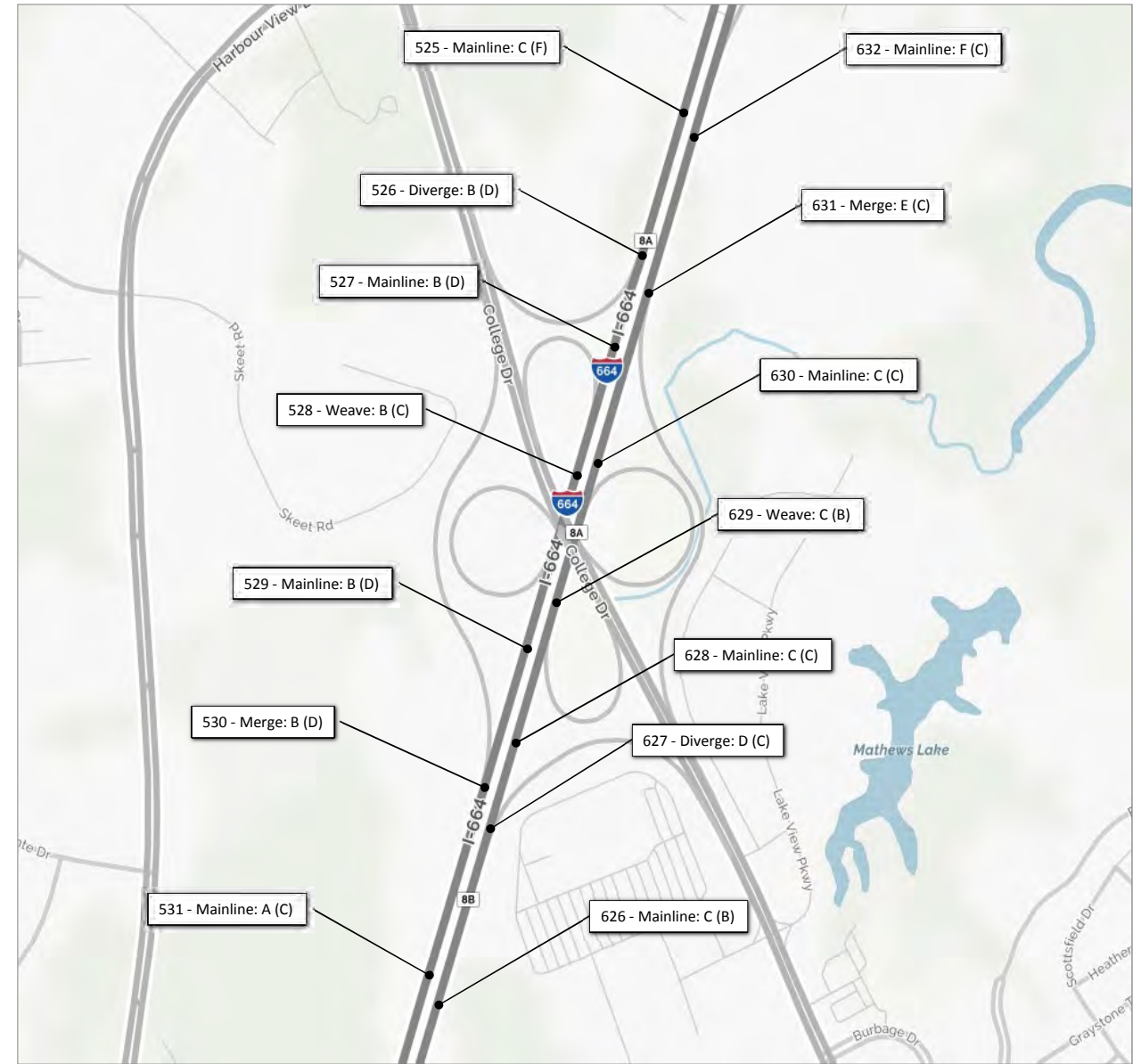
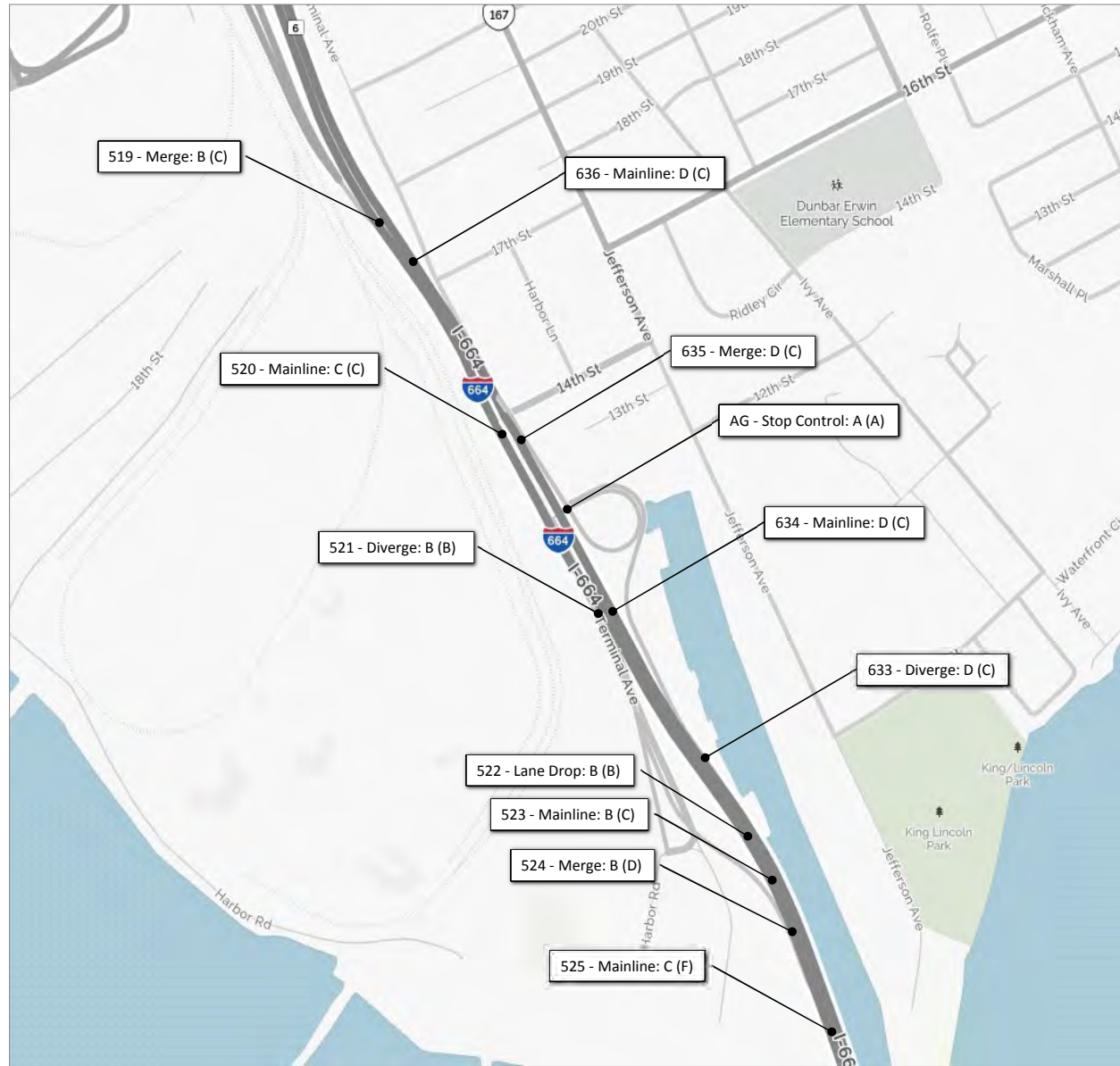
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
I-664 Corridor**

December 10, 2015

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

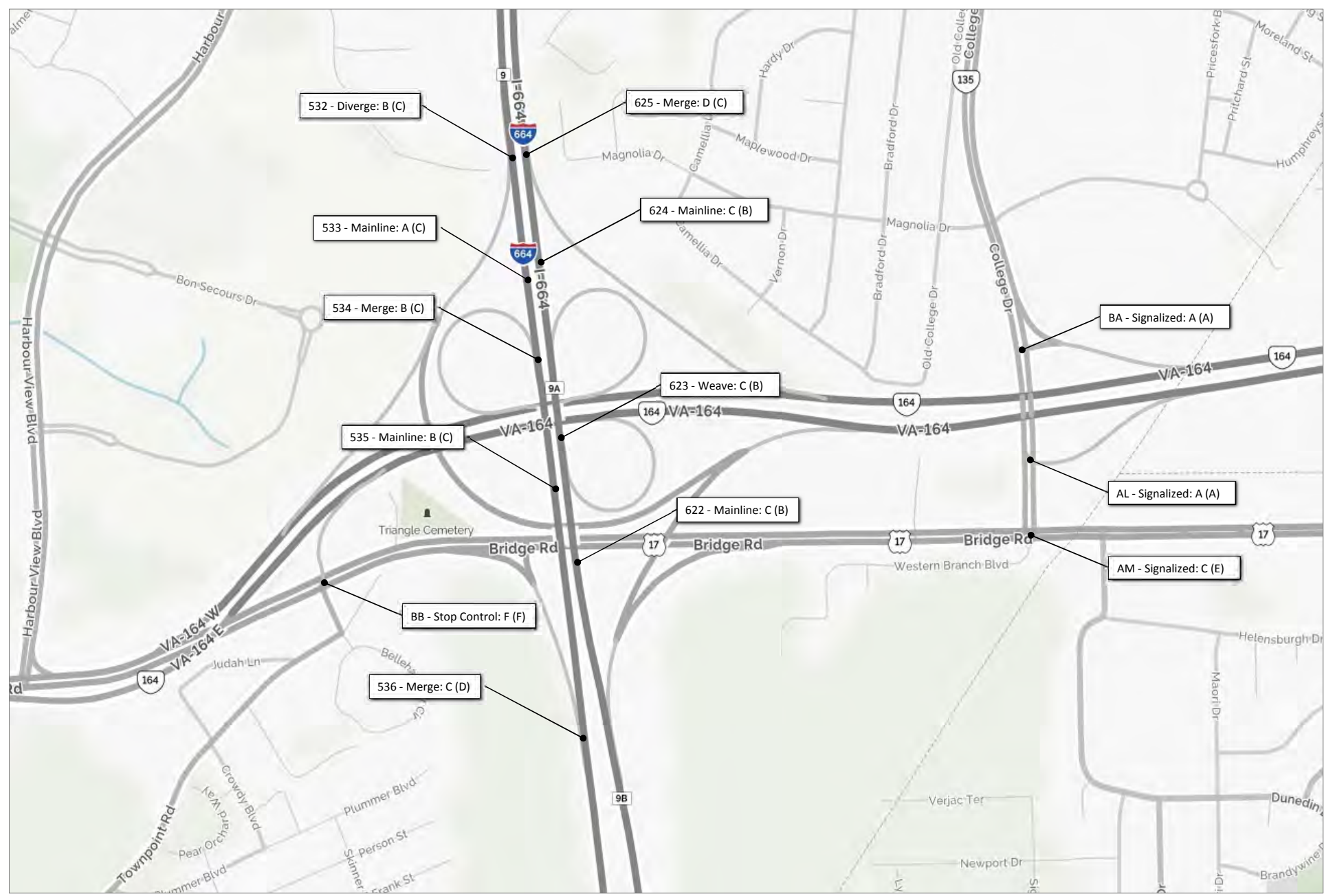
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
I-664 Corridor**

December 10, 2015

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

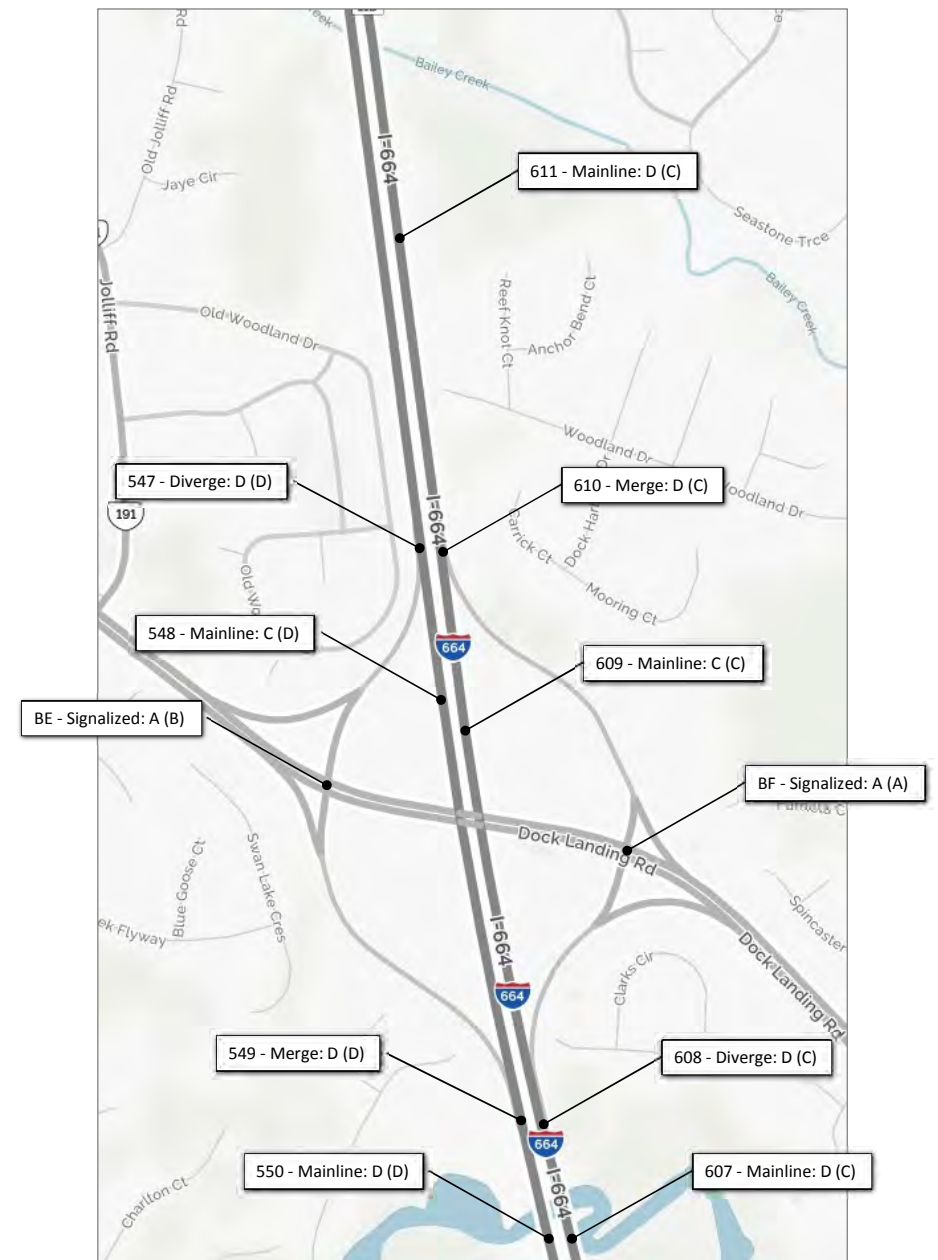
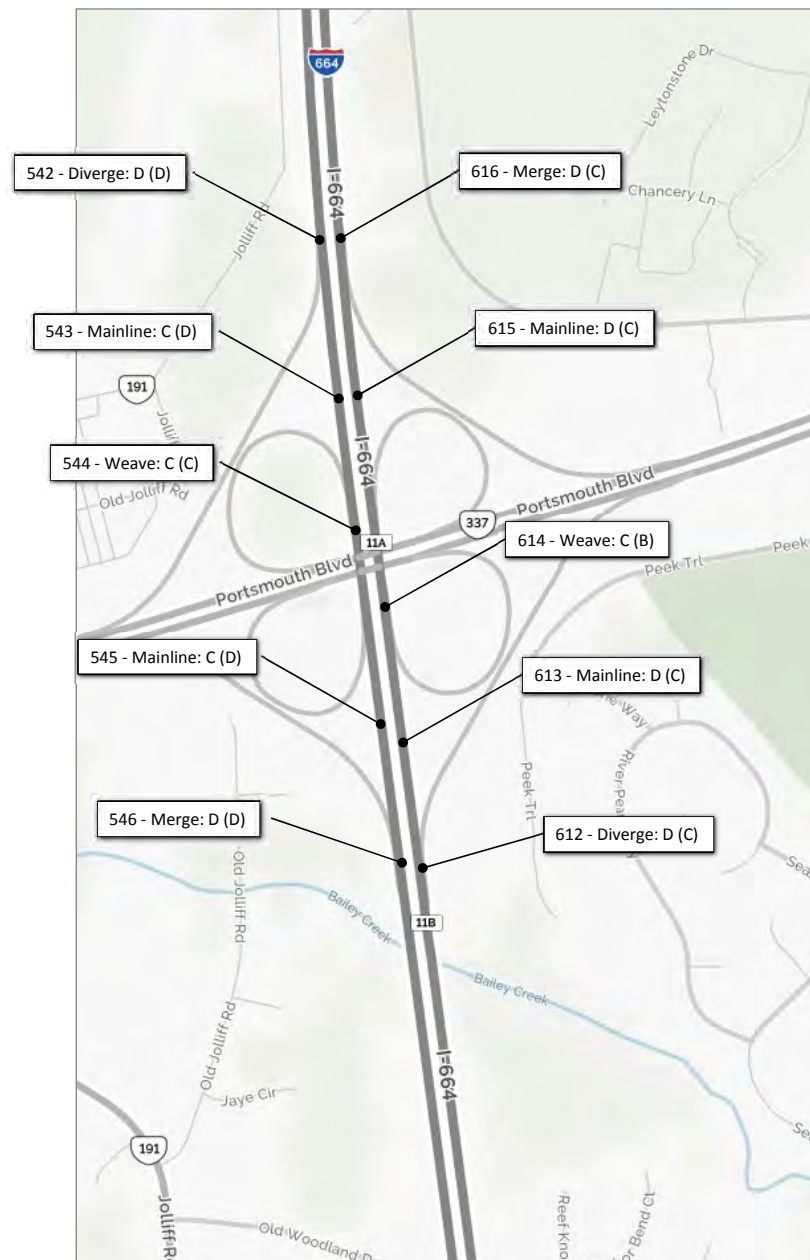
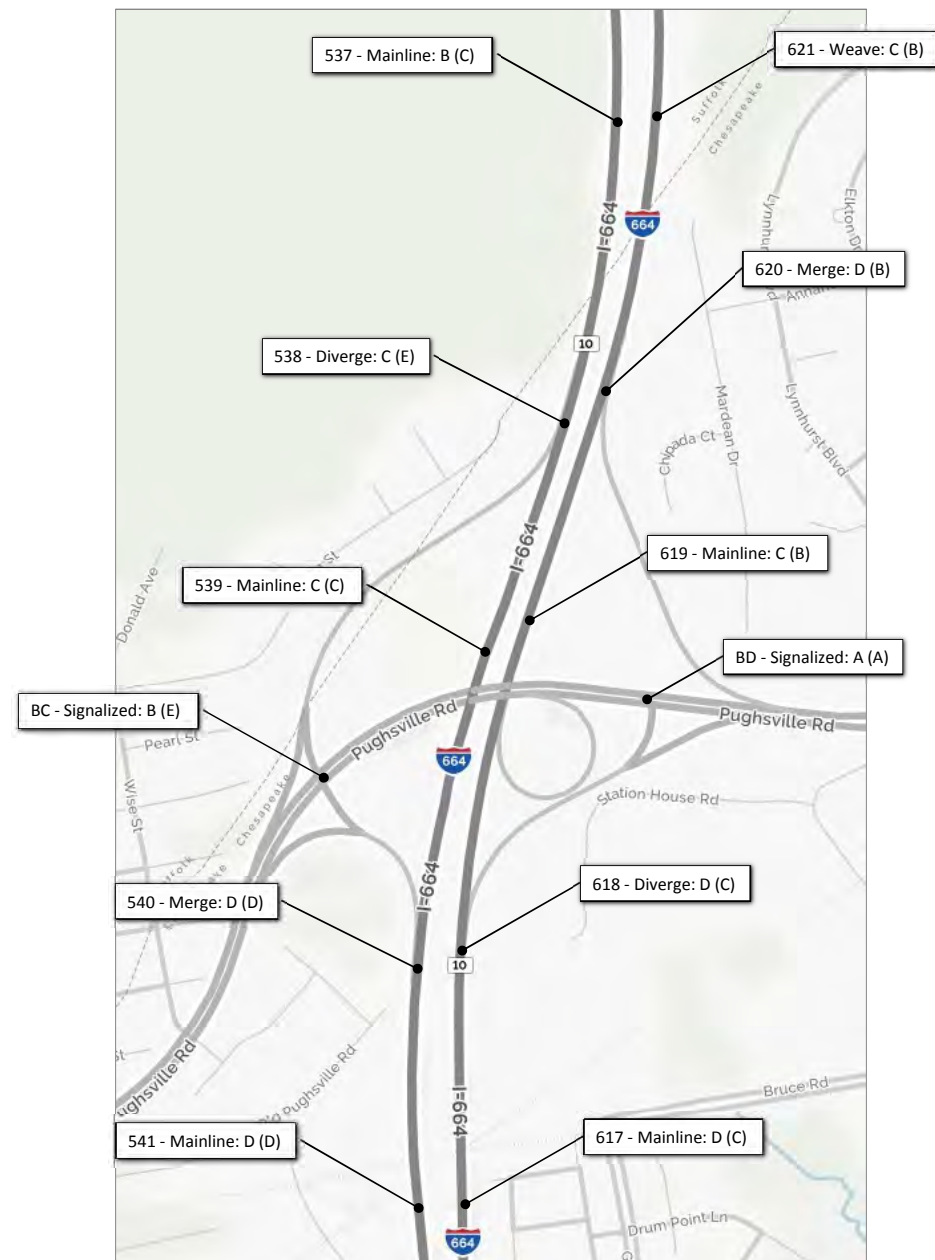
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
I-664 Corridor**

December 10, 2015

Sheet 5



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

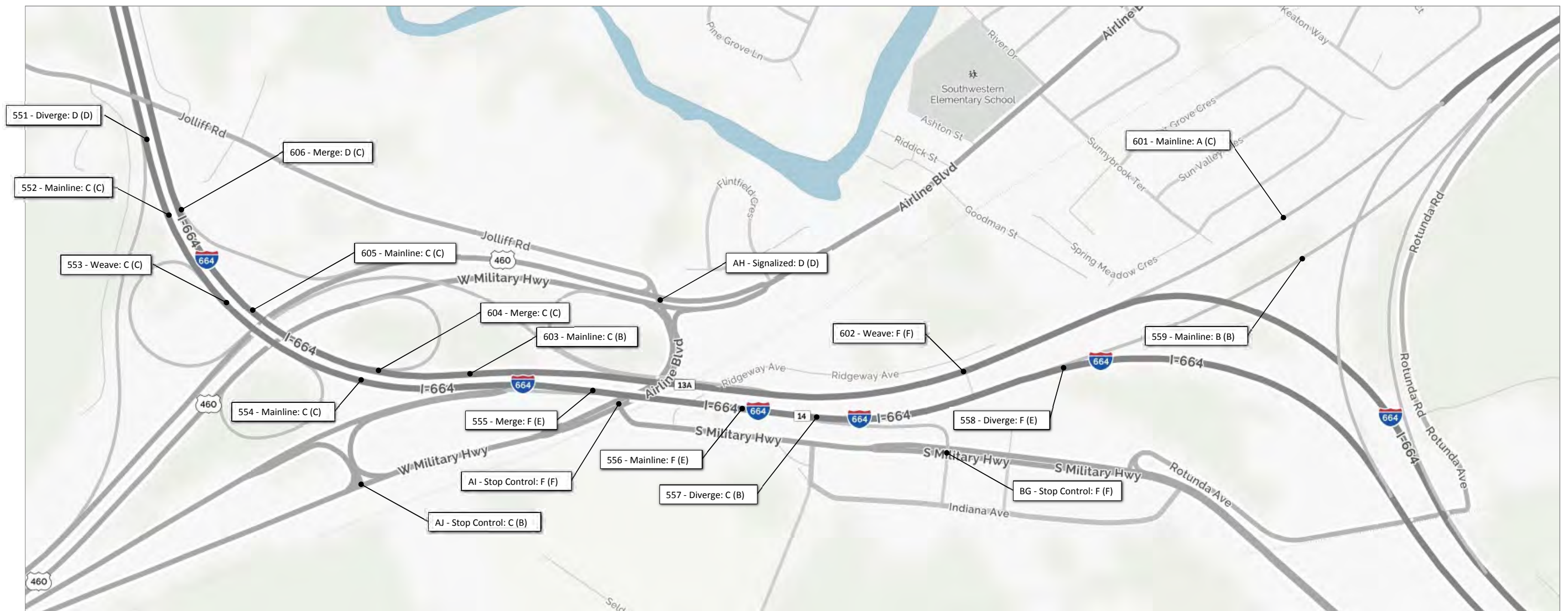
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
I-664 Corridor**

December 10, 2015

Sheet 6



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

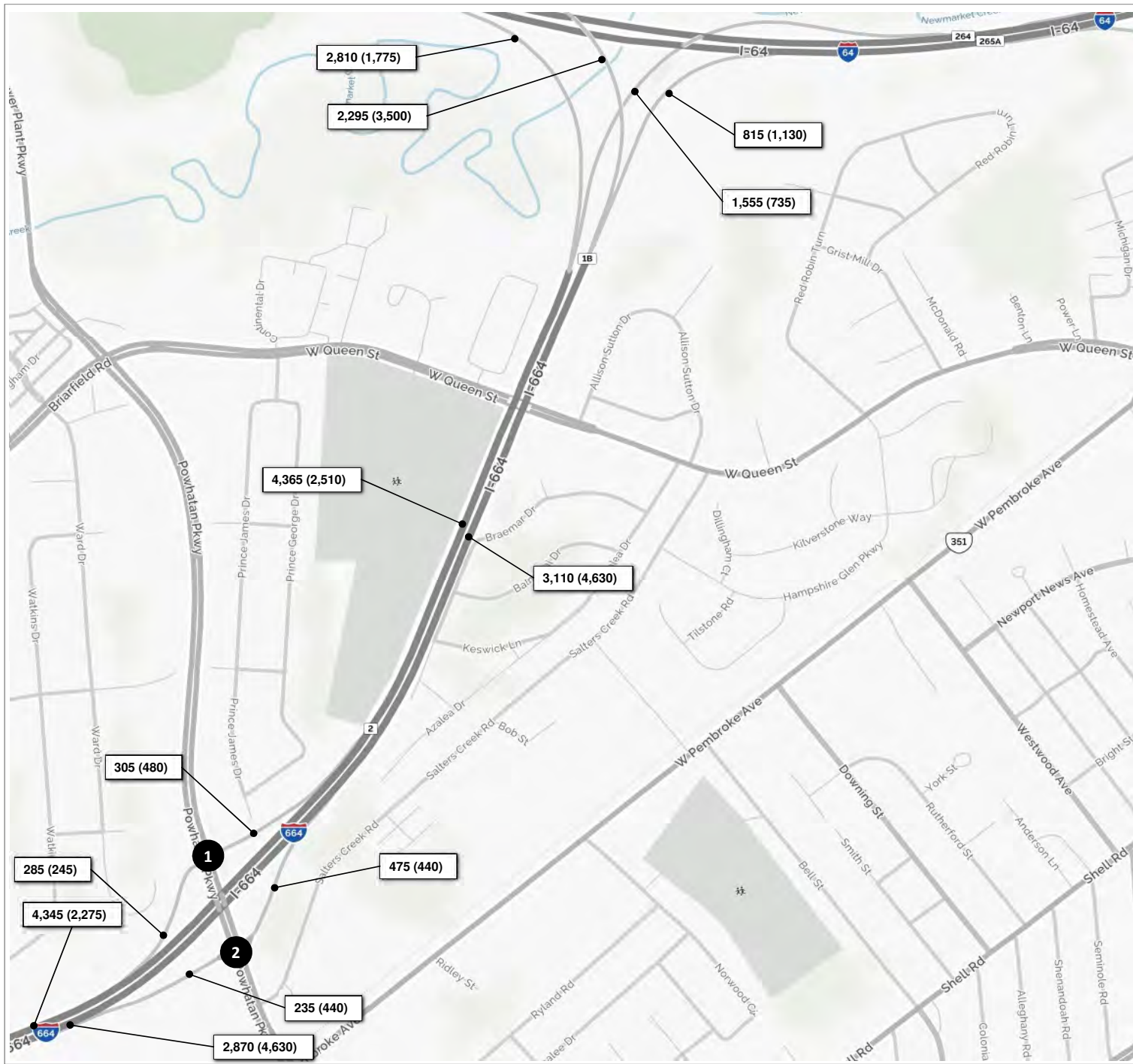
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
 I-664 Corridor**

December 10, 2015

Sheet 7



1	75 (95)	230 (385)	T 280 (520)
	R	L	L 175 (135)
	230 (410)	T	Powhatan Pkwy
	110 (110)	R	I-664 Ramp

2	I-664 Ramp	R 420 (395)
	Powhatan Pkwy	T 400 (465)
	55 (45)	L
	405 (750)	T
		L 55 (190)
		R 180 (250)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

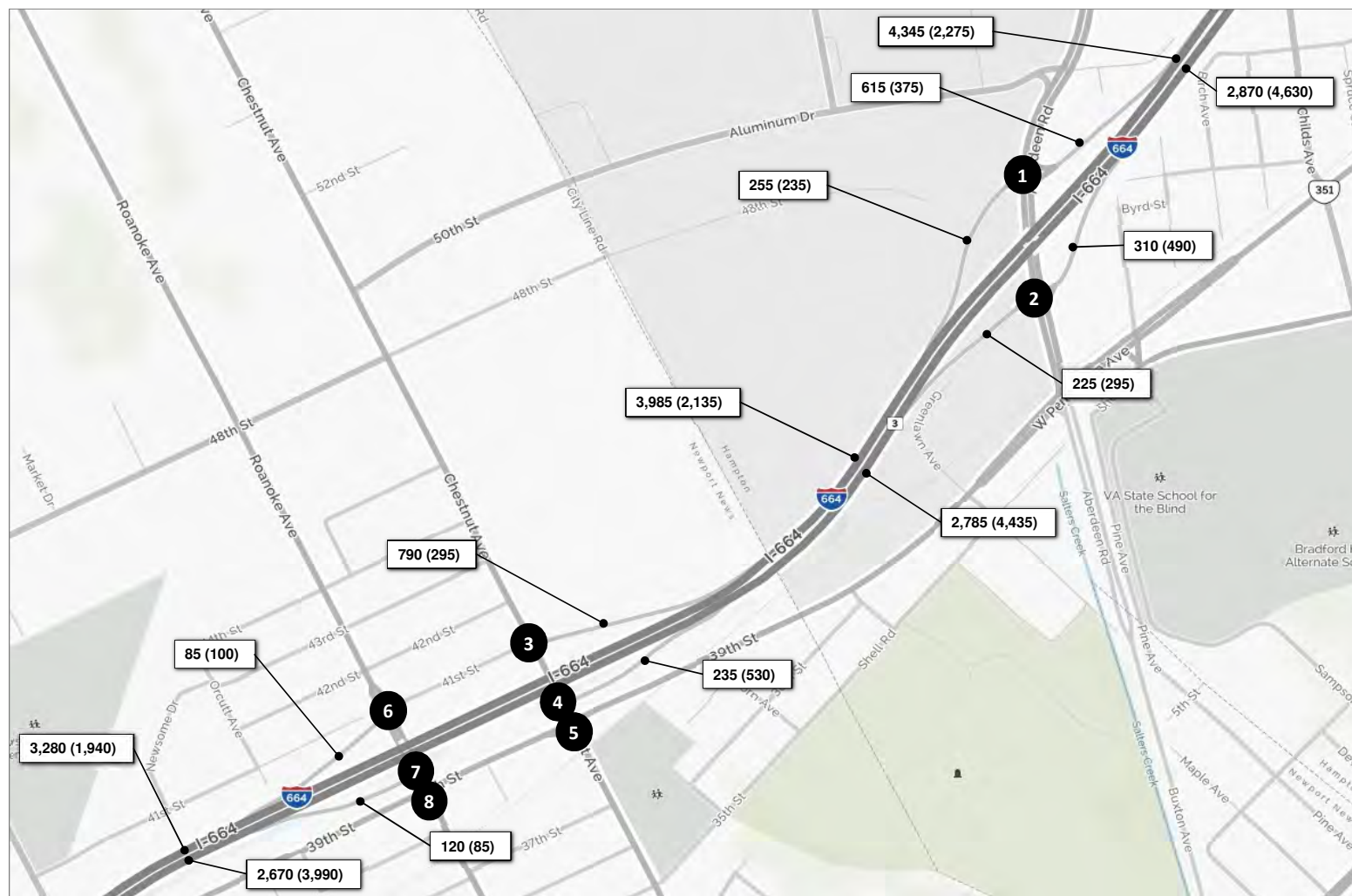
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
I-664 Corridor**

December 9, 2015

Sheet 1



1					
455 (215)	160 (160)		T	425 (610)	
R	T	L	L	75 (75)	
			Aberdeen Road		
			I-664 Ramp		
395 (815)		T			
180 (160)		R			

2					
			R	160 (165)	
			T	340 (480)	
			Aberdeen Road		
			I-664 Ramp		
150 (325)		L			
405 (650)		T			
			L	160 (205)	
			R	65 (90)	

3					
365 (150)	425 (145)		R	95 (205)	
R	T	L	L		
			Chestnut Avenue		
			I-664 Ramp		
			Aberdeen Road		
			Chestnut Avenue		
285 (350)		L			
35 (15)		T			
		R			
			L	20 (25)	

4					
			R	155 (375)	
			T	95 (205)	
			Chestnut Avenue		
			I-664 Ramp		
			Aberdeen Road		
			Chestnut Avenue		
80 (155)		L			
650 (365)		T			
		R			
			L		
			T		
			R		

5					
35 (45)	220 (165)	15 (45)	R	30 (50)	
R	T	L	T	130 (235)	
			Chestnut Avenue		
			I-664 Ramp		
			Aberdeen Road		
			Chestnut Avenue		
25 (65)		L			
180 (205)		T			
445 (95)		R			
			L	120 (285)	
			T	20 (35)	

7					
			R	50 (130)	
			T		
			Roanoke Avenue		
			I-664 Ramp		
			Aberdeen Road		
			Roanoke Avenue		
			L		
105 (80)		T			
		R			
			L	55 (60)	
			T		
			R	65 (25)	

6					
5 (5)	20 (5)	10 (5)	R	5 (5)	
R	T	L	T	90 (135)	
			Roanoke Avenue		
			I-664 Ramp		
			Aberdeen Road		
			Roanoke Avenue		
15 (20)		L			
95 (75)		T			
55 (45)		R			
			L	10 (50)	
			T		
			R		

8					
20 (25)	635 (250)	30 (30)	R	10 (30)	
R	T	L	T	20 (80)	
			Roanoke Avenue		
			I-664 Ramp		
			Aberdeen Road		
			Roanoke Avenue		
20 (35)		L			
60 (55)		T			
90 (15)		R			
			L	10 (25)	
			T	195 (555)	
			R	15 (20)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

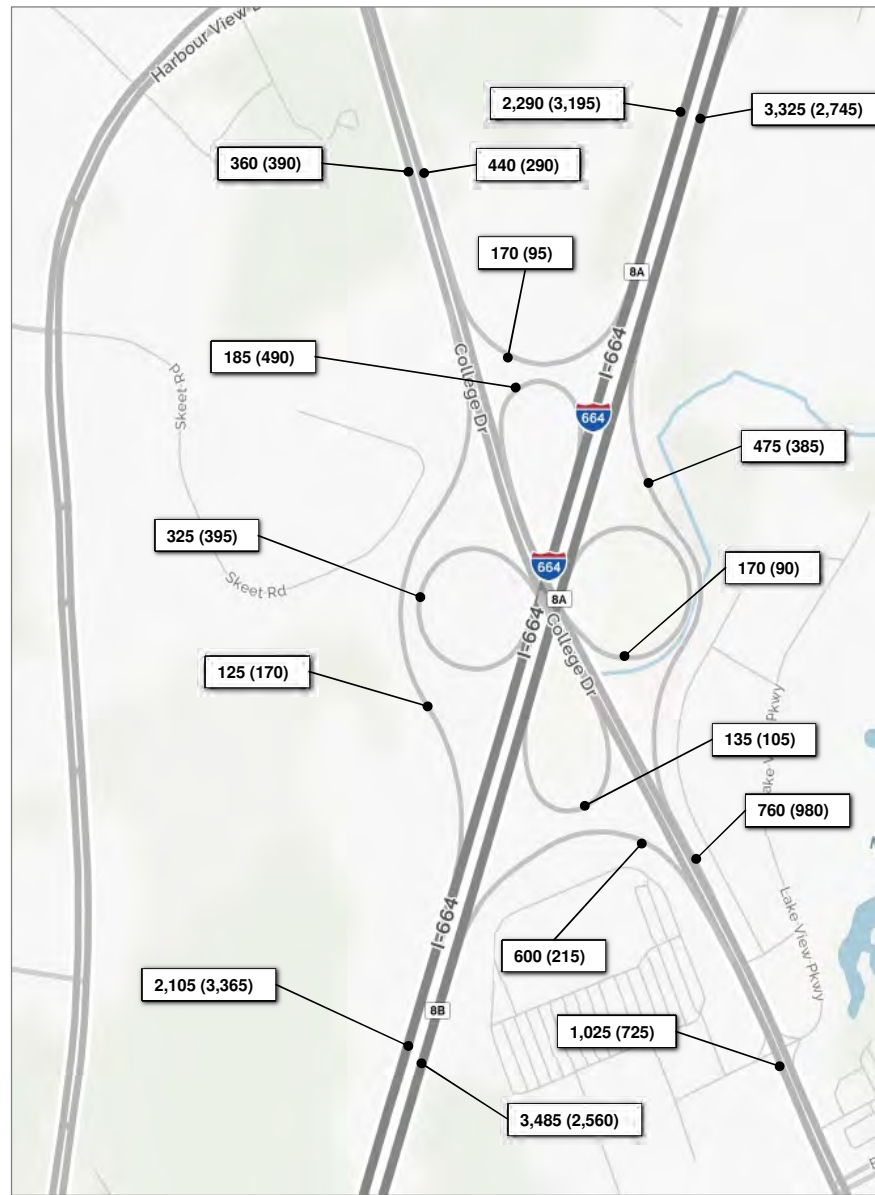
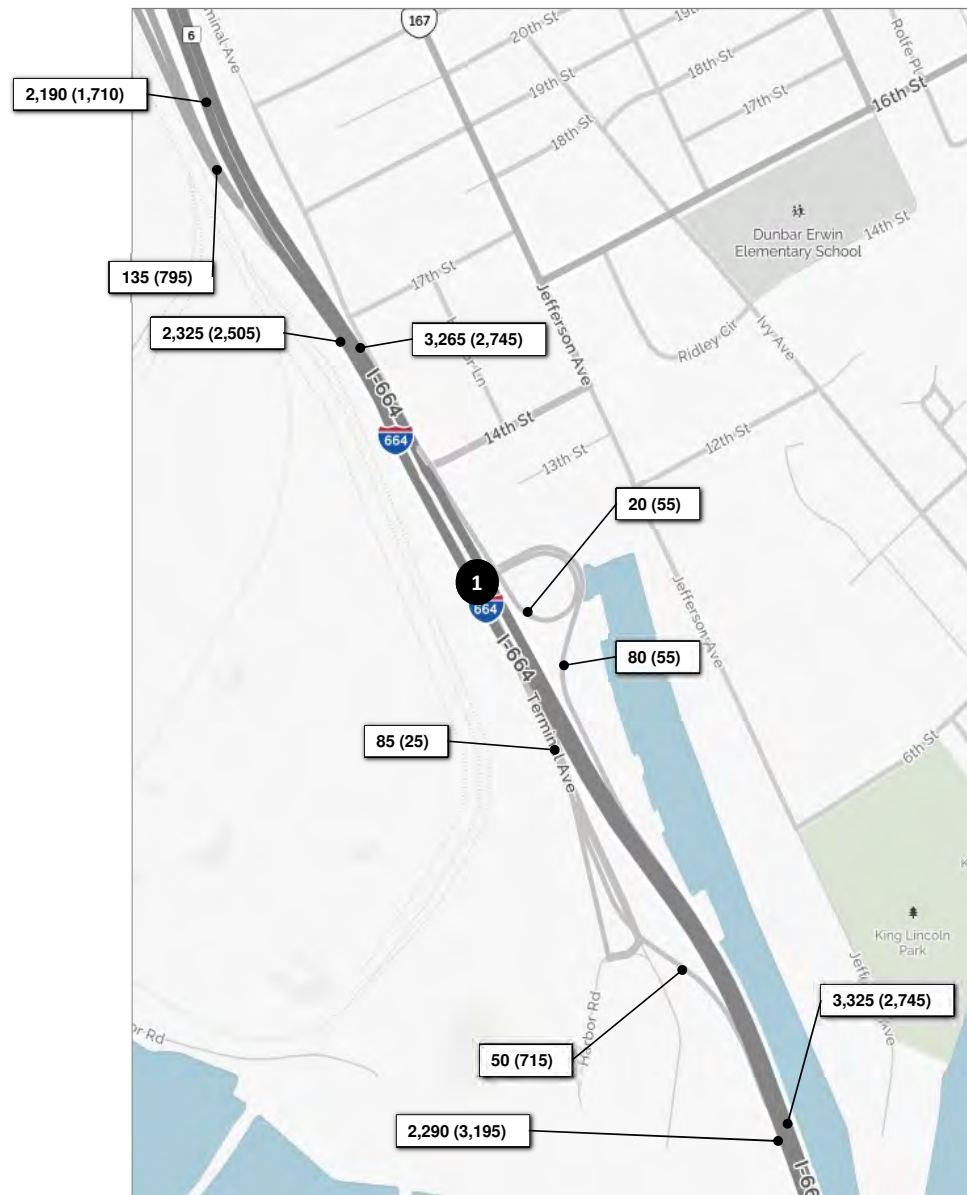
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
I-664 Corridor**

December 9, 2015

Sheet 2



1	30 (720)	10 (40)	R	50 (50)
	T	L	L	30 (5)
		Terminal Ave	T	R
			35 (25)	10 (15)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
I-664 Corridor**

December 9, 2015

Sheet 4



1					
			R	15 (10)	
			T	270 (670)	
			L	35 (50)	
	US 17				
	90 (85)	L			
	1,070 (975)	T	35 (35)	55 (20)	105 (90)
	50 (130)	R			

2					
			T	320 (730)	
			L	360 (380)	
	US 17				
	565 (560)	T			
	610 (505)	R			

3					
	610 (1,165)		R	320 (395)	
			L	85 (135)	
			VA 164 Ramp		
			T	475 (735)	

4					
	510 (955)		185 (345)		
		T	L		
			VA 164 Ramp		
			T	475 (735)	
			R	85 (70)	
			College Dr		

5					
	275 (455)		R	255 (465)	
			T	400 (645)	
			L	10 (15)	
			US 17		
	300 (330)	L			
	570 (595)	T	5 (10)	5 (10)	5 (15)
	10 (15)	R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

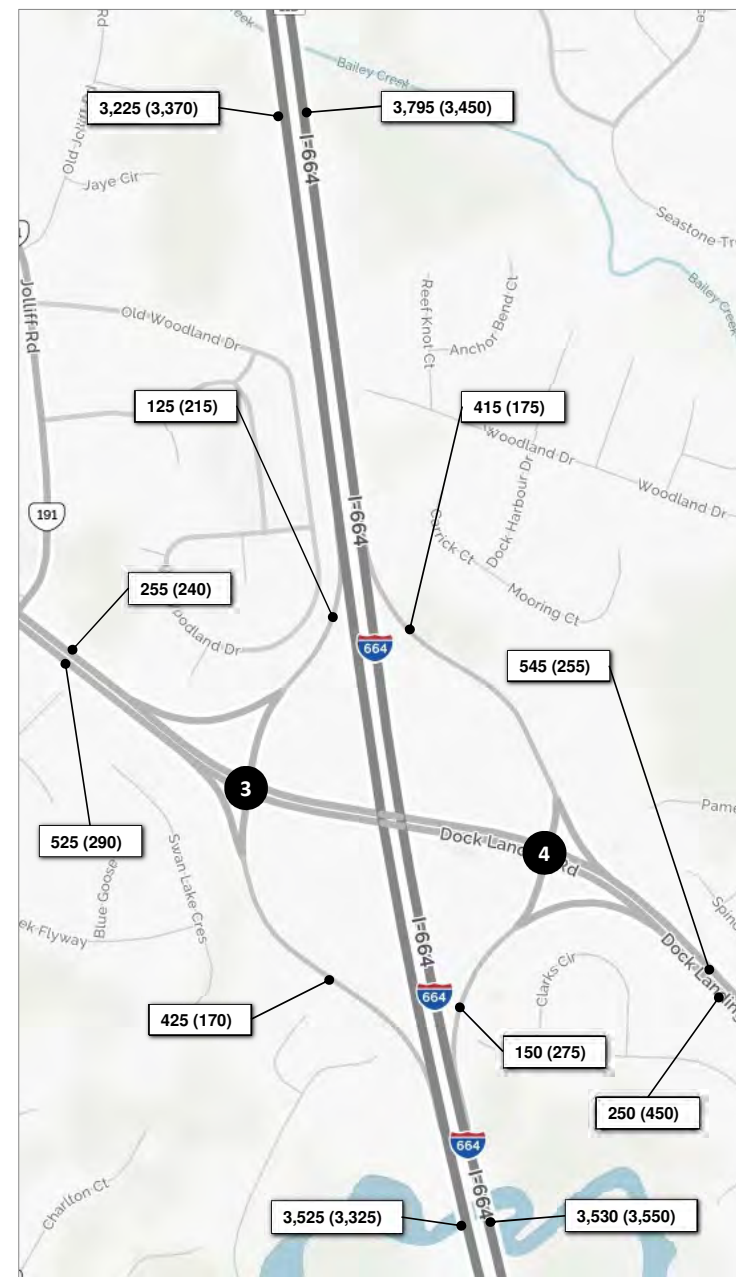
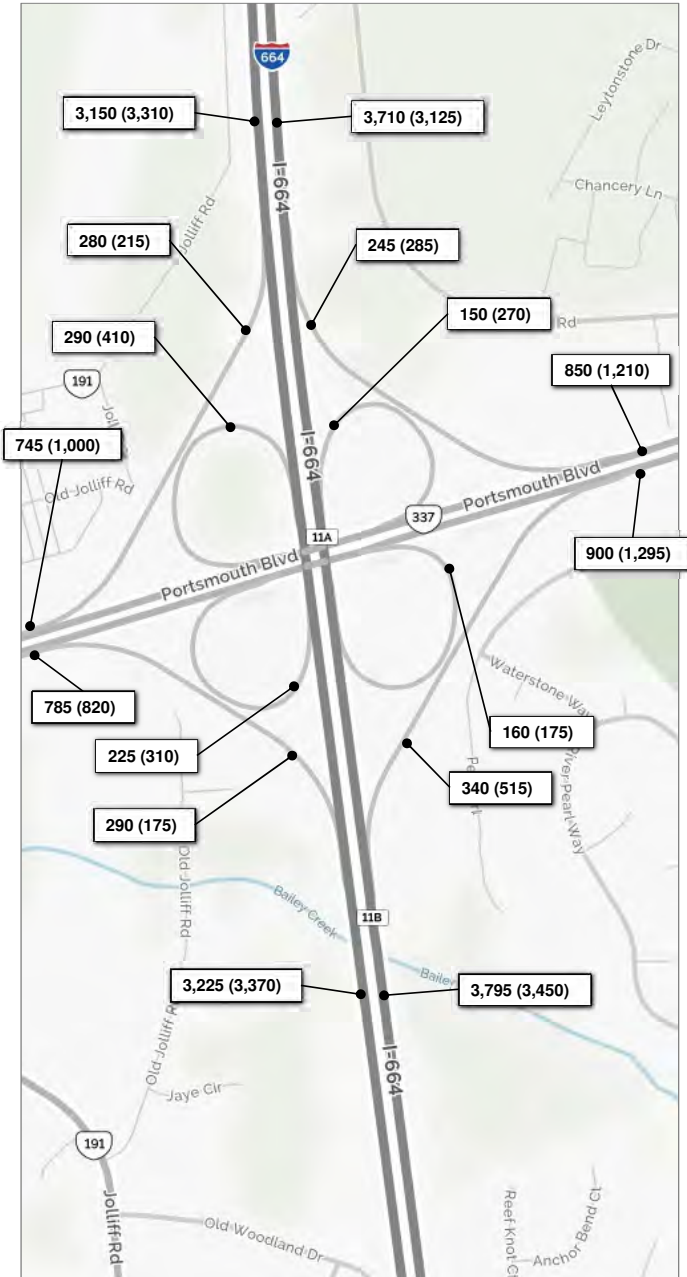
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
I-664 Corridor**

December 9, 2015

Sheet 5



1	240 (250)	245 (490)	T	230 (450)
	R	L	L	495 (275)
Pughsville Road				
	255 (300)	T		
	285 (105)	R		

2			R	405 (295)
			T	645 (515)
Pughsville Road				
	390 (705)	T	L	R
	110 (85)	R	80 (210)	425 (475)

3	80 (100)	45 (115)	T	175 (140)
	R	L	L	230 (105)
Dock Landing Road				
	330 (225)	T		
	195 (65)	R		

4			R	195 (75)
			T	350 (180)
Dock Landing Road				
	220 (100)	L		
	155 (240)	T	55 (65)	95 (210)

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

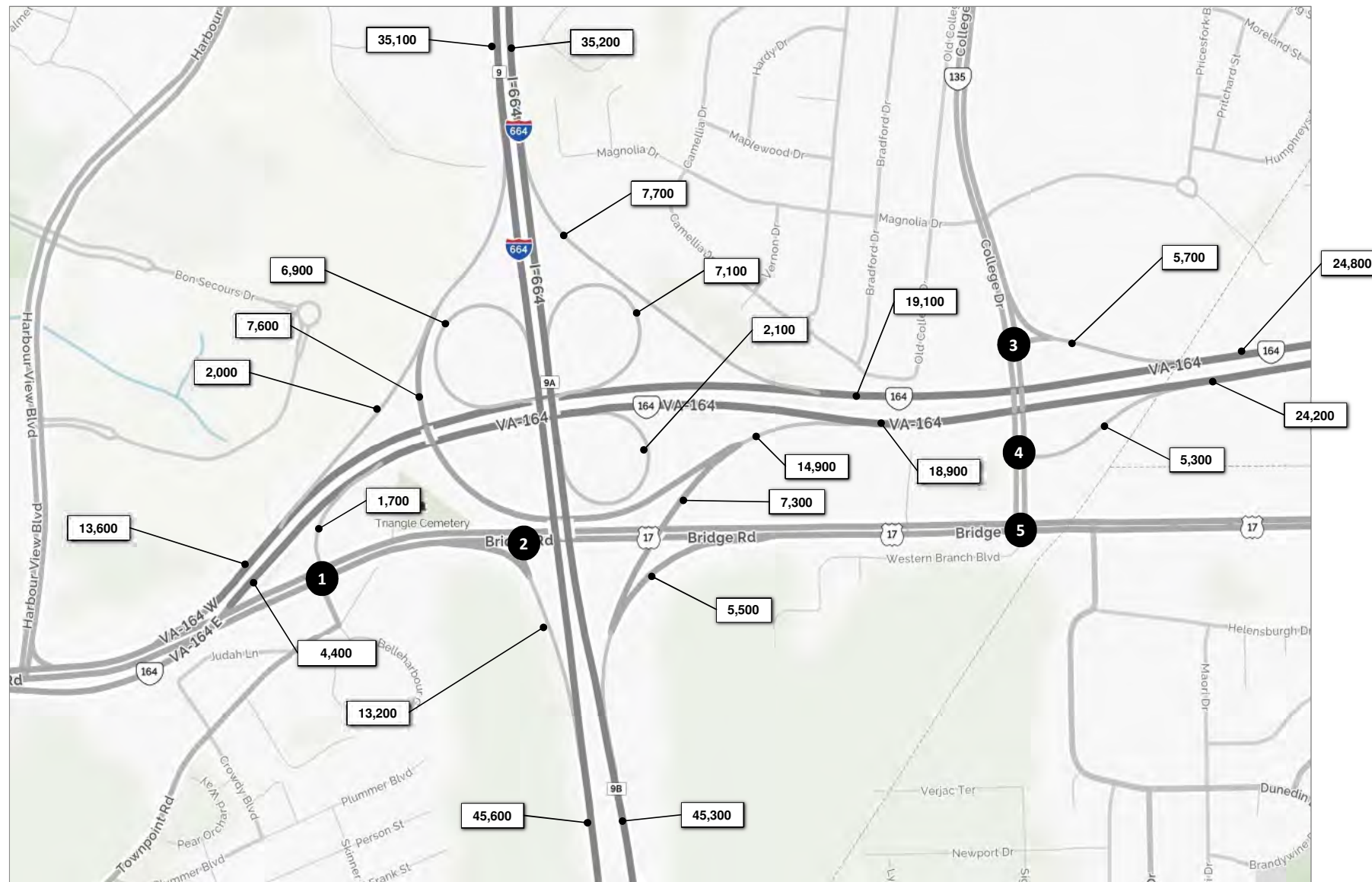
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
 I-664 Corridor**

December 9, 2015

Sheet 6



1			<i>R</i>	100				
			<i>T</i>	6,800				
			<i>L</i>	400				
<i>R</i>	<i>T</i>	<i>L</i>				<i>L</i>	<i>T</i>	<i>R</i>
	1,200	<i>L</i>				300	400	1,000
	13,900	<i>T</i>						
	900	<i>R</i>						

2						<i>T</i>	7,300		
						<i>L</i>	5,300		
<i>US 17</i>									
	7,000	<i>T</i>							
	7,900	<i>R</i>							

3						<i>R</i>	4,500		
						<i>L</i>	1,200		
						<i>VA 164 Ramp</i>			
	12,700	<i>T</i>							
						8,600			

4									
			9,900	4,000					
			<i>T</i>	<i>L</i>				<i>VA 164 Ramp</i>	
								<i>T</i>	<i>R</i>
						8,600		1,300	

5						<i>R</i>	5,400		
						<i>T</i>	7,800		
						<i>L</i>	200		
<i>R</i>	<i>T</i>	<i>L</i>				<i>L</i>	<i>T</i>	<i>R</i>	
4,700	100	5,100				100	100	100	
	4,400	<i>L</i>							
	7,900	<i>T</i>							
	200	<i>R</i>							

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
 VA 164 Corridor**

December 9, 2015

Sheet 1



1			
3,300	9,000	R	3,100
		L	3,200
R	T	<hr/>	
		L	T
		2,400	8,100
		Towne Point Road	

2			
8,500	3,700		
T	L		
<hr/>		L	T
3,200	L	7,300	3,000
2,700	R	Towne Point Road	

3				
1,800	4,500	200	R	
			T	
			L	
R	T	L	<hr/>	
		1,500	L	
		400	T	
		1,400	R	
		3,000	4,400	1,600
		L	T	R

4			
4,400			
T			
<hr/>		L	T
2,900	L		
3,600	R		
		Cedar Lane	7,100

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
 VA 164 Corridor**

December 9, 2015

Sheet 2



1					
	200	400	700	R	900
				T	2,500
				L	1,900
	R	T	L		
Cleveland St			L	T	R
	200		L		
	2,600		T		
	100		R	100	800

2					
	4,400		1,300	T	900
	R		L		
Cleveland St					
	4,100		T		

3					
	300		300	R	1,100
	R		L	T	600
Cleveland St					
	5,000		L		
	400		T		
			R		

4					
	100	500	1,800	R	700
	R	T	L	T	500
Woodrow St			L		
		200	L		
		1,200	T		
		100	R		
				L/664 Ramp	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

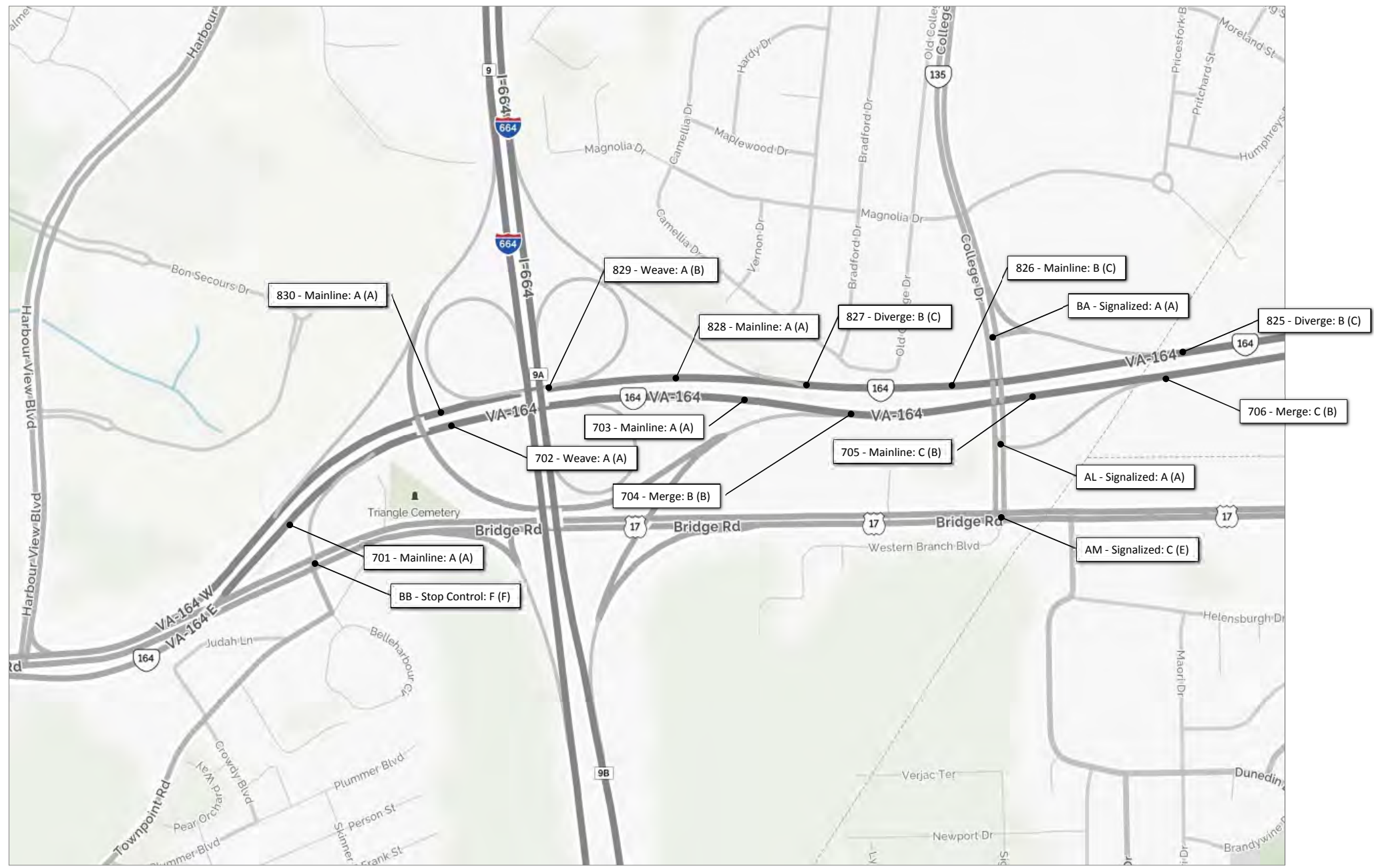
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Weekday Daily Volumes
VA 164 Corridor**

December 9, 2015

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
VA 164 Corridor**

December 10, 2015

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

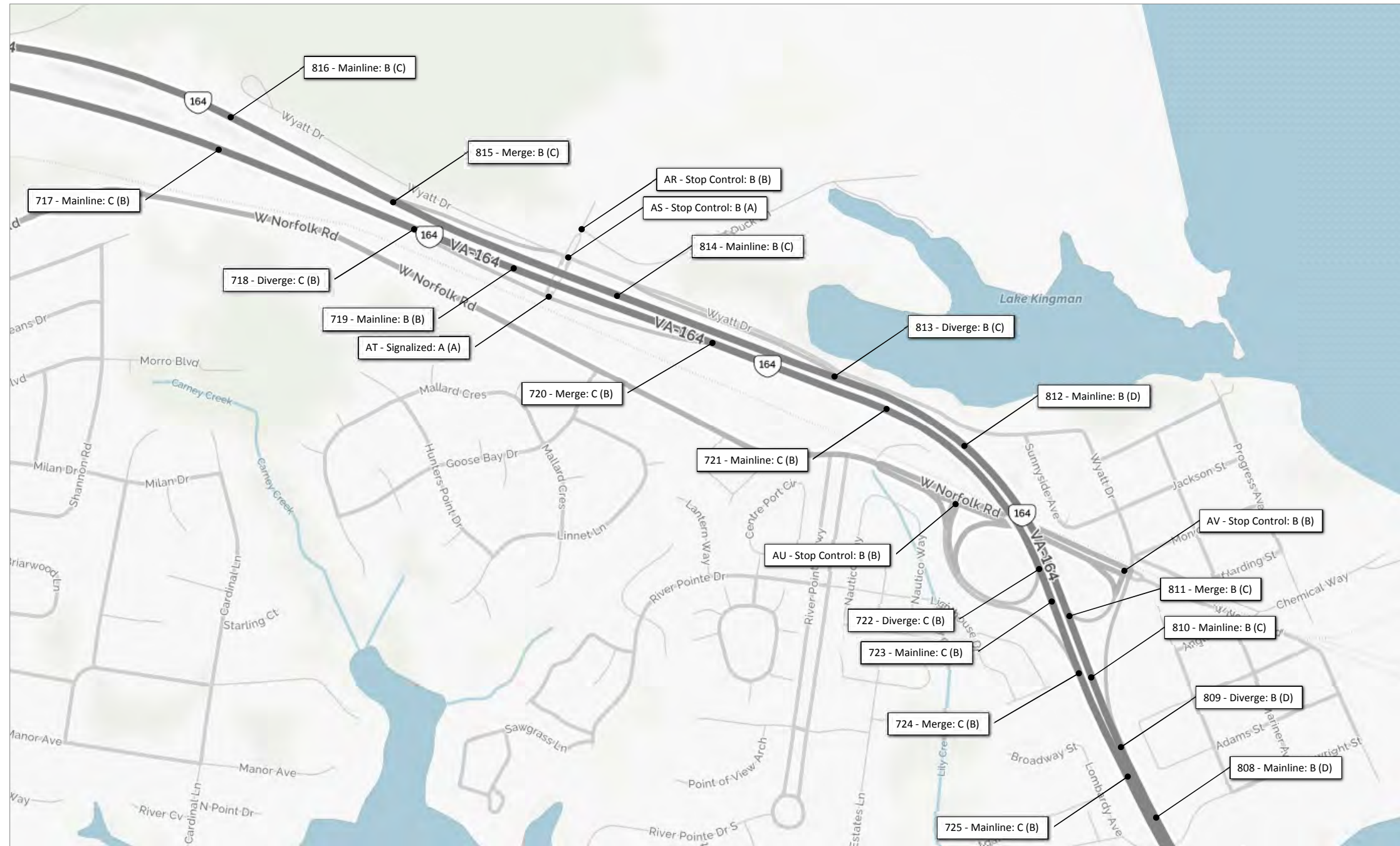
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
VA 164 Corridor**

December 10, 2015

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
VA 164 Corridor**

December 10, 2015

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

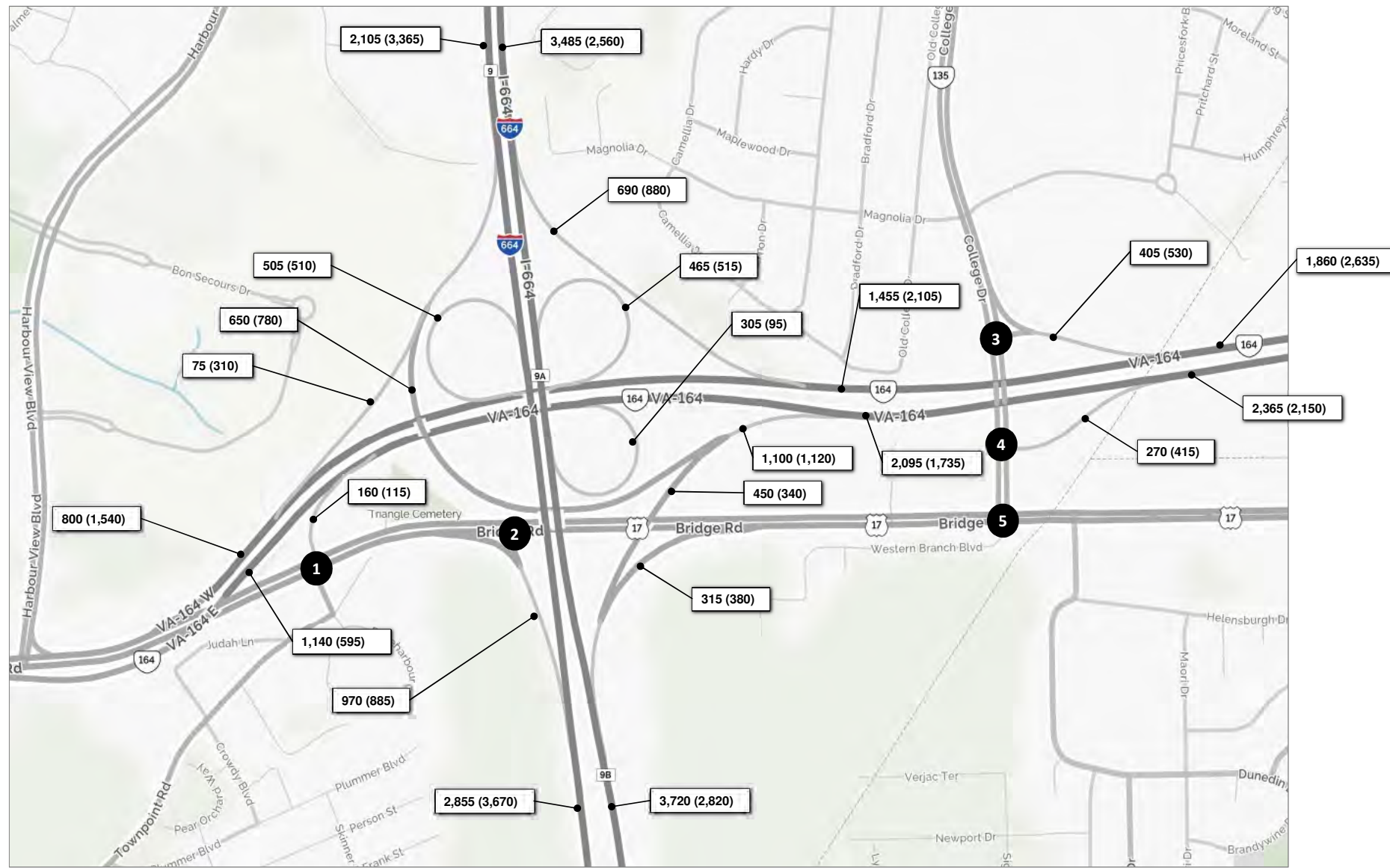
DRAFT

Hampton Roads Crossing Study SEIS

**2015 Existing Level of Service
VA 164 Corridor**

December 10, 2015

Sheet 4



1				
		R	15 (10)	
		T	270 (670)	
		L	35 (50)	
US 17				
90 (85)	L		T	R
1,070 (975)	T	35 (35)	55 (20)	105 (90)
50 (130)	R			

2				
		T	320 (730)	
		L	360 (380)	
US 17				
565 (560)	T			
610 (505)	R			

3				
610 (1,165)		R	320 (395)	
		L	85 (135)	
		VA 164 Ramp		
		T	475 (735)	

4				
510 (955)		185 (345)		
		L		
		VA 164 Ramp		
		T	R	
		475 (735)	85 (70)	

5				
275 (455)		R	255 (465)	
		T	400 (645)	
		L	10 (15)	
		L	T	R
300 (330)	L	5 (10)	5 (10)	5 (15)
570 (595)	T			
10 (15)	R			

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
 VA 164 Corridor**

December 9, 2015

Sheet 1



1	
365 (175)	790 (565)
R	T
Towne Point Road	
L	T
150 (180)	240 (830)
R	
85 (330)	
L	
140 (305)	

2	
530 (705)	400 (165)
T	L
100 (250)	L
165 (325)	R
Towne Point Road	
L	T
290 (760)	R
190 (195)	

3	
215 (135)	495 (335)
R	T
55 (165)	L
65 (10)	T
150 (145)	R
20 (10)	
R	
5 (15)	T
10 (135)	L
20 (70)	R
250 (220)	
440 (395)	
295 (30)	

4	
465 (425)	
T	
430 (155)	L
345 (355)	R
Cedar Lane	
T	
630 (560)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
VA 164 Corridor**

December 9, 2015

Sheet 2



1	5 (15)	20 (25)	65 (65)	R	110 (55)
			T	155 (210)	
			L	140 (80)	
	R	T	L		
	Cleveland St			L	T R
				15 (10)	L
				235 (220)	T
				5 (5)	R
				5 (0)	L
				5 (5)	T
				55 (90)	R

2	335 (275)	245 (10)	T	70 (70)
	R	L		
	Cleveland St			
	355 (375)	T		

3	25 (15)	25 (5)	R	60 (100)
			T	45 (55)
			L	8,888 (8,888)
	R	L		
	Cleveland St			
	550 (370)	L		
	50 (15)	T		
		R		

4	5 (5)	35 (30)	125 (75)	R	40 (70)
				T	20 (30)
				L	30 (70)
	R	T	L		
	Woodrow St			L	1664 Ramp
				25 (25)	L
				80 (40)	T
				5 (10)	R

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2015 Peak Hour Volumes
VA 164 Corridor**

December 9, 2015

Sheet 4



1	1,700	3,400	3,800	T 4,400	
	R	T	L	L 1,500	
Settlers Landing Rd				L	R
	10,500	T		900	3,200
	2,000	R			

2				T 5,900	
				L 5,000	
Settlers Landing Rd					
	12,000	T			
	5,500	R			

3				R 5,800	
				T 7,300	
Settlers Landing Rd				L	R
	4,800	L		3,600	4,100
	7,200	T			

4	2,200	100	1,700	T 1,500	
	R	T	L	L 100	
S. Mallory St					
	2,000	T			
	1,500	R			

5	900	100	2,200	R 3,900	
	R	T	L	T 400	
S. Mallory St				L	T R
	1,200	L		300	500
	2,400	T			100
	100	R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
I-64 Corridor**

April 6, 2016

Sheet 2



1	2,200	4,800	T 1,800	
	R	L	L 2,700	
4th View St				
	2,800	T		
	1,100	R		

2			R 4,500	
			T 3,600	
4th View St				
	1,700	L	L	R
	5,900	T	900	3,200

3	700	9,800	US 460	
	R	T	L	T
			6,700	4,000

Legend

x,xxx Average Daily Traffic

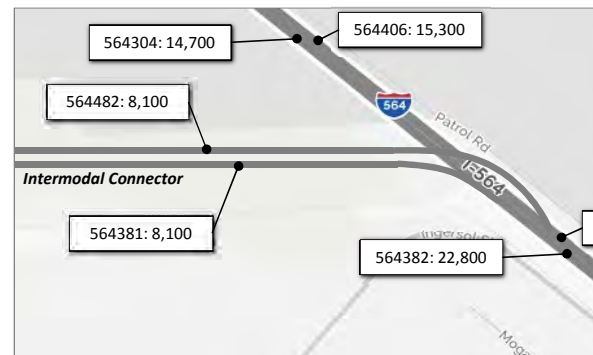
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
I-64 Corridor**

April 6, 2016

Sheet 3

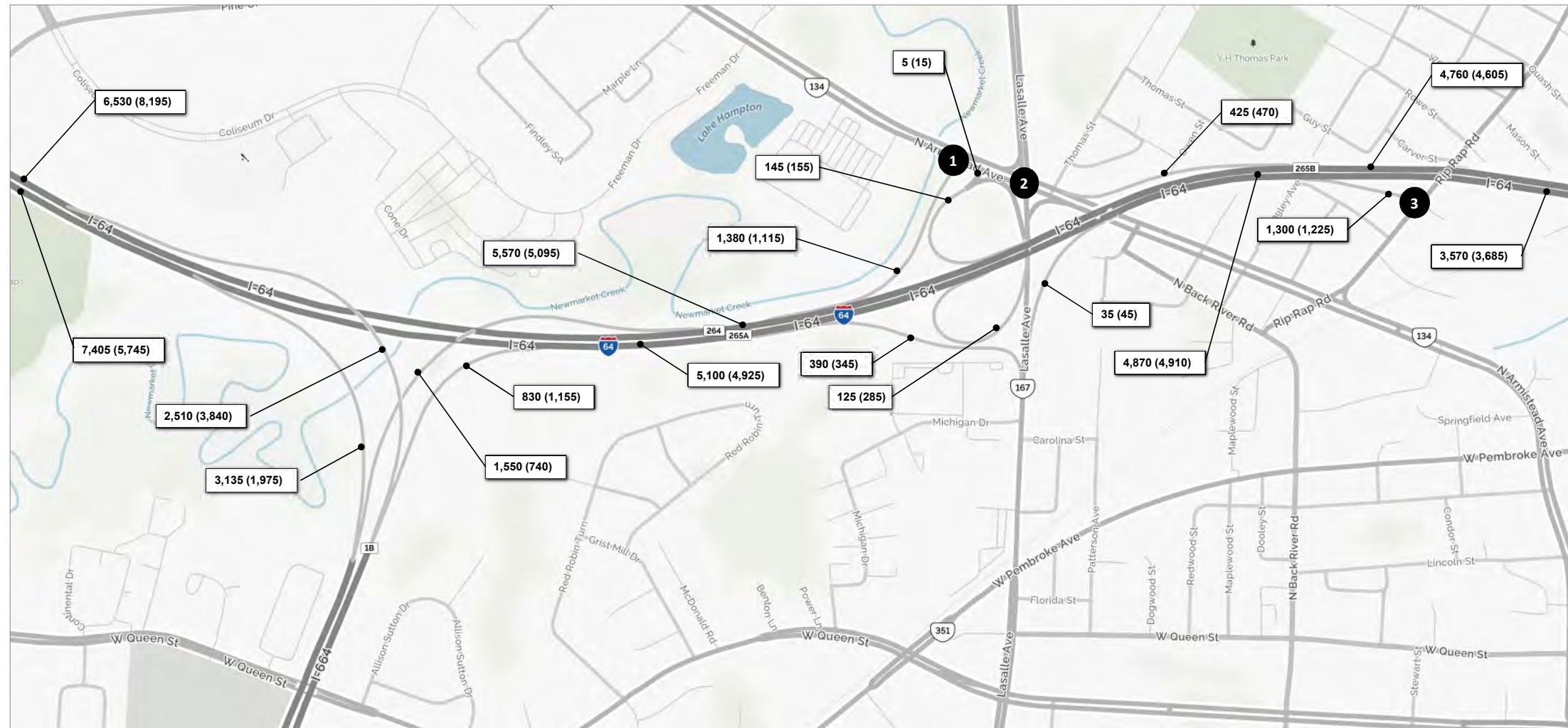


1		Bainbridge Ave		R	T	L
2,500	5,700					
R	T	Bellinger Blvd		U	L	T
		100	U			
		2,300	L	100	100	5,500



Legend
 x,xxx Average Daily Traffic

DRAFT



1						
	R	T	L	R	T	L
		755 (1,115)				
		1,035 (875)				
Armistead Ave	L	T	R			
						5 (15)
	830 (1,160)	T				
	345 (240)	R				

2						
	R	T	L	R	T	L
		210 (130)				
		820 (1,105)				
		40 (60)				
Armistead Ave	L	T	R			
						5 (40)
	45 (70)	L				
	540 (635)	T				
	245 (455)	R				

3			
	T		T
	250 (215)		
I-64 Ramp	L		
	760 (855)		
	540 (370)	R	
			110 (225)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
I-64 Corridor**

April 6, 2016

Sheet 1



1	35 (55)	335 (225)	270 (315)	T	445 (510)
	R	T	L	L	215 (65)
Settlers Landing Rd				L	R
	1,030 (1,320)		T	30 (125)	90 (400)
	310 (115)		R		

2				T	660 (575)
				L	290 (195)
Settlers Landing Rd					
	610 (1,225)		T		
	780 (810)		R		

3				R	565 (280)
				T	745 (475)
Settlers Landing Rd				L	R
	120 (605)		L	205 (295)	215 (375)
	490 (620)		T		

4	100 (20)	5 (10)	35 (65)	T	235 (75)
	R	T	L	L	20 (30)
S. Mallory St					
	75 (355)		T		
	145 (345)		R		

5	165 (30)	0 (0)	165 (220)	R	290 (245)
	R	T	L	T	75 (45)
S. Mallory St				L	R
	35 (245)		L	15 (30)	60 (35)
	70 (155)		T		5 (5)
	5 (10)		R		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
I-64 Corridor**

April 6, 2016

Sheet 2



1	245 (70)	250 (475)	T	135 (135)
	R	L	L	295 (120)
4th View St				
	60 (545)	T		
	85 (95)	R		

2			R	410 (405)
			T	360 (205)
4th View St				
	30 (365)	L	L	R
	280 (655)	T	70 (50)	105 (105)

3	70 (55)	990 (685)	US 460	
	R	T	L	T
			L	430 (550)
			T	160 (475)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

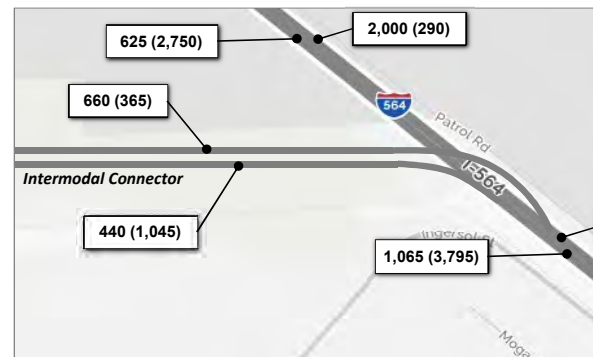
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
I-64 Corridor**

April 6, 2016

Sheet 3



1					
	135 (200)				
		145 (330)			
	R	T			
	Bainbridge Ave				
			R	T	
			U	L	T
			0 (5)		675 (135)
			215 (85)	5 (5)	
				5 (5)	

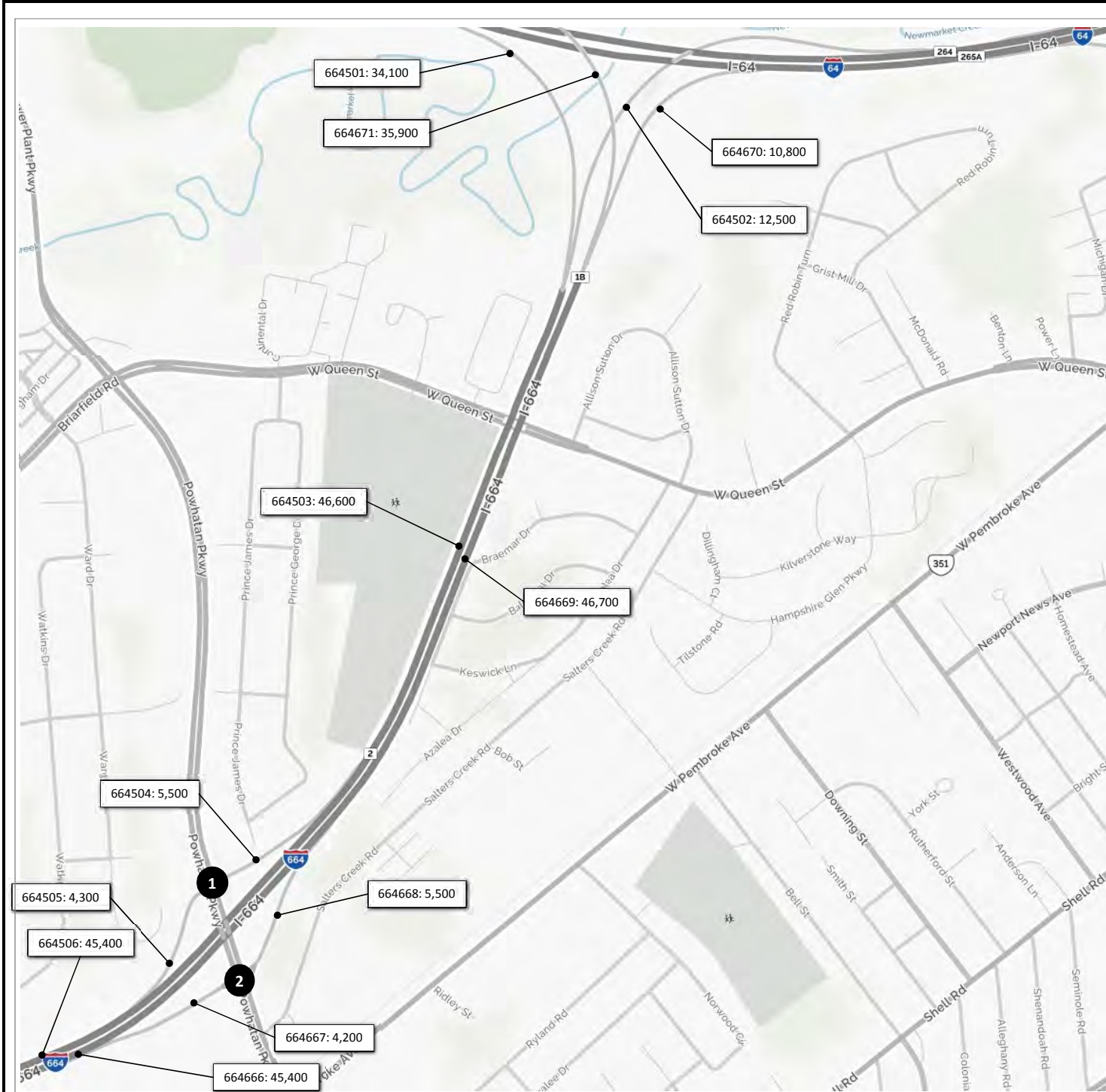


Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT



1	1,100	4,400	T 5,500	Powhatan Pkwy
	R	L	L 2,500	
	4,900	T	I-664 Ramp	
	1,800	R		

2	I-664 Ramp	R 4,800	L	R
		T 6,100		
	Powhatan Pkwy	L	L	
		700	T	
		8,600		1,900
				2,300

Legend

x,xxx Average Daily Traffic

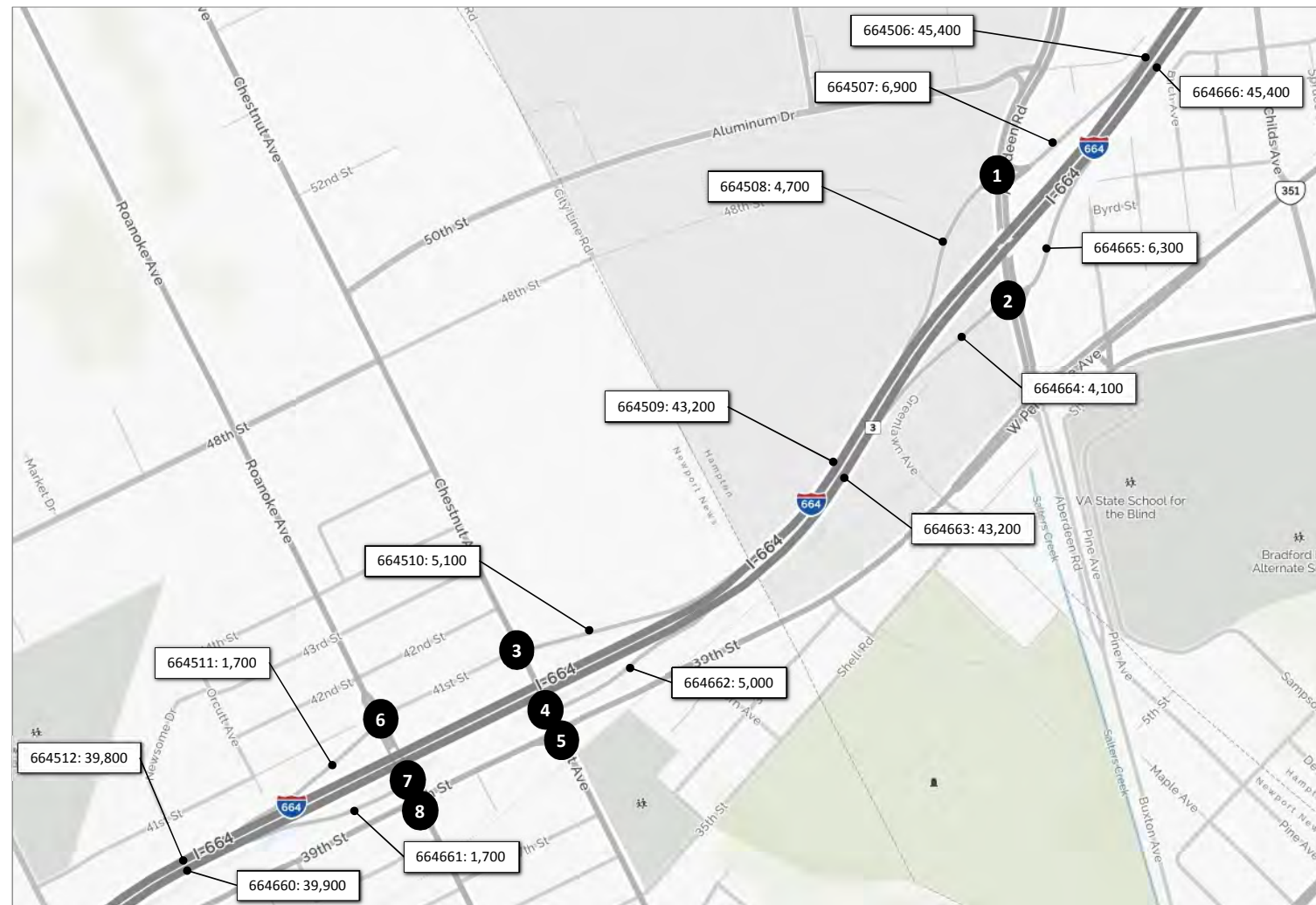
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
I-664 Corridor**

April 6, 2016

Sheet 1



1						
4,900			2,000		T	9,100
	R			L	L	1,000
				Aberdeen Road		
		10,300		T		
		3,700		R		
				I-664 Ramp		

2						
					R	2,300
					T	6,600
				I-664 Ramp		
Aberdeen Road						
		4,000		L		
		8,300		T		
					L	3,500
					R	600

3						
2,100			3,000		R	2,400
	R			L	T	L
Chestnut Avenue					L	T
						R
		4,400		L		
		300		T		
				R		100

4						
					R	3,600
					T	2,400
					L	
				Chestnut Avenue		
		1,400		L		
		6,100		T		
				R		

5						
700			2,600		R	500
	R			L	T	3,000
Chestnut Avenue					L	400
					L	T
		700		L		R
		3,100		T		
		2,300		R		2,300
					2,600	400

6						
100			100		R	100
	R			L	T	1,800
Roanoke Avenue					L	400
					L	T
		500		L		R
		1,200		T		
				R		

7						
					R	1,200
					T	
					L	
				Roanoke Avenue		
					L	T
		600		L		R
				T		
				R		1,100
						600

8						
300			4,500		R	500
	R			L	T	600
Roanoke Avenue					L	300
					L	T
		200		L		R
		600		T		
		400		R		300
					4,500	400

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
I-664 Corridor**

April 6, 2016

Sheet 2



1	400	9,800		T	3,900	35th Street	
	R	T		L	6,300	Huntington Ave	

6	4,500	400		R	700	36th Street	
	T	L		L	200	Jefferson Ave	
						T	R
				4,300	L	4,600	300
				700	T		
				200	R		

2	7,200	8,900		T		34th Street	
	T	L		L		Huntington Ave	
				4,800	T		
				300	R		

7	4,700	200		T		35th Street	
	T	L		L		Jefferson Ave	
				700	L	4,200	200
				400	T		
				300	R		

3	500	9,500	600	R	500	28th Street	
	R	T	L	T	600	Huntington Ave	
					L	300	
				500	T		
				400	R		

8	4,200	700		T		27th Street	
	T	L		L		Jefferson Ave	
				1,700	L	2,800	
				800	T		
				1,100	R		

4	1,100	9,400		T	4,800	26th Street	
	R	T		L	2,800	Huntington Ave	

9	1,200	4,100		R	400	26th Street	
	R	T		T	1,900	Jefferson Ave	
					L	700	
					L	1,500	2,400
					R		

5	1,400	100	9,000			23rd Street	
	R	T	L			Huntington Ave	
				4,800	T		
				400	R		

10	3,700	1,100		T		25th Street	
	R	T	L	L		Jefferson Ave	
				900	L	3,000	300
				2,100	T		
				1,000	R		

Legend

x,xxx Average Daily Traffic

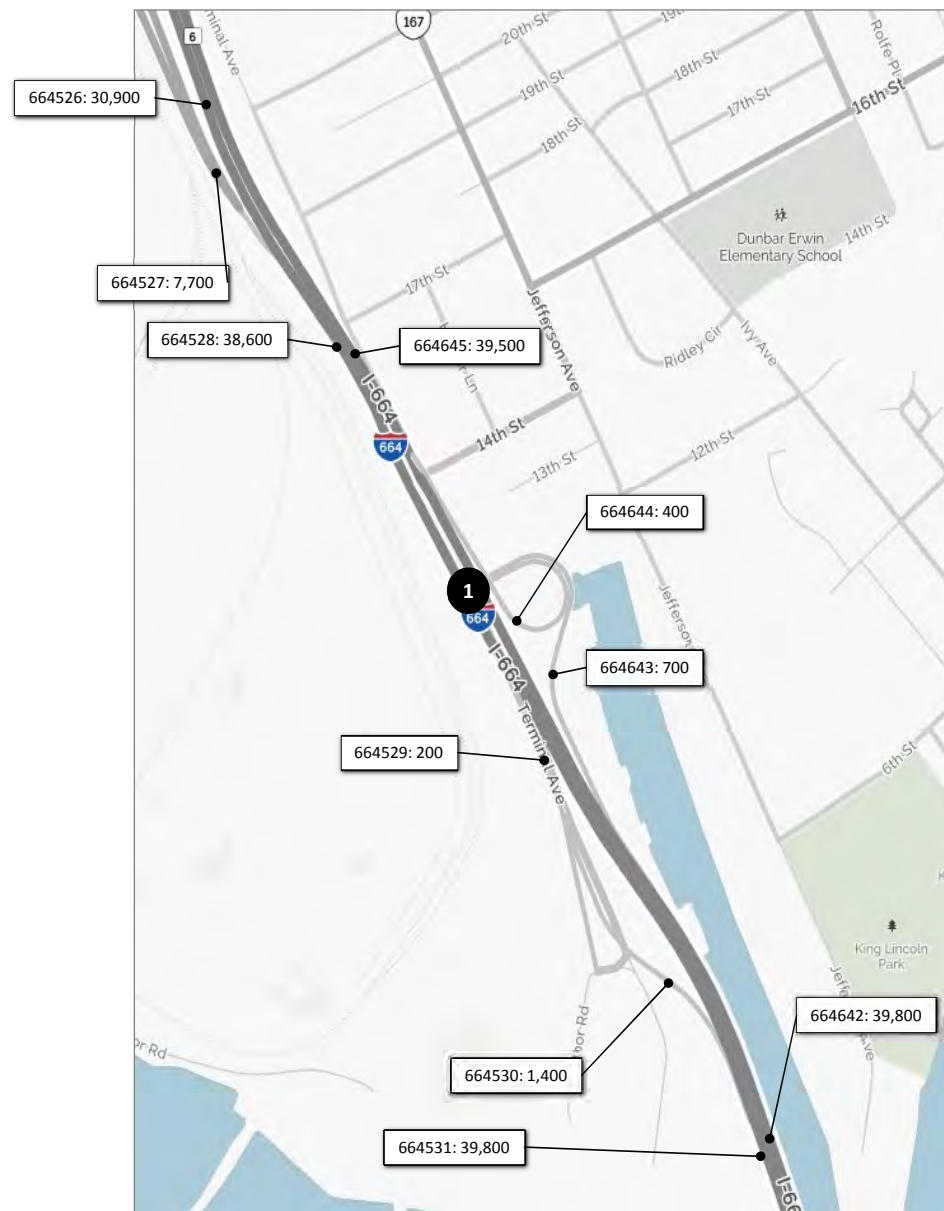
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
I-664 Corridor**

April 6, 2016

Sheet 3



1	4,000	300	R 500
	T	L	L 200
		Terminal Ave	T 400
			R 100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
I-664 Corridor**

April 6, 2016

Sheet 4



1			R	200		
			T	10,300		
			L	400		
R	T	L				
	1,400	L	L	T	R	
	19,700	T	300	400	1,000	
	900	R				

2			T	10,900		
			L	5,900		
US 17						
	10,400	T				
	10,300	R				

Legend

x,xxx Average Daily Traffic

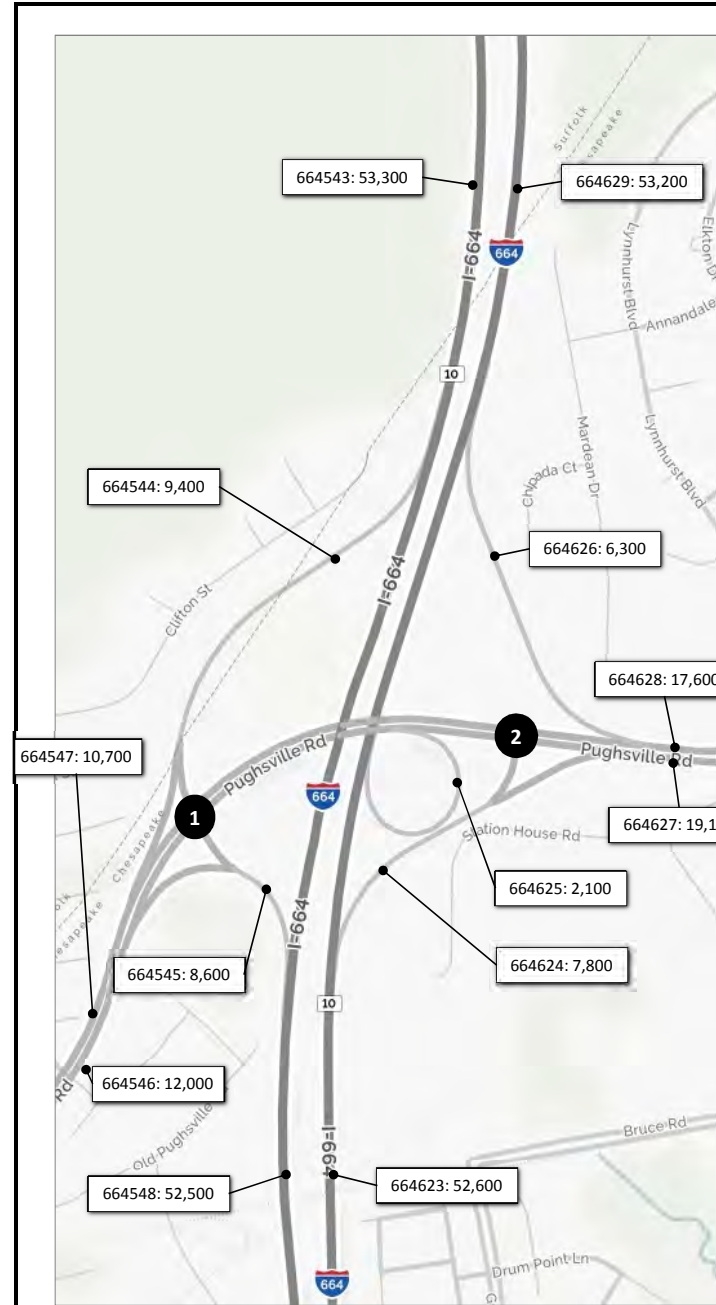
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
I-664 Corridor**

April 6, 2016

Sheet 5



1	2,600	6,800	T 8,100	Pughsville Road
	R	L	L 5,600	
	9,000	T		
	3,000	R		

2			R 6,300	
			T 11,300	
	Pughsville Road	L	R	
	13,700	T	2,400	5,400
	2,100	R		

3	2,500	1,600	T 3,600	Dock Landing Road
	R	L	L 2,100	
	3,200	T		
	2,800	R		

4			R 1,800	
			T 4,000	
	Dock Landing Road	L	R	
	1,600	L	1,700	2,600
	3,200	T		

Legend

x,xxx Average Daily Traffic

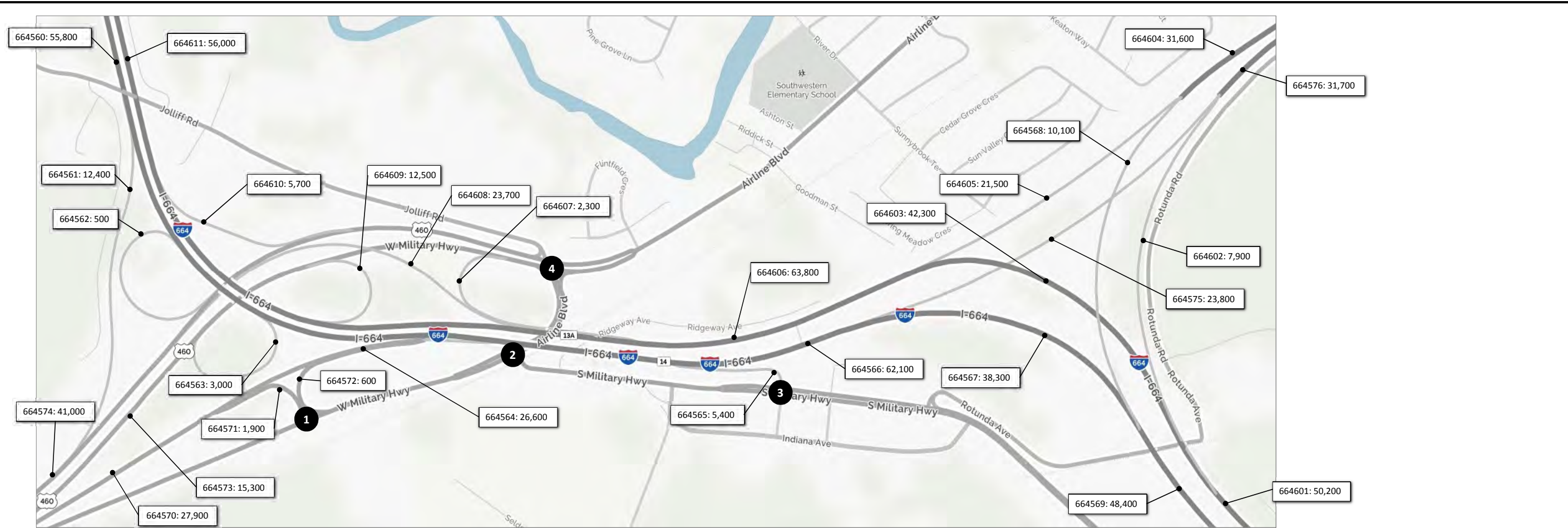
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
I-664 Corridor**

April 6, 2016

Sheet 6



1			
100	1,800	R 500	
		T 2,600	
R	L		
W. Military Hwy			
100	L		
4,400	T		

2			
		T 2,300	
		L 3,400	
		L	R
W. Military Hwy			
	6,000	T	
	200	R	
		800	3,100

3			
100	5,300	T 3,800	
R	L		
S. Military Hwy			
	3,600	T	

4			
1,100	2,500	1,300	R 900
			T 3,800
			L 900
			L
		2,300	L
		3,500	T
		2,300	R
		6,200	1,800
			1,100

Legend

x,xxx Average Daily Traffic

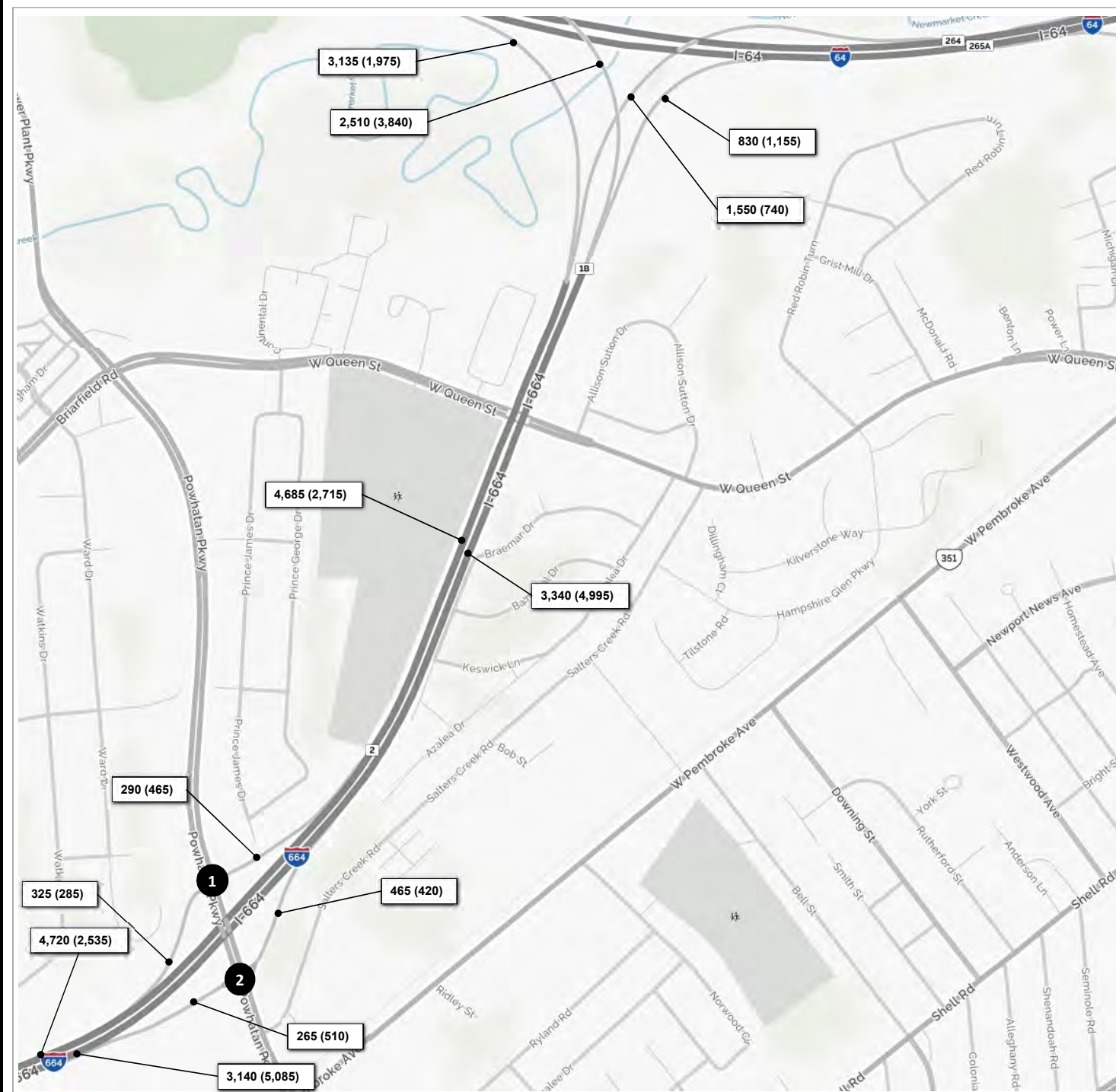
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
I-664 Corridor**

April 6, 2016

Sheet 7



1	70 (85)	220 (380)	T 275 (545)	Powhatan Pkwy
	R	L	L 200 (155)	
	235 (415)	T		
	125 (130)	R		

2	I-664 Ramp		R 405 (375)	
	Powhatan Pkwy		T 415 (480)	
	60 (45)	L	L 60 (220)	R
	395 (750)	T		205 (290)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

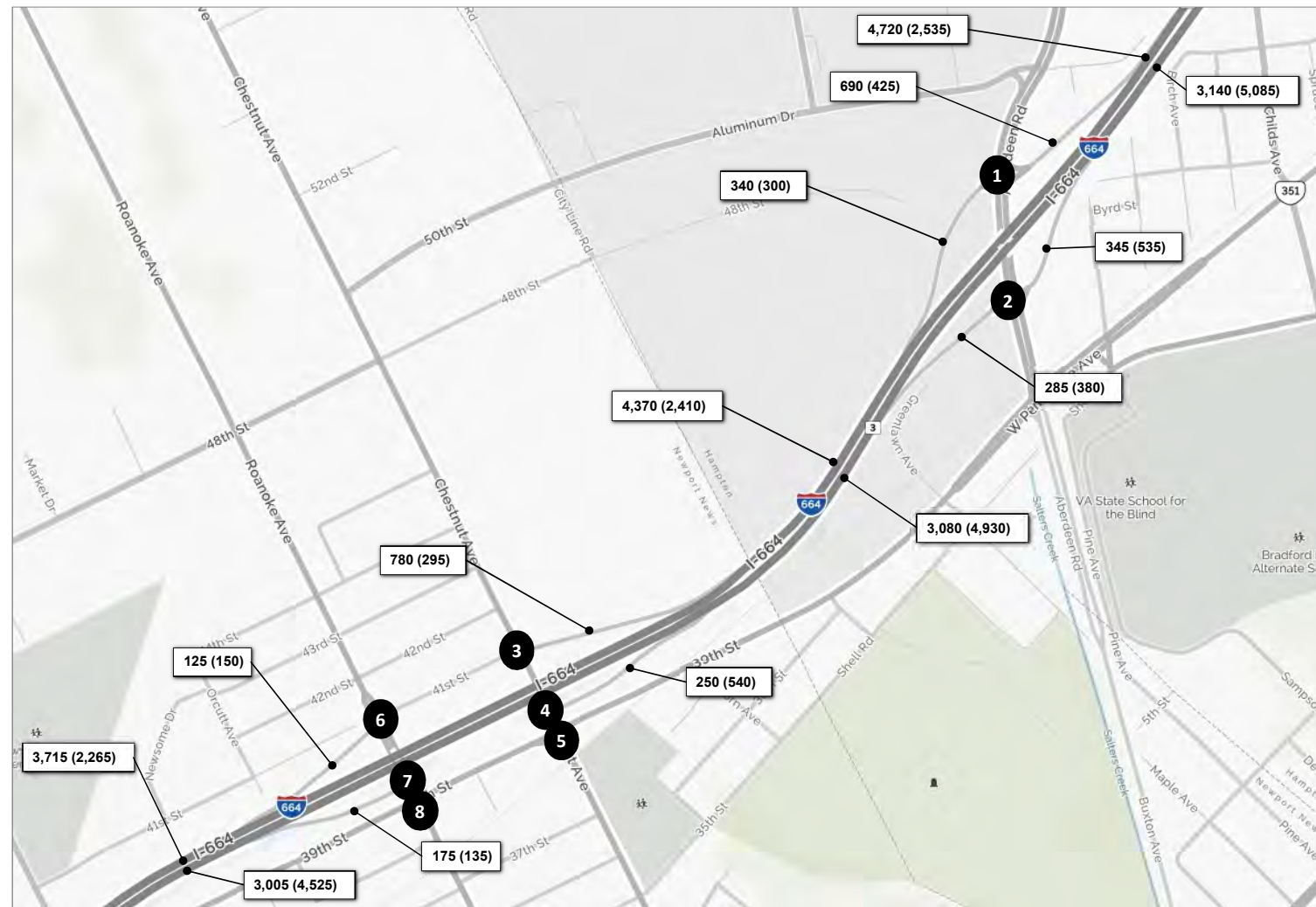
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
I-664 Corridor**

April 6, 2016

Sheet 1



1	545 (270)	145 (155)	T 530 (765)
	R	T	L 90 (85)
			Aberdeen Road
			I-664 Ramp
		T	
475 (975)			
250 (215)		R	

2			I-64 Ramp	R 160 (155)
			Aberdeen Road	T 400 (565)
			L	R
185 (380)		L	220 (285)	
435 (750)		T		65 (95)

3	285 (120)	495 (175)	R 110 (220)
	R	T	L
			Chestnut Avenue
		L	
265 (365)		T	
40 (20)		R	10 (15)

4			R 185 (430)
			T 110 (220)
			L
			Chestnut Avenue
		L	
65 (110)		L	
705 (445)		T	
		R	

5	50 (60)	250 (185)	20 (55)	R 30 (50)
	R	T	L	T 155 (275)
			Chestnut Avenue	L 15 (35)
		L		
30 (75)		L		
230 (275)		T		
445 (95)		R	90 (315)	20 (35)

6	5 (10)	25 (5)	10 (5)	R 5 (5)
	R	T	L	T 115 (150)
			Roanoke Avenue	L 15 (80)
		L		
5 (10)		L		
50 (45)		T		
85 (65)		R		

7			R 55 (140)
			L
			Roanoke Avenue
		L	
60 (50)		L	
		T	
		R	80 (95)
			95 (40)

8	20 (25)	650 (260)	30 (30)	R 10 (35)
	R	T	L	T 25 (90)
			Roanoke Avenue	L 30 (30)
		L		
15 (25)		L		
50 (50)		T		
90 (15)		R	10 (25)	20 (25)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

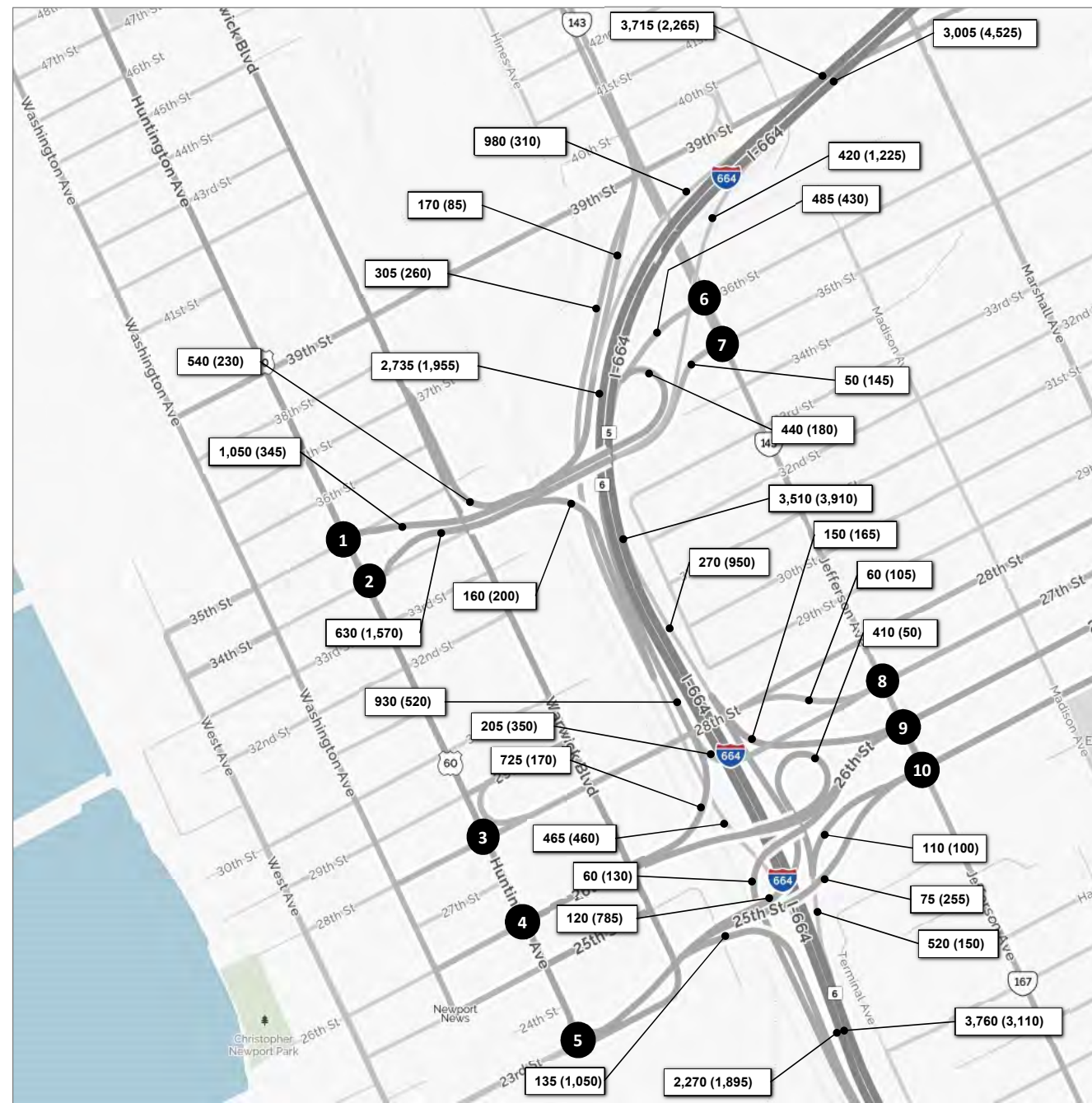
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
I-664 Corridor**

April 6, 2016

Sheet 2



1	875 (1,235)		T	395 (110)	
	55 (20)		L	655 (235)	35th Street
			Huntington Ave		

2	1,000 (385)	530 (1,085)			
			T		34th Street
			Huntington Ave		
	220 (720)		T		
	35 (20)		R		

3	815 (965)	35 (55)	R	55 (20)	
	55 (10)		T	35 (30)	
			Huntington Ave		
	25 (50)		T		
	20 (35)		R		

4	575 (1,265)		T	730 (275)	
	80 (55)		L	500 (80)	26th Street
			Huntington Ave		

5	320 (30)	225 (1,375)			
		5 (10)			23rd Street
			Huntington Ave		
	105 (715)		T		
	15 (75)		R		

6	295 (440)	25 (45)	R	45 (40)	
			L	15 (10)	36th Street
			Jefferson Ave		
	280 (375)		L		
	195 (45)		T		
	10 (10)		R		

7	300 (445)	20 (15)			
			T		35th Street
			Jefferson Ave		
	20 (70)		L		
	10 (40)		T		
	20 (35)		R		

8	240 (435)	40 (75)			
			T		27th Street
			Jefferson Ave		
	105 (125)		L		
	75 (155)		T		
	85 (175)		R		

9	95 (125)	230 (485)	R	30 (40)	
			T	120 (150)	
			Jefferson Ave		
			L	10 (35)	26th Street
			Huntington Ave		
			L		
			T		
			R		

10	170 (400)	70 (120)			
			T		25th Street
			Jefferson Ave		
	20 (60)		L		
	125 (165)		T		
	40 (130)		R		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

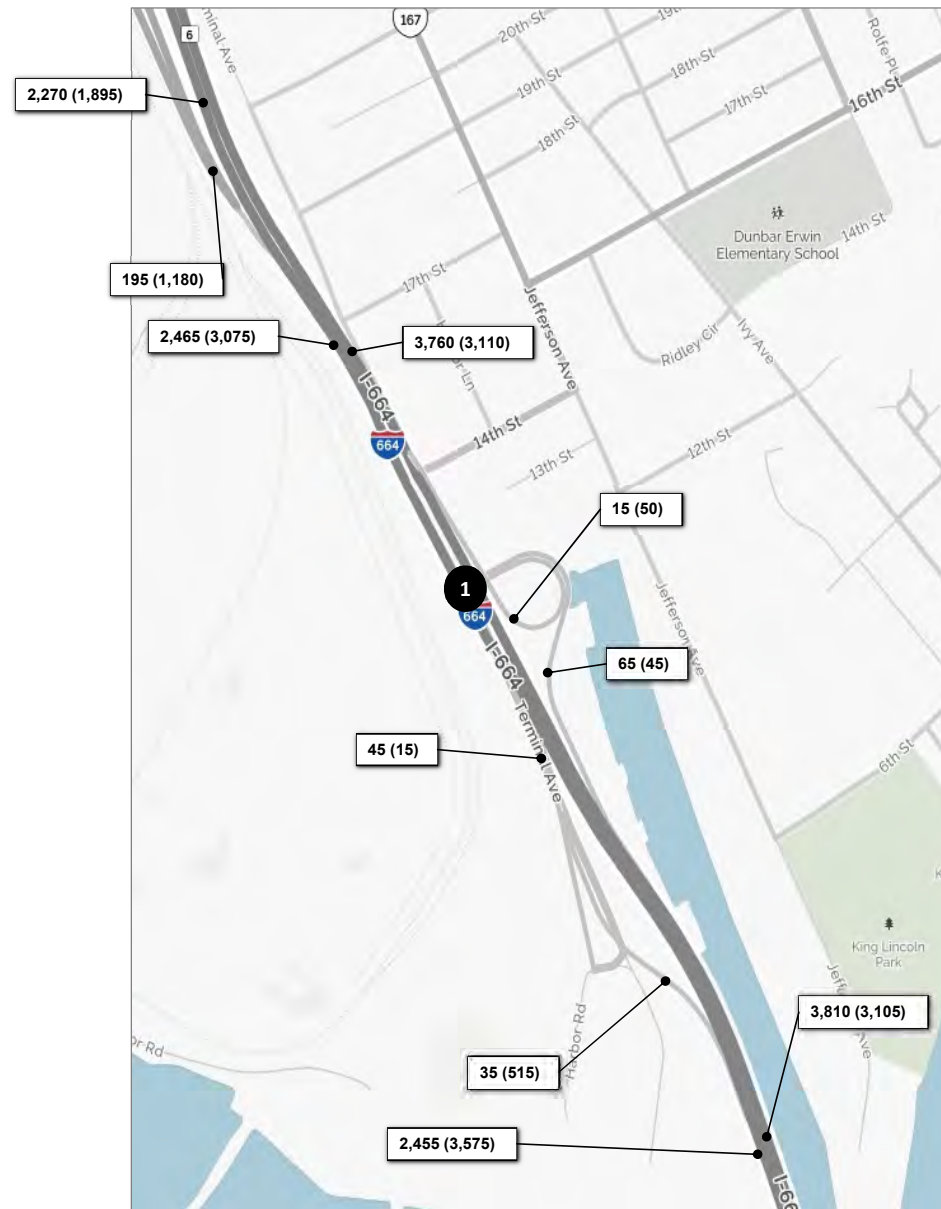
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
I-664 Corridor**

April 6, 2016

Sheet 3



1	110 (610)	10 (40)	R 30 (30)	
	T	L	L 35 (15)	
		Terminal Ave	T 35 (25)	R 5 (10)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
I-664 Corridor**

April 6, 2016

Sheet 4



1		R	25 (15)
		T	395 (965)
		L	35 (50)
<hr/>			
US 17		L	T
90 (85)	L	35 (35)	105 (90)
1,480 (1,345)	T	55 (20)	
50 (130)	R		

2		T	455 (1,030)
		L	400 (425)
<hr/>			
US 17		T	
800 (780)	T		
785 (655)	R		

3		R	395 (480)
		L	100 (155)
		VA 164 Ramp	
<hr/>			
		T	660 (1,010)

4			
700 (1,300)	T	245 (455)	L
		VA 164 Ramp	
<hr/>			
		T	660 (1,010)
		L	110 (90)
		College Dr	

5		R	345 (625)
		T	460 (805)
		L	10 (15)
<hr/>			
US 17		L	T
420 (465)	L	5 (10)	5 (15)
745 (740)	T	5 (10)	
10 (15)	R		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

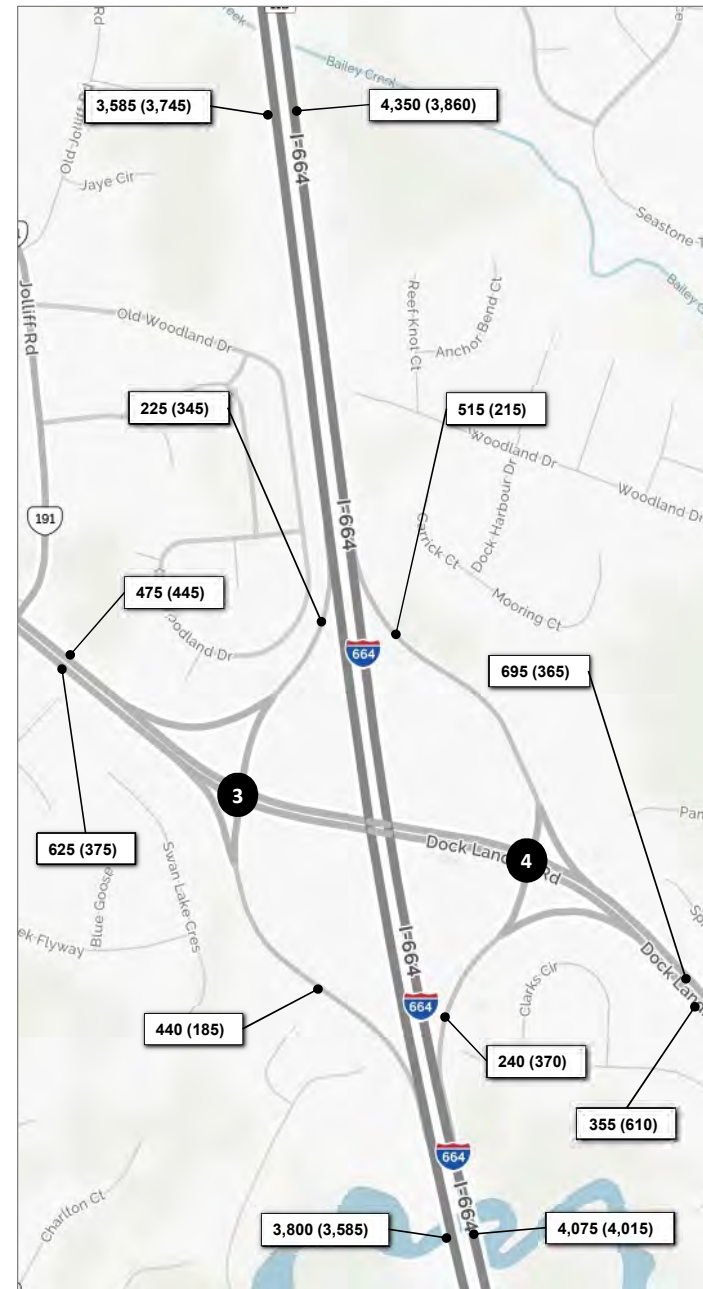
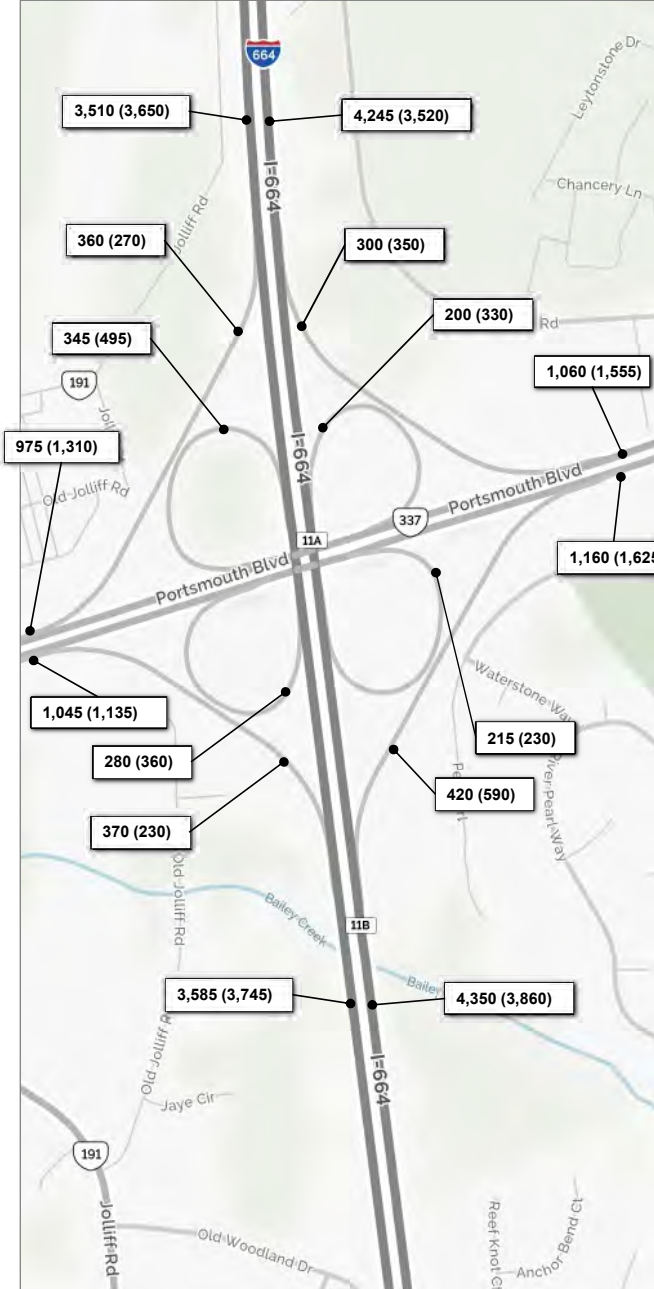
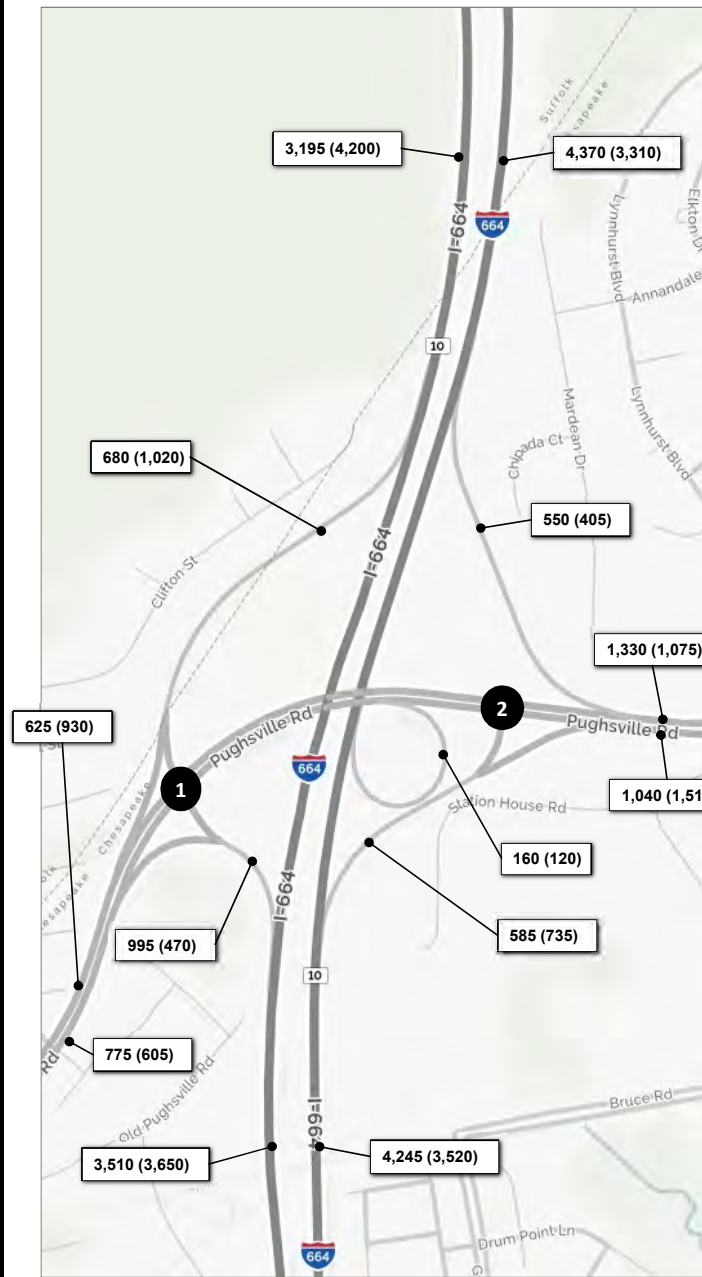
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
I-664 Corridor**

April 6, 2016

Sheet 5



1	330 (345)	350 (675)	T 295 (585)	
	R	L	L 590 (325)	
Pughsville Road				
	370 (460)	T		
	405 (145)	R		

2			R 550 (405)	
			T 780 (670)	
Pughsville Road				
	560 (1,015)	T	L 105 (240)	R 480 (495)
	160 (120)	R		

3	160 (190)	66 (155)	T 315 (255)	
	R	L	L 240 (115)	
Dock Landing Road				
	425 (305)	T		
	200 (70)	R		

4			R 245 (95)	
			T 450 (270)	
Dock Landing Road				
	270 (120)	L	105 (100)	135 (270)
	220 (340)	T		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
I-664 Corridor**

April 6, 2016

Sheet 6



1			R	200		
			T	10,300		
			L	400		
R	T	L				
	1,400	L	L	T	R	
	19,700	T	300	400	1,000	
	900	R				

2						
			T	10,900		
			L	5,900		
US 17						
			10,400	T		
			10,300	R		

3						
			R	5,600		
			L	1,400	VA 164 Ramp	
18,000						
T						
			12,200			

4						
			R	7,200		
			T	9,700		
			L	200		
14,000						
T						
			12,200			
			1,700			

5						
			R	7,200		
			T	9,700		
			L	200		
7,000						
R						
			100			
			100			
			100			

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

April 6, 2016

Sheet 1



1					
4,100	8,800	R	3,300		
		L	2,800		
R	T	L	T		
		L	T		
		2,800	10,100		
					Towne Point Road

2					
7,900	3,700				
T	L				
4,300	L	L	T	R	
3,000	R	L	T	R	
					Towne Point Road

3					
2,900	5,100	300	R	100	
			T	1,100	
R	T	L	L	800	
			L	T	R
			1,600	L	
			500	T	
			1,400	R	
			3,900	5,400	2,000

4					
4,900					
T					
4,200	L				
4,400	R				
					Cedar Lane
					9,100

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

April 6, 2016

Sheet 2



1					
100	1,900	100	R	100	
			T	100	
			L	300	
<hr/>					
	100	L	L	T	R
	100	T	100	2,600	300
	100	R			

2					
1,100	1,200	V/G Blvd	R	2,100	
			T	100	
			L	100	
<hr/>					
			L	T	R
				900	

3					
		1,300			
		L			VA 164 Ramp
<hr/>					
	900	L			
		T	V/G Blvd		

4					
			T	2,400	
			L	1,000	
<hr/>					
			L		R
	1,300	T	900		600
	2,300	R			

5					
300	200	200	R	200	
			T	1,100	
			L	400	
<hr/>					
			L	T	R
	300	L	2,000	100	700
	1,000	T			
	600	R			

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

April 6, 2016

Sheet 3



1			R	1,000
300	400	600	T	2,100
			L	2,000
R	T	L		
Cleveland St			L	T
	400	L		
	2,900	T	100	100
	200	R		800

2			T	1,100
4,000		1,500		
R		L		
Cleveland St				
	4,300	T		

3			R	1,200
600		400	T	500
R		L		
Cleveland St				
	5,300	L		
	500	T		
		R		

4			R	700
100	200	2,300	T	600
			L	1,200
R	T	L		
Woodrow St				
	300	L	1,664 Ramp	
	1,500	T		
	200	R		

Legend

x,xxx Average Daily Volumes

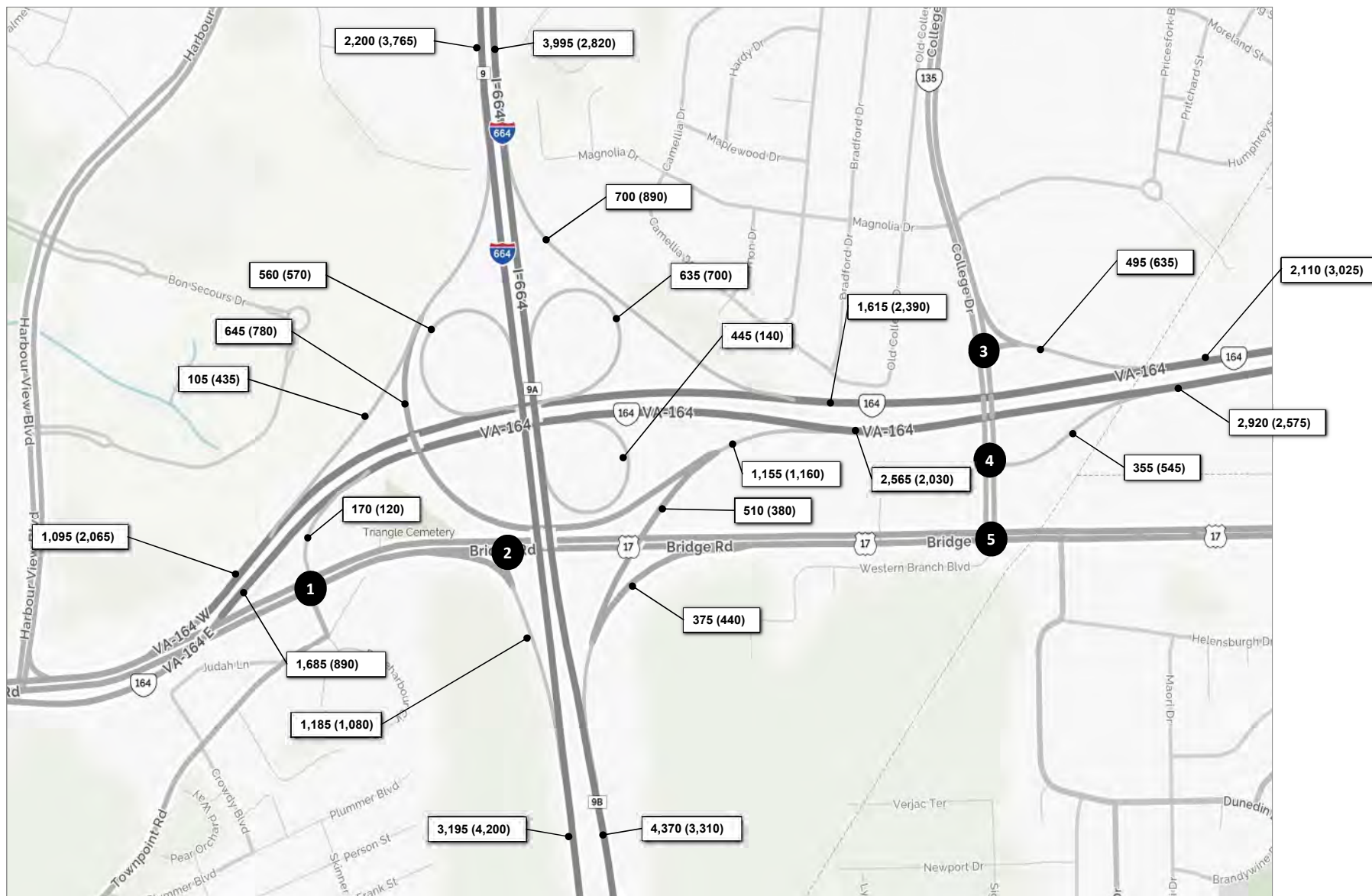
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

April 6, 2016

Sheet 4



1				R	25 (15)
				T	395 (965)
US 17			L	35 (50)	
			L	T	R
90 (85)			L		105 (90)
1,480 (1,345)			T	35 (35)	
50 (130)			R	55 (20)	

2				T	455 (1,030)
				L	400 (425)
US 17					
800 (780)			T		
785 (655)			R		

3	845 (1,500)			R	395 (480)
	T			L	100 (155)
			VA 164 Ramp		
			T	660 (1,010)	

4	700 (1,300)					
	T			L	245 (455)	
			VA 164 Ramp			
			T	660 (1,010)	R	110 (90)

5	390 (640)			R	345 (625)
	S (5)			T	460 (805)
			L	10 (15)	
			L	T	R
420 (465)			L		5 (15)
745 (740)			T	5 (10)	
10 (15)			R	5 (10)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
VA 164 Corridor**

April 6, 2016

Sheet 1



1				
450 (210)	790 (565)	R	95 (340)	
		L	140 (295)	
R	T	L	T	
		175 (205)	300 (1,025)	Towne Point Road

2				
535 (700)	395 (160)			
T	L	L	T	R
135 (335)	L	340 (895)		185 (190)
185 (365)	R	Towne Point Road		

3				
300 (195)	615 (410)	30 (15)	R	5 (15)
			T	10 (150)
R	T	L	L	T
			310 (280)	545 (485)
		L		365 (40)
		T		
		R		

4				
520 (475)				
T				
600 (220)	L		T	
425 (440)	R	Cedar Lane	755 (690)	

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
 Peak Hour Volumes
 VA 164 Corridor**

April 6, 2016

Sheet 2



1	5 (5)	175 (170)	5 (0)	R	5 (5)		
				T	5 (0)		
	R		L	L	5 (15)		
		5 (5)	L	L		T	R
		5 (5)	T		5 (5)	310 (95)	30 (15)
		5 (5)	R				

2	70 (85)	115 (105)	V/G Blvd	R	200 (75)		
				T	5 (5)		
	R		L	L	5 (5)		Wyatt Dr
						L	R
						0 (0)	145 (40)

3		120 (110)					
			L				VA 164 Ramp
		145 (40)	L				
		0 (0)	T				
				V/G Blvd			

4				T	100 (265)		
				L	50 (85)		
						L	R
		160 (85)	T			35 (95)	70 (40)
		420 (85)	R				

5	30 (15)	15 (15)	10 (10)	R	10 (10)			
				T	45 (80)			
	R		L	L	20 (45)			
						L	T	R
		15 (35)	L			75 (255)	5 (10)	75 (35)
		135 (50)	T					
		80 (40)	R					

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
VA 164 Corridor**

April 6, 2016

Sheet 3



1			R	120 (60)
5 (20)	35 (95)	65 (65)	T	130 (195)
R	T	L	L	150 (85)
Cleveland St			L	T
	25 (15)	L		
	275 (285)	T	5 (5)	5 (5)
	10 (10)	R		55 (90)

2			T	80 (80)
320 (260)		255 (10)		
R		L		
Cleveland St				
	395 (440)	T		

3			R	65 (110)
35 (25)		35 (5)	T	45 (55)
R		L	L	
Cleveland St				
	590 (430)	L		
	60 (20)	T		
		R		

4			R	40 (70)
5 (5)	35 (30)	155 (95)	T	25 (35)
R	T	L	L	45 (100)
Woodrow St				
	25 (30)	L		
	100 (50)	T		
	10 (15)	R		
			1,664 Ramp	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

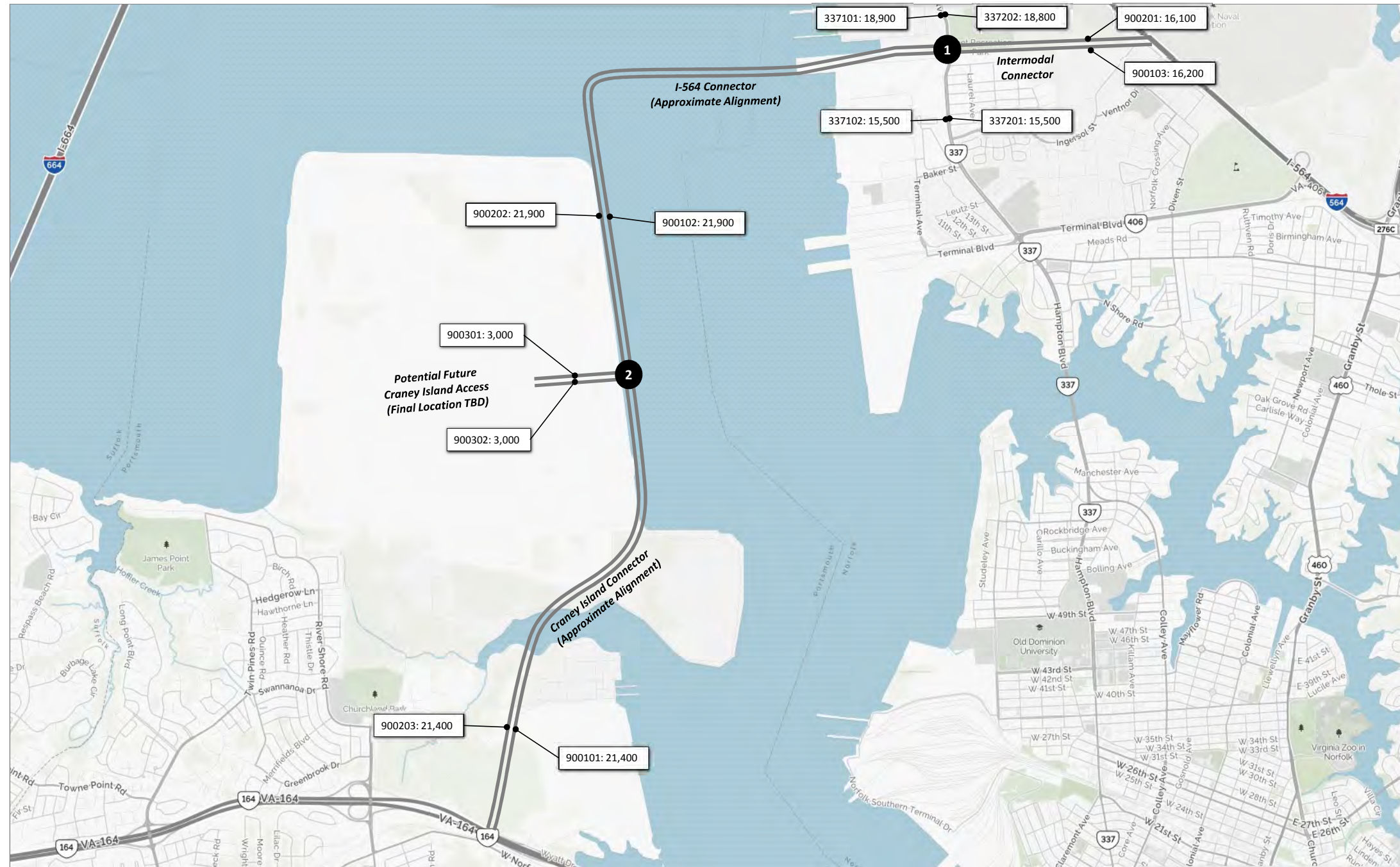
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative A
Peak Hour Volumes
VA 164 Corridor**

April 6, 2016

Sheet 4



1					
7,300	7,700	3,900	R	3,700	
			T	9,500	
			L	2,900	
<hr/>					
	7,300	L	L	T	R
	9,700	T	5,100	7,800	2,600
	4,900	R			

2					
1,700	20,200				
<hr/>					
	1,800	L	L	T	
	1,200	R	1,300	20,100	

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Notes

Exhibit is intended to show traffic volumes only.
 Craney Island Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

Hampton Roads Crossing Study

**2028 Alternative B
 Craney Island and 564 Connector
 Weekday Daily Volumes**

April 7, 2016

Sheet 1



1	155 (620)	185 (805)	85 (675)	R	545 (120)
				T	870 (500)
				L	285 (90)
		675 (205)	L	L	T
		630 (860)	T	300 (630)	895 (350)
		460 (305)	R		185 (525)

2	25 (55)	1,300 (1,695)			
	R				
		50 (25)	L	L	T
		90 (95)	R	145 (55)	1,715 (1,345)

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Notes

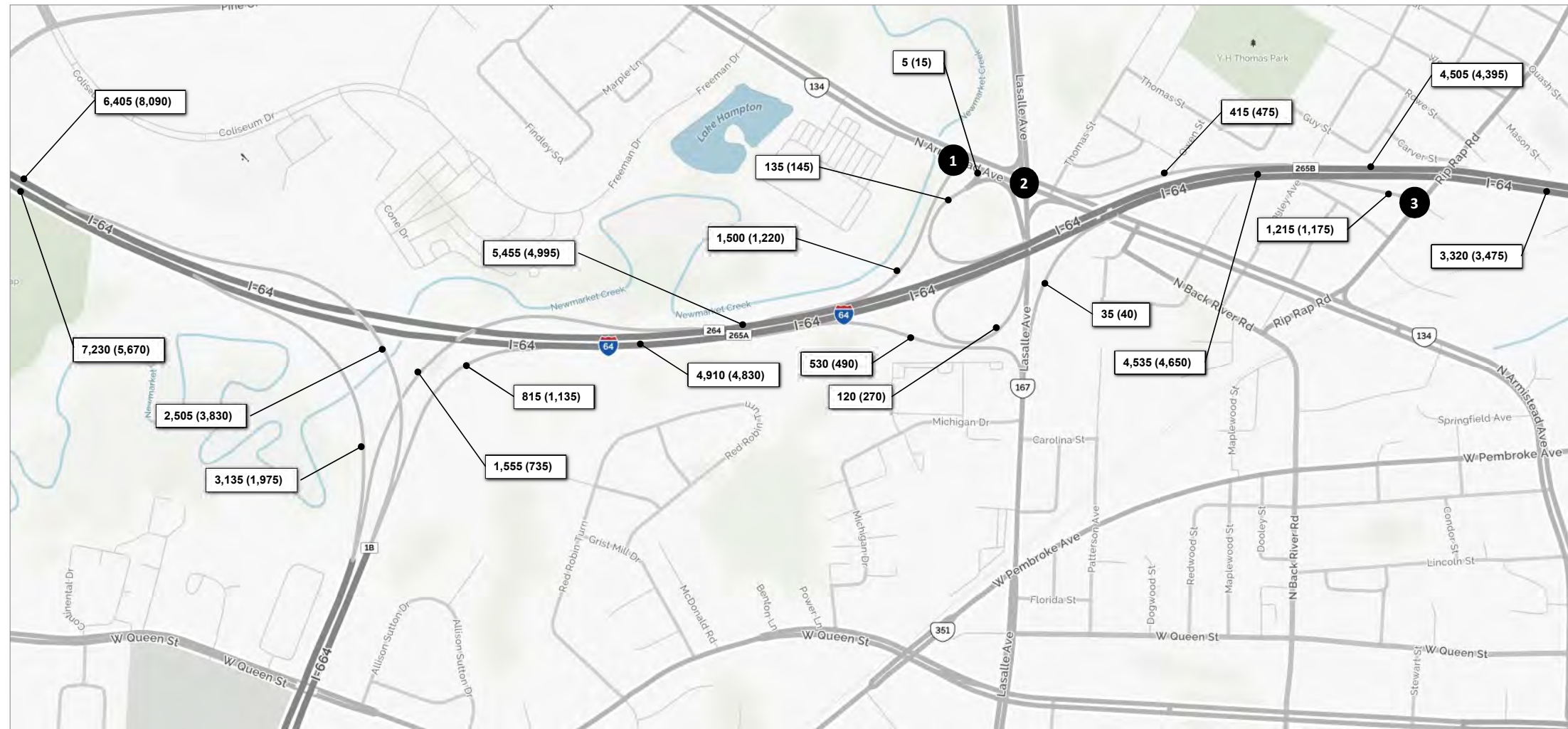
Exhibit is intended to show traffic volumes only.
 Crane Island Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Crane Island Connector Southern Terminus.

Hampton Roads Crossing Study

**2028 Alternative B
 Crane Island and 564 Connector
 Peak Hour Volumes**

April 7, 2016

Sheet 1



1						
	R	T	L	R	T	L
		700 (1,055)				
		1,160 (985)				
Armistead Ave	L	T	R			
						5 (15)
	825 (1,150)		T			
	340 (235)		R			

2						
	R	T	L	R	T	L
		210 (130)				
		820 (1,105)				
		40 (60)				
Armistead Ave	L	T	R			
						5 (40)
	45 (70)		L			
	540 (635)		T			
	240 (445)		R			

3			
	R	T	L
		255 (225)	
I-64 Ramp	L	T	R
	715 (820)		105 (215)
	500 (355)	R	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
I-64 Corridor**

April 8, 2016

Sheet 1



1	35 (55)	335 (225)	350 (405)	T	395 (520)	
	R	T	L	L	215 (65)	
Settlers Landing Rd				L		R
	830 (1,090)		T	30 (125)		90 (400)
	310 (115)		R			

2				T	610 (585)	
				L	320 (175)	
Settlers Landing Rd						
	605 (1,215)		T			
	665 (680)		R			

3				R	650 (320)	
				T	715 (455)	
Settlers Landing Rd				L		R
	125 (610)		L	215 (305)		235 (415)
	480 (605)		T			

4	100 (20)	5 (10)	35 (60)	T	315 (75)	
	R	T	L	L	580 (385)	
S. Mallory St						
	85 (360)		T			
	180 (410)		R			

5	200 (40)	0 (0)	150 (195)	R	265 (225)	
	R	T	L	T	680 (390)	
S. Mallory St				L		R
	40 (265)		L	15 (30)		5 (5)
	75 (145)		T	60 (35)		
	5 (10)		R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
I-64 Corridor**

April 8, 2016

Sheet 2



1	235 (65)	240 (450)	T 145 (140)	
	R	L	L 300 (120)	
4th View St				
	60 (545)	T		
	90 (105)	R		

2			R 430 (405)	
			T 365 (205)	
4th View St				
	35 (425)	L	L 80 (55)	R 110 (120)
	265 (570)	T		

3	70 (55)	980 (680)	US 460	
	R	T	L 395 (505)	T 355 (1,070)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

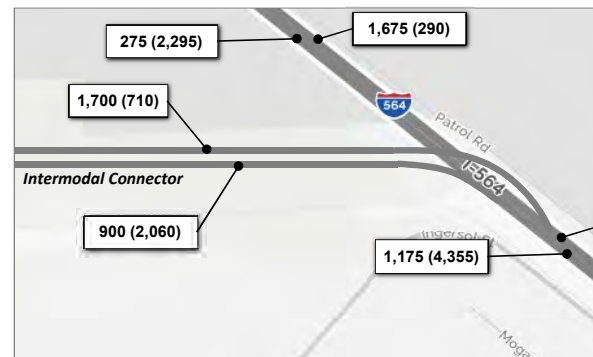
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
I-64 Corridor**

April 8, 2016

Sheet 3



1	155 (235)	135 (775)	Bainbridge Ave	R	T	L
				U	L	T
			Bellinger Blvd	5 (5)	U	645 (130)
				255 (100)	L	0 (0)



Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

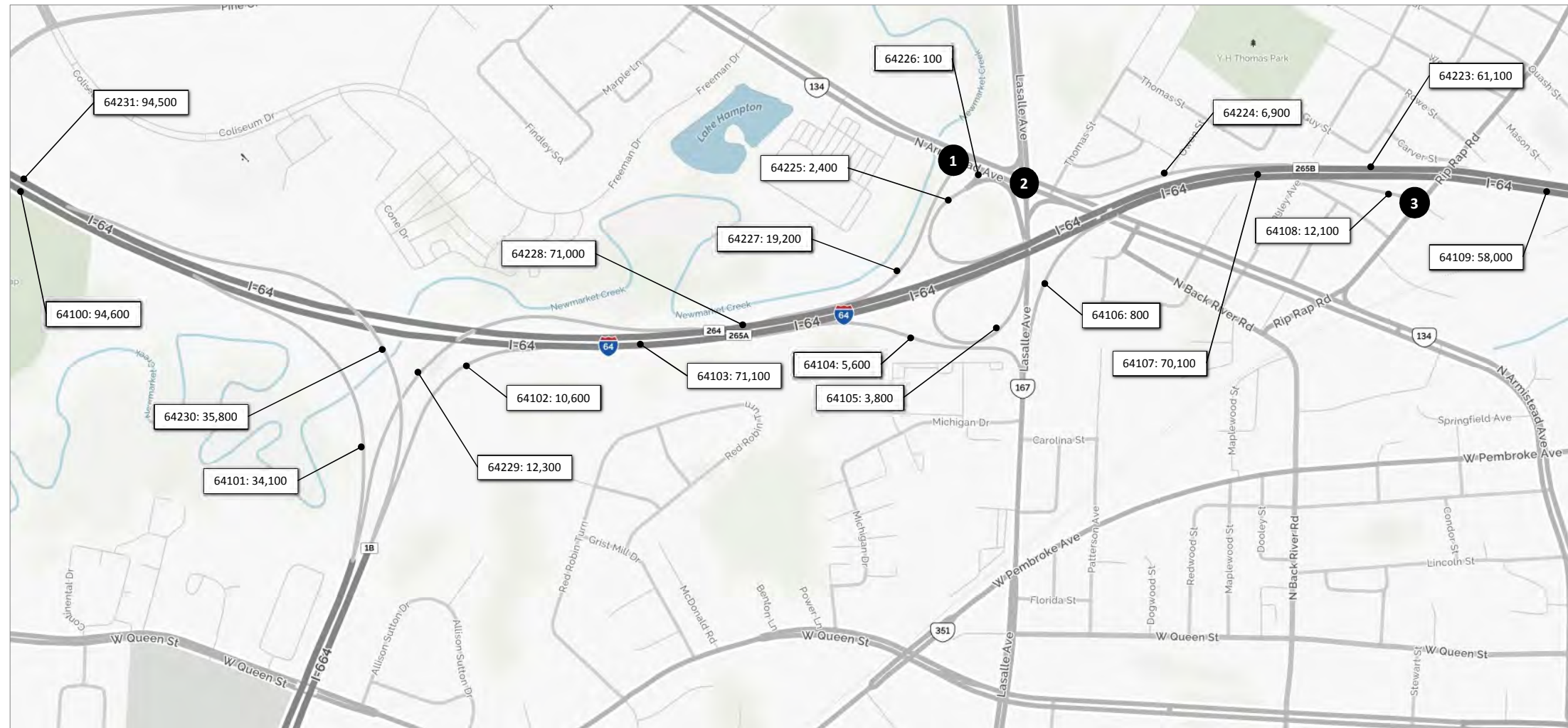
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
I-64 Corridor**

April 8, 2016

Sheet 4



1					
	R		R		
	T		T	10,800	
	L		L	15,100	
R	T	L	L	T	R
					100
	14,300	T			
	4,100	R			

2					
4,500	2,500	200	R	2,200	
			T	12,900	
			L	700	
R	T	L	L	T	R
	1,000	L			200
	7,700	T	8,500	2,100	
	5,700	R			

3			
3,100			
	T		T
	8,300	L	
	3,800	R	Rip Rap Rd
			2,100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-64 Corridor**

April 7, 2016

Sheet 1



1	1,700	3,400	4,700	T 5,000	
	R	T	L	L 1,500	
Settlers Landing Rd				L	R
		8,300	T	900	3,200
		2,000	R		

2				T 6,500	
				L 4,700	
Settlers Landing Rd					
		11,900	T		
		4,300	R		

3				R 6,700	
				T 7,000	
Settlers Landing Rd				L	R
		4,900	L	4,200	5,400
		7,000	T		

4	2,200	100	1,800	T 1,600	
	R	T	L	L 3,000	
S. Mallory St					
		2,000	T		
		1,500	R		

5	1,000	100	1,900	R 3,100	
	R	T	L	T 3,300	
S. Mallory St				L	R
		1,300	L	300	100
		2,400	T	500	
		100	R		

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-64 Corridor**

April 7, 2016

Sheet 2



1	2,100	4,500	T 1,900	
	R	L	L 2,800	
4th View St				
	2,800	T		
	1,200	R		

2			R 4,700	
			T 3,700	
4th View St				
	1,800	L	L 1,000	R 3,400
	5,500	T		

3	600	9,700	US 460	
	R	T	L 5,800	T 4,900

Legend

x,xxx Average Daily Traffic

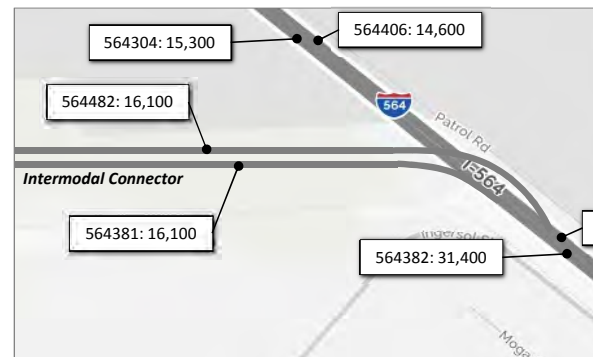
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-64 Corridor**

April 7, 2016

Sheet 3



1		Bainbridge Ave		R	T	L
3,000	5,300					
R	T	Bellinger Blvd		U	L	T
		100	U			
		2,700	L	100	100	5,200



Legend
x,xxx Average Daily Traffic

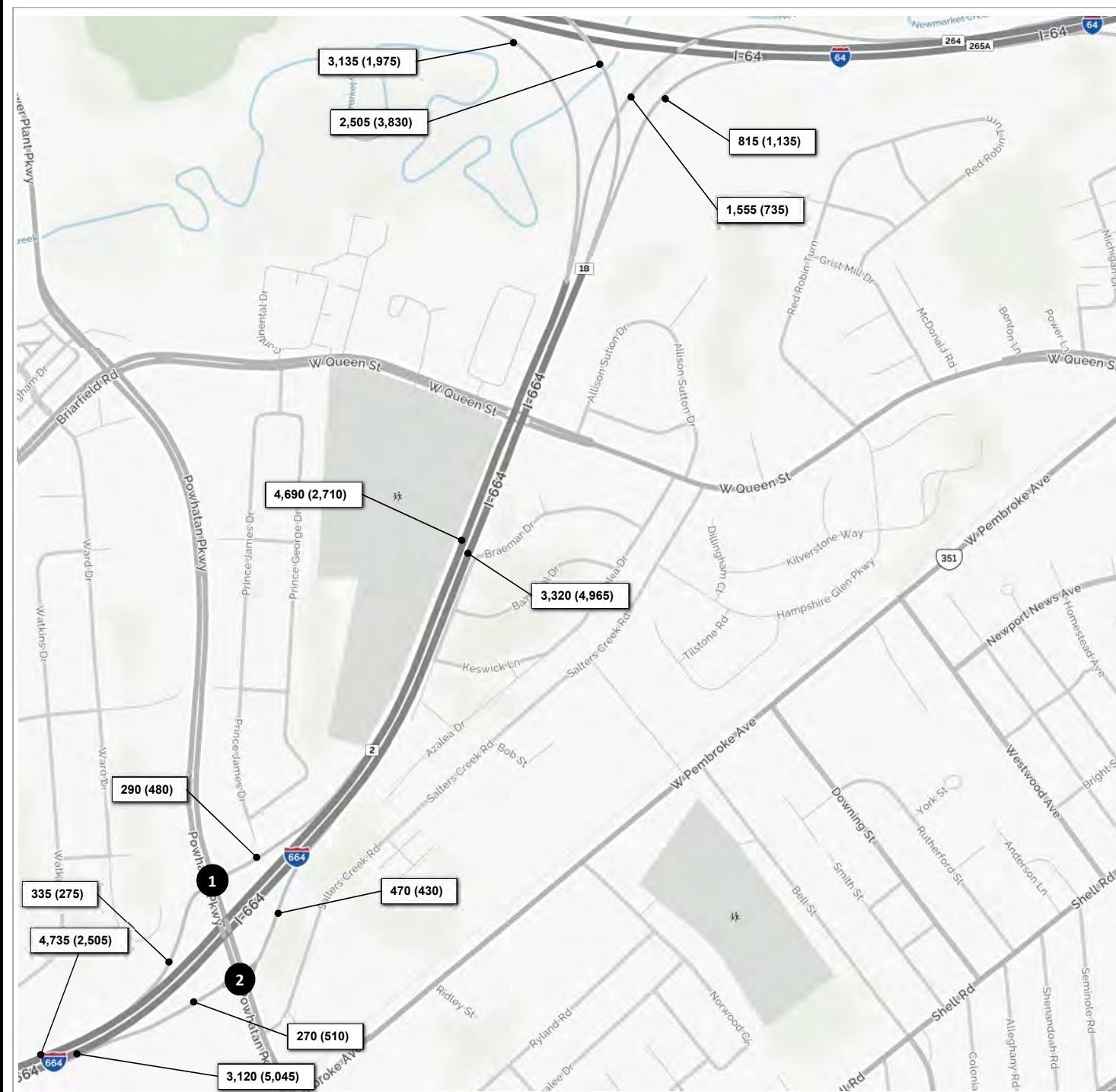
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-64 Corridor**

April 7, 2016

Sheet 4



1	75 (95)	215 (385)	T 270 (550)		
	R	L	L 205 (150)		
	250 (410)	T	Powhatan Pkwy		
	130 (125)	R			
			I-664 Ramp		

2		I-664 Ramp	R 415 (385)	
			T 415 (480)	
	Powhatan Pkwy		L	R
	55 (45)	L	60 (220)	210 (290)
	410 (750)	T		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

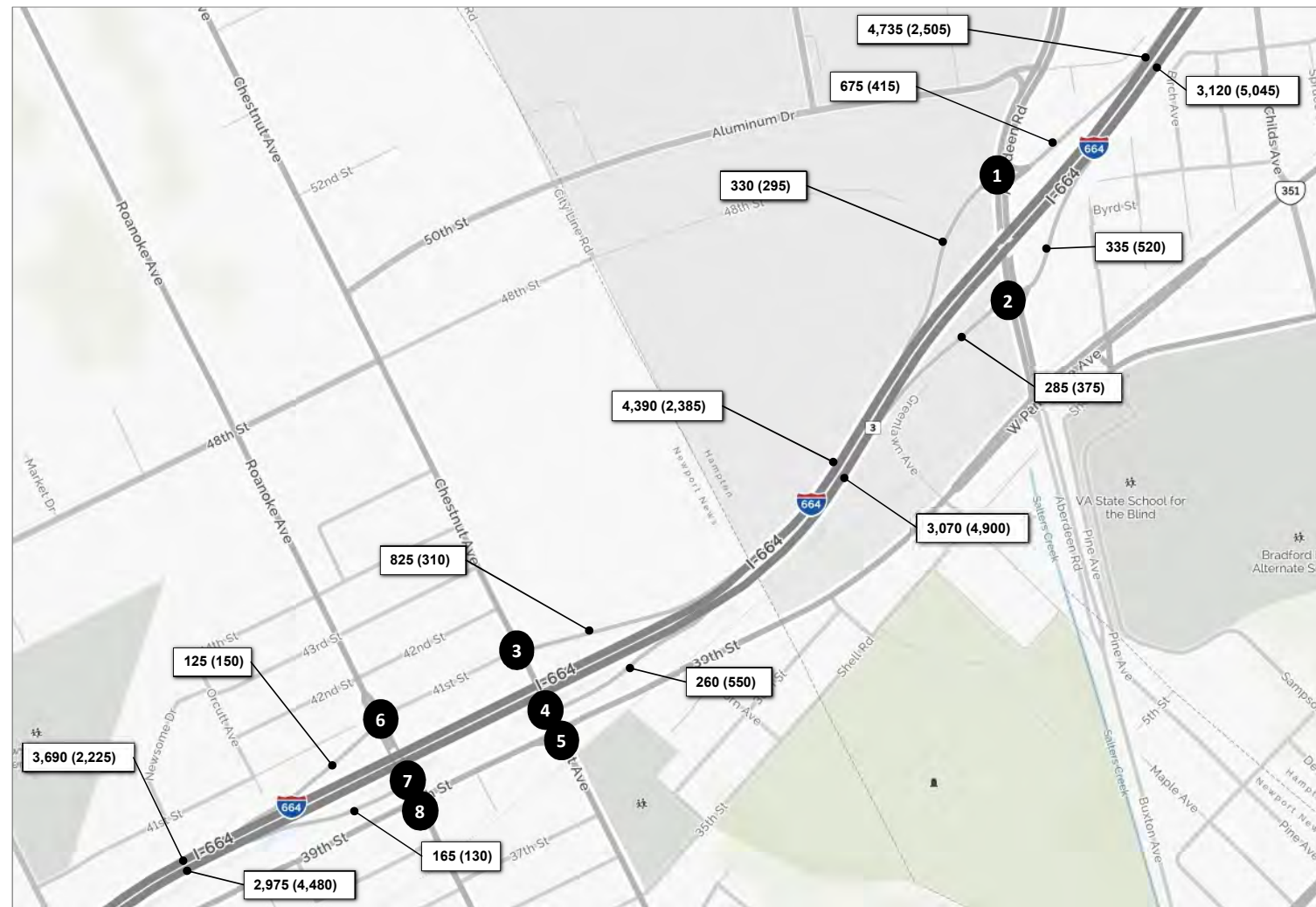
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 1



1	520 (255)		155 (160)		T	525 (760)	
	R	T	L		L	90 (85)	
				Aberdeen Road			
	470 (975)			T			
	240 (210)			R			

2				I-664 Ramp	R	160 (155)	
				Aberdeen Road	T	400 (565)	
				L	215 (280)	R	70 (95)
	175 (365)			L			
	450 (770)			T			

3	360 (150)		465 (160)		R	95 (205)	
	R	T	L		T		
				Chestnut Avenue			
				L	T	R	
	245 (340)			L			
	35 (15)			R			
							20 (25)

4				R	185 (410)	
				T	95 (205)	
				L	Chestnut Avenue	
				L	T	R
	75 (140)			L		
	655 (385)			T		
				R		

5	50 (60)		260 (175)		R	30 (50)	
	R	T	L		T	140 (240)	
				Chestnut Avenue			
				L	T	R	
	30 (75)			L			
	180 (215)			T			
	445 (95)			R			
					90 (315)	120 (285)	20 (35)

7				R	65 (165)	
				L	Roanoke Avenue	
				L	T	R
				L		
	105 (80)			T		
				R		
					75 (90)	90 (40)

6	5 (5)		20 (5)		R	5 (5)	
	R	T	L		T	115 (170)	
				Roanoke Avenue			
				L	T	R	
	15 (20)			L			
	95 (75)			T			
	85 (65)			R			

8	20 (25)		665 (260)		R	10 (35)	
	R	T	L		T	30 (105)	
				Roanoke Avenue			
				L	T	R	
	20 (35)			L			
	85 (70)			T			
	90 (15)			R			
					15 (35)	200 (565)	20 (25)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

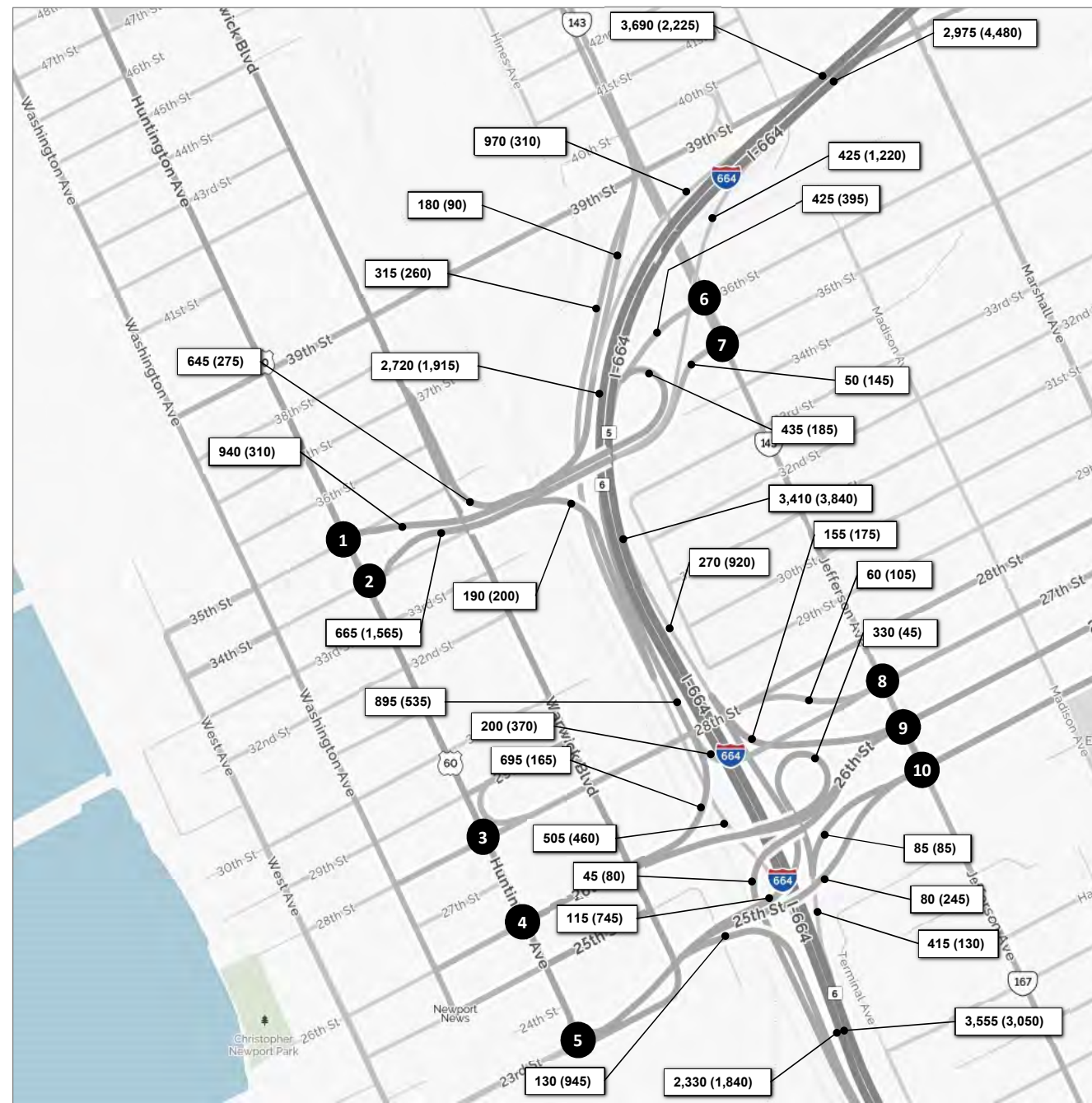
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 2



1	90 (35)	1,180 (1,415)							
	R	T			T	430 (115)	L	510 (195)	35th Street
Huntington Ave									

6		305 (450)	25 (45)						
		T	L		R	45 (40)	T	15 (10)	36th Street
Jefferson Ave									
		285 (365)	130 (20)	10 (10)	L	T	215 (465)	R	5 (30)

2		1,160 (530)	530 (1,080)						
		T	L						34th Street
Huntington Ave									
		240 (665)	35 (20)		T	R			

7		310 (455)	20 (15)						
		T	L		T	R			35th Street
Jefferson Ave									
		20 (70)	10 (40)	20 (35)	L	T	200 (425)	R	10 (15)

3	55 (10)	805 (950)	30 (45)						
	R	T	L		R	55 (20)	T	35 (30)	L
Huntington Ave									
		30 (60)	20 (35)		T	R			28th Street

8		270 (480)	50 (100)						
		T	L		T	R			27th Street
Jefferson Ave									
		115 (150)	55 (150)	90 (175)	L	T	150 (290)	R	15 (15)

4	85 (60)	545 (1,200)							
	R	T			T	665 (250)	L	465 (75)	26th Street
Huntington Ave									

9	105 (135)	255 (520)							
	R	T			R	30 (40)	T	125 (115)	L
Jefferson Ave									
					L	T	75 (120)	R	135 (265)

5	315 (30)	5 (10)	225 (1,270)						
	R	T	L						23rd Street
Huntington Ave									
		100 (665)	15 (75)		T	R			

10		190 (430)	70 (120)						
		R	T	L		T	R		25th Street
Jefferson Ave									
		25 (65)	110 (150)	30 (115)	L	T	185 (320)	R	15 (25)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

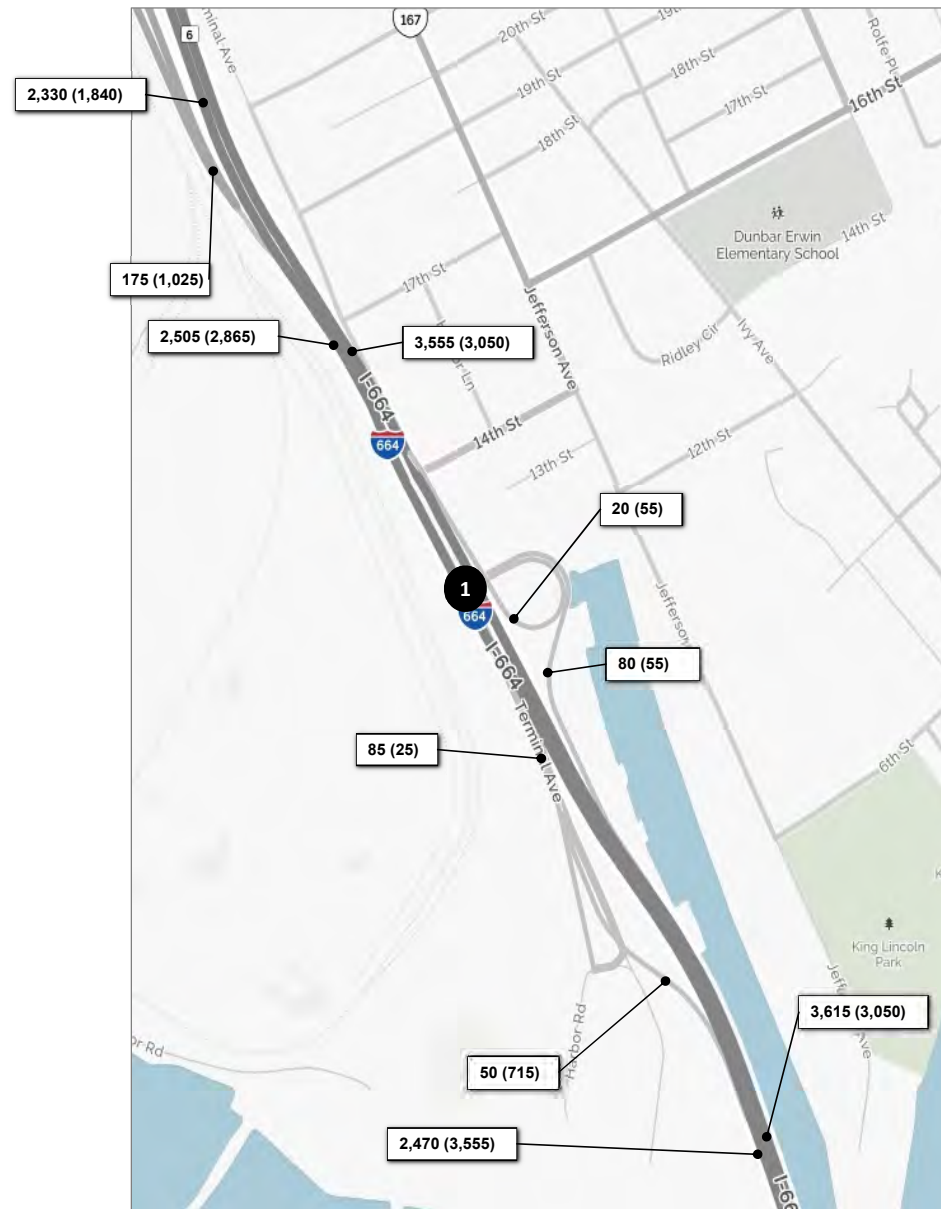
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 3



1	155 (840)	10 (40)	R 50 (45)	
	T	L	L 30 (10)	
		Terminal Ave	T 35 (25)	R 10 (15)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 4



1				
		R	25 (15)	
		T	390 (945)	
		L	35 (50)	
US 17				
90 (85)	L	L	T	R
1,475 (1,340)	T	35 (35)	55 (20)	105 (90)
50 (130)	R			

2				
		T	450 (1,010)	
		L	435 (460)	
US 17				
780 (765)	T			
800 (665)	R			

3				
885 (1,880)		R	450 (560)	
		L	110 (180)	
T		VA 164 Ramp		
		T	670 (1,040)	

4				
730 (1,365)	T	285 (495)	VA 164 Ramp	
		L	T	R
		College Dr	670 (1,040)	115 (95)

5				
395 (650)	R	330 (710)	R	350 (650)
5 (5)	T		T	540 (900)
		L	L	10 (15)
			US 17	
430 (475)	L	L	T	R
745 (765)	T	5 (10)	5 (10)	5 (15)
10 (15)	R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

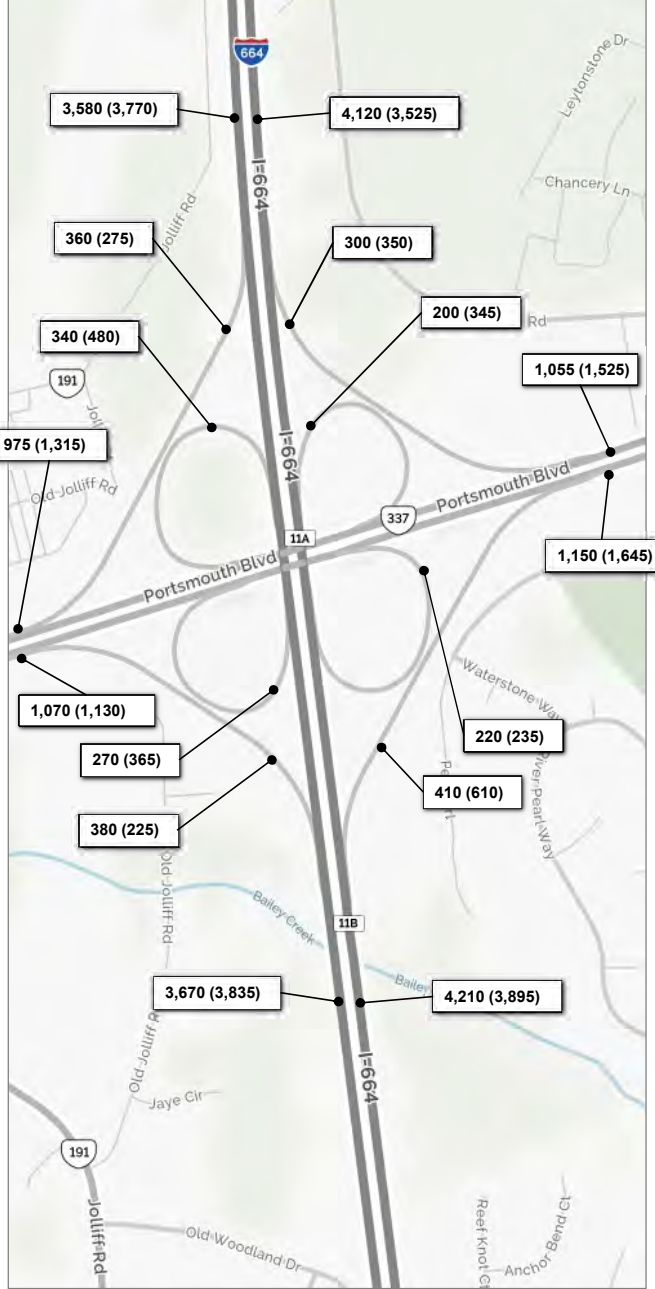
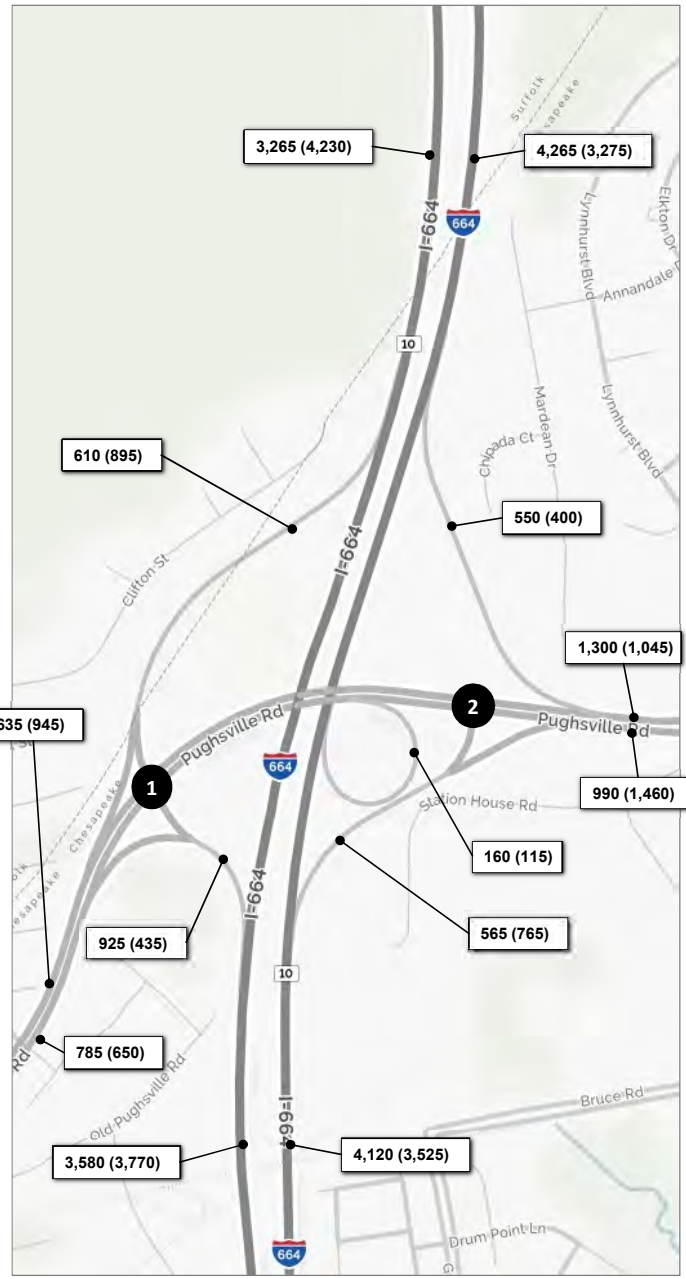
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 5



1	330 (345)	280 (550)	T 305 (600)	
	R	L	L 550 (300)	
Pughsville Road				
	410 (515)	T		
	375 (135)	R		

2			R 550 (400)	
			T 750 (645)	
Pughsville Road				
	530 (950)	T	L 105 (255)	R 460 (510)
	160 (115)	R		

3	155 (185)	60 (155)	T 305 (245)	
	R	L	L 245 (115)	
Dock Landing Road				
	445 (315)	T		
	200 (70)	R		

4			R 255 (95)	
			T 450 (250)	
Dock Landing Road				
	280 (125)	L	L 100 (110)	R 135 (280)
	225 (345)	T		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

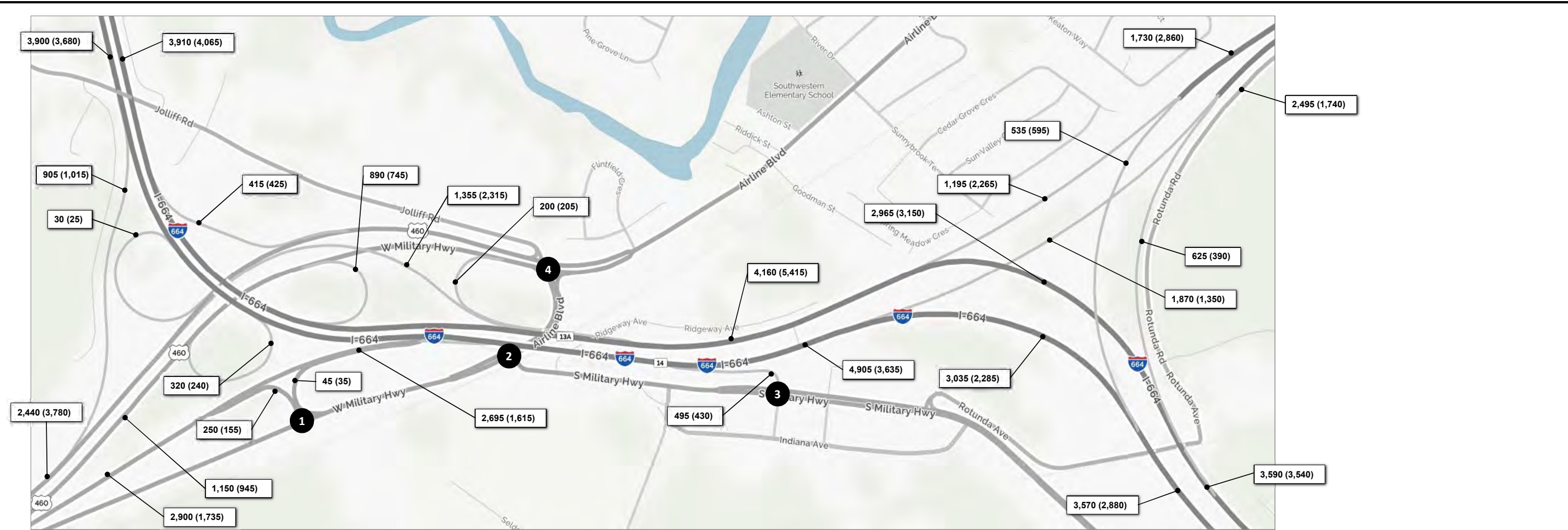
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 6



1				
	5 (5)	245 (150)	R 40 (30)	T 125 (150)
	R	L		
	W. Military Hwy			
	5 (5)	L		
	230 (370)	T		

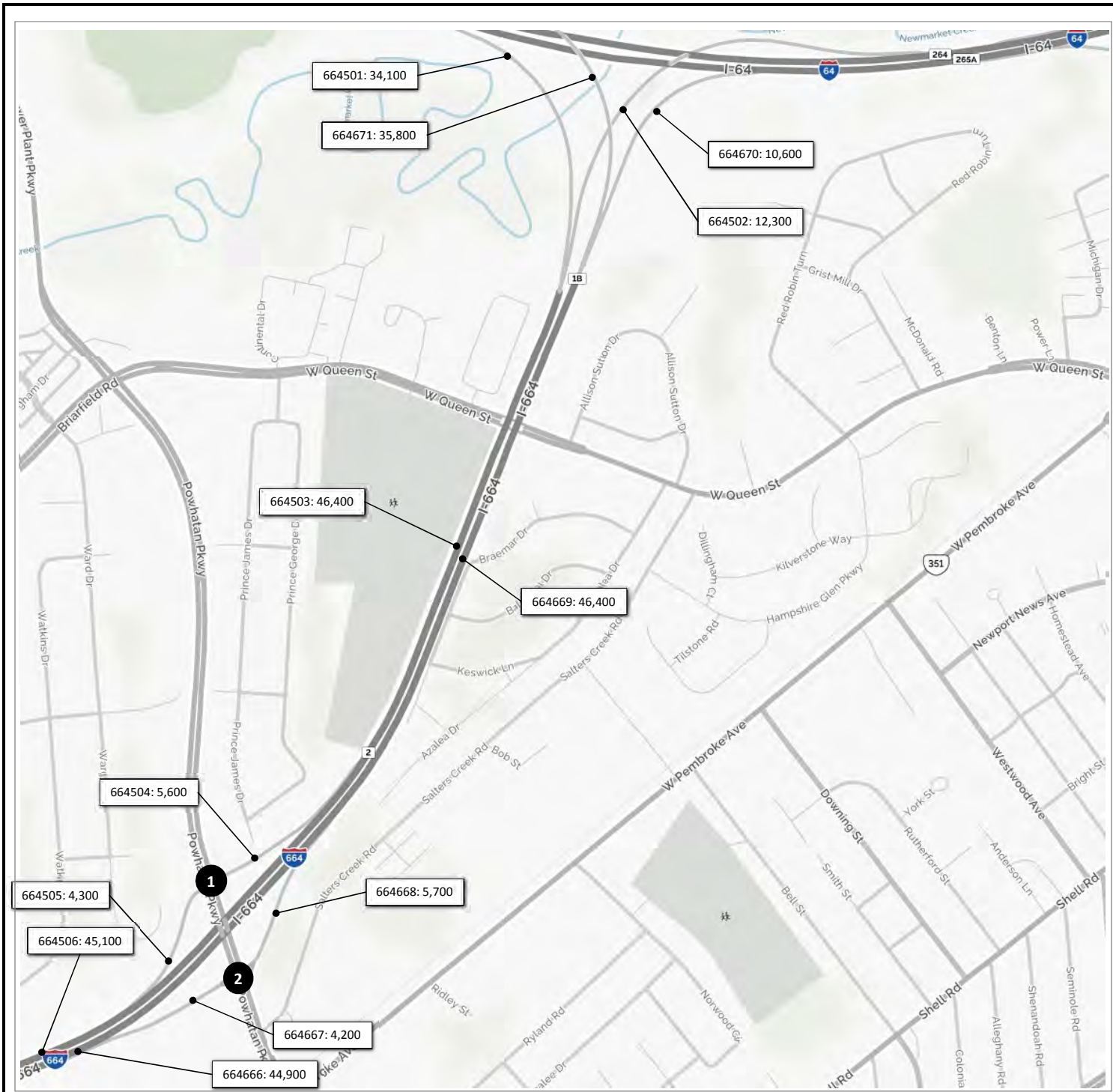
2				
			T 135 (100)	L 510 (370)
			L	R
	W. Military Hwy			
			L	R
	240 (400)	T	30 (80)	240 (605)
	235 (120)	R		

3				
	10 (20)	495 (430)		T 260 (665)
	R	L		
	S. Military Hwy			
	745 (490)	T		

4					
	75 (35)	345 (165)	120 (50)	R 105 (75)	T 305 (295)
	R	T	L	L 105 (80)	
			L	L	R
			305 (160)	245 (570)	70 (90)
			280 (260)		165 (345)
			195 (225)		

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT



1			
1,200	4,400	T 5,500	
R	L	L 2,500	
		Powhatan Pkwy	
4,800	T		
1,800	R		
		I-664 Ramp	

2			
		I-664 Ramp	R 5,000
			T 6,100
		Powhatan Pkwy	
		L 700	L
		8,500	T
		L 1,900	R 2,300

Legend

x,xxx Average Daily Traffic

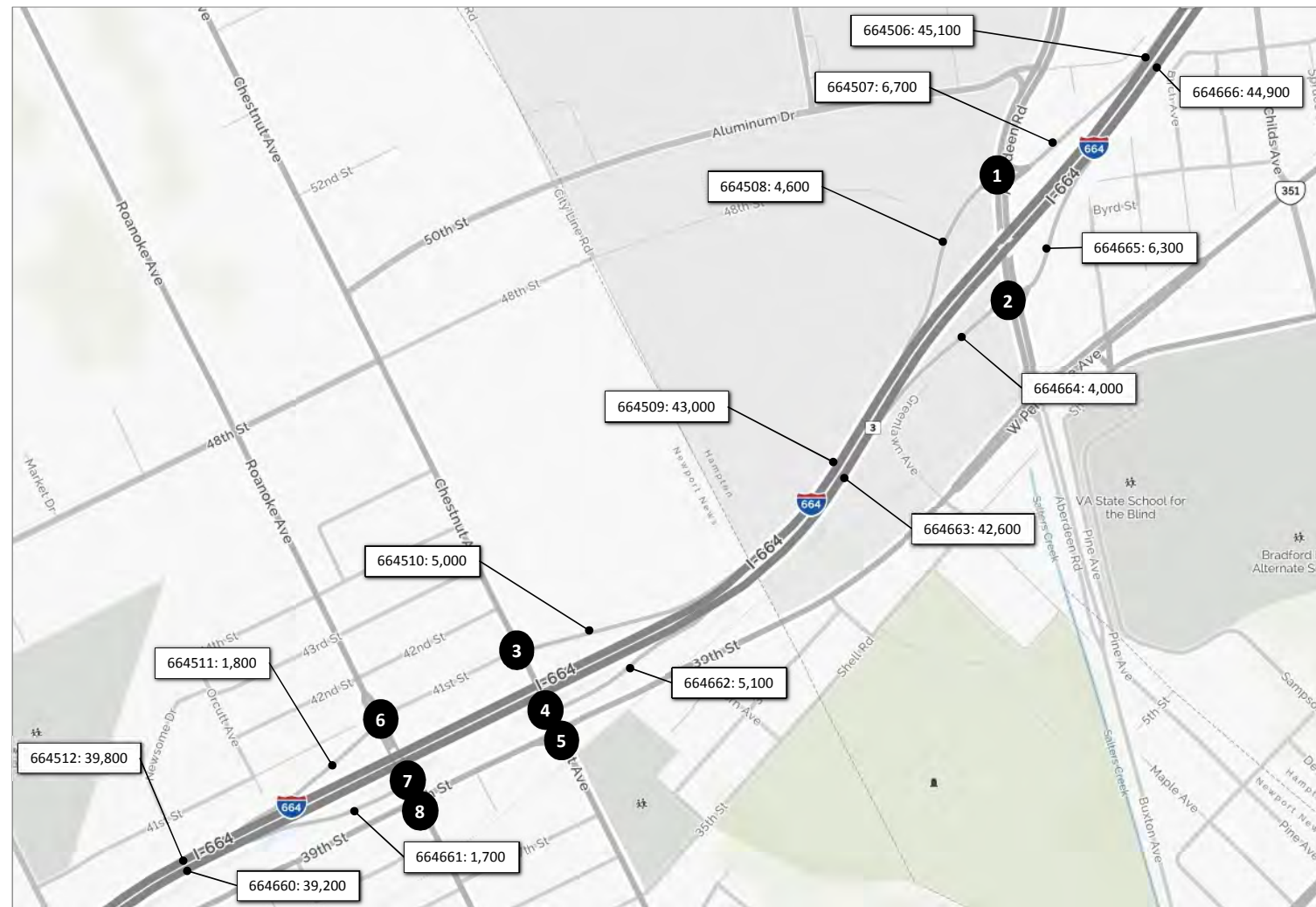
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 1



1					
4,700		2,000	T	9,000	
R	T	L	L	1,000	
<hr/>			Aberdeen Road		
			L		R
	10,300	T	3,400		600
	3,600	R			

2					
			I-664 Ramp	R	2,300
			Aberdeen Road	T	6,600
			L		
	4,000	L			
	8,300	T			

3					
2,200		2,800	R	2,200	
R	T	L	T		
<hr/>			Chestnut Avenue		
			L	T	R
	4,300	L			100
	200	T			
		R			

4					
			R	3,500	
			T	2,200	
			L		

5					
700	2,600	500	R	500	
R	T	L	T	2,700	
<hr/>			Chestnut Avenue		
			L	T	R
	700	L			
	2,600	T			
	2,300	R	2,300	2,600	400

6					
	200		R	100	
			T	1,900	
			L	400	

7					
			R	1,400	
			T		
			L		

8					
300	4,500	400	R	500	
R	T	L	T	700	
<hr/>			Roanoke Avenue		
			L	T	R
	200	L			
	700	T			
	400	R	400	4,500	400

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 2



1	500	12,300					
	R	T			T	4,100	L 6,200
35th Street							
				Huntington Ave			

6		4,600	400			R	700
		T	L			T	200
36th Street							
				Jefferson Ave			
		4,400	L 100			T	4,700
		200	R			R	300

2		9,600	8,900				
		T	L				
34th Street							
				Huntington Ave			
		4,800	T 300			R	

7		4,800	200				
		T	L				
35th Street							
				Jefferson Ave			
		700	L 400			T	4,300
		300	R			R	200

3	500	9,500	400			R	500
	R	T	L			T	600
28th Street							
				Huntington Ave			
		600	T 400			L	300

8		4,600	1,000				
		T	L				
27th Street							
				Jefferson Ave			
		1,800	L 800			T	3,100
		1,100	R			R	

4	1,200	9,400				T	4,300
	R	T				L	2,600
26th Street							
				Huntington Ave			

9	1,300	4,400				R	400
	R	T				T	1,700
26th Street							
				Jefferson Ave			
			L			L	600
			T			T	2,700
			R			R	1,300

5	1,500	100	8,400				
	R	T	L				
23rd Street							
				Huntington Ave			
		3,700	T 400			R	

10		3,900	1,100				
		T	L				
25th Street							
				Jefferson Ave			
		1,000	L 1,600			T	3,000
		800	R			R	300

Legend

x,xxx Average Daily Traffic

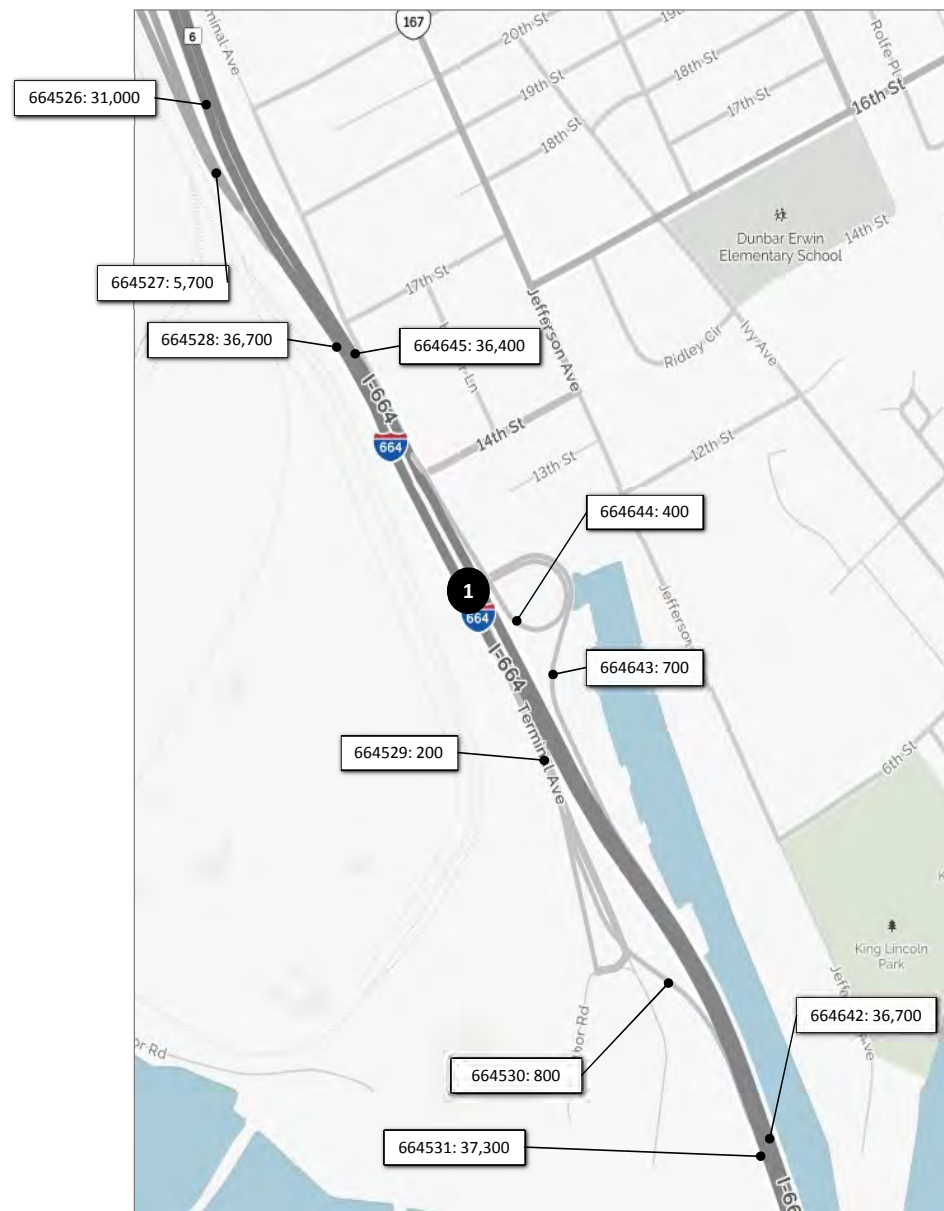
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 3



1	4,000	300	R 500
	T	L	L 200
		Terminal Ave	T 400
			R 100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 4



1			R	200	
			T	10,200	
			L	400	
R	T	L			
	1,400	L	L	T	R
	19,900	T	300	400	1,000
	900	R			

2					
			T	10,800	
			L	6,400	
US 17					
	10,300	T			
	10,600	R			

Legend

x,xxx Average Daily Traffic

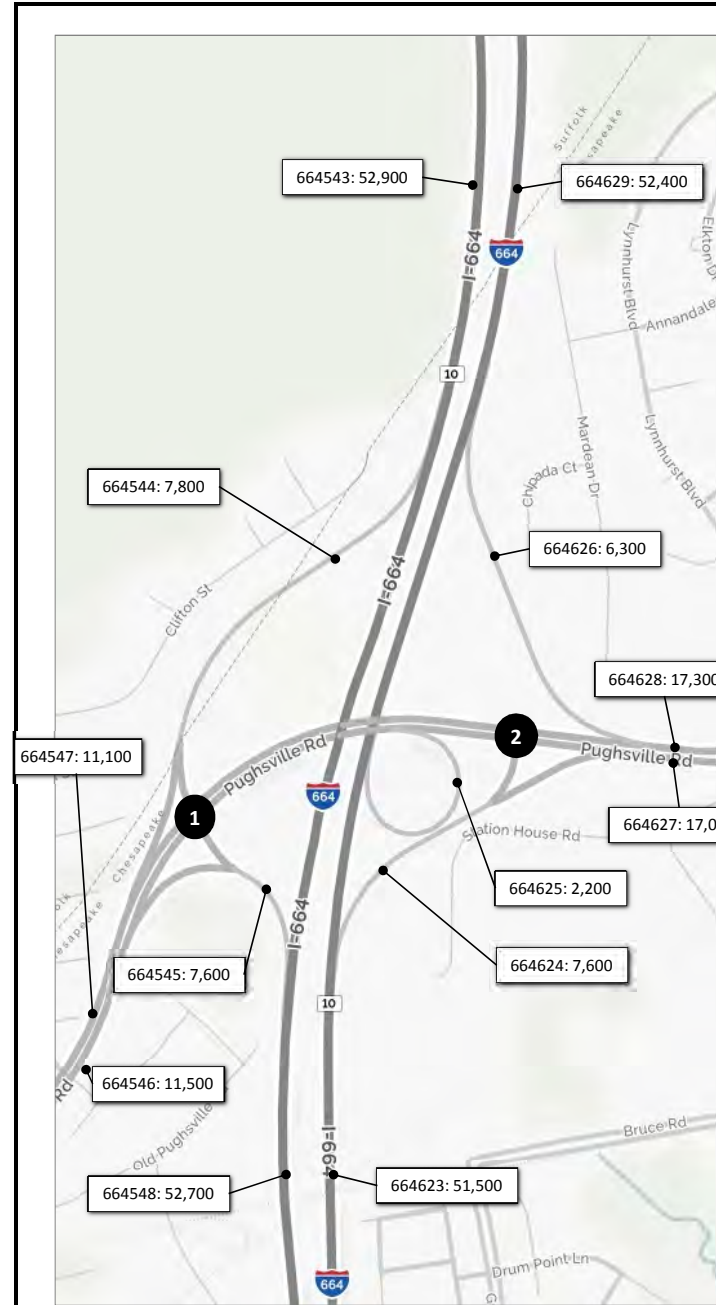
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 5



1	2,700	5,100	T 8,400	Pughsville Road
	R	L	L 5,000	
			8,900 T	
			2,600 R	

2			R 6,300	
			T 11,000	
Pughsville Road			L	R
			11,800 T	5,200
			2,200 R	2,400

3	2,500	1,700	T 3,500	Dock Landing Road
	R	L	L 2,100	
			3,300 T	
			2,600 R	

4			R 1,900	
			T 4,000	
Dock Landing Road			L	R
			1,700 L	2,500
			3,300 T	1,600

Legend

x,xxx Average Daily Traffic

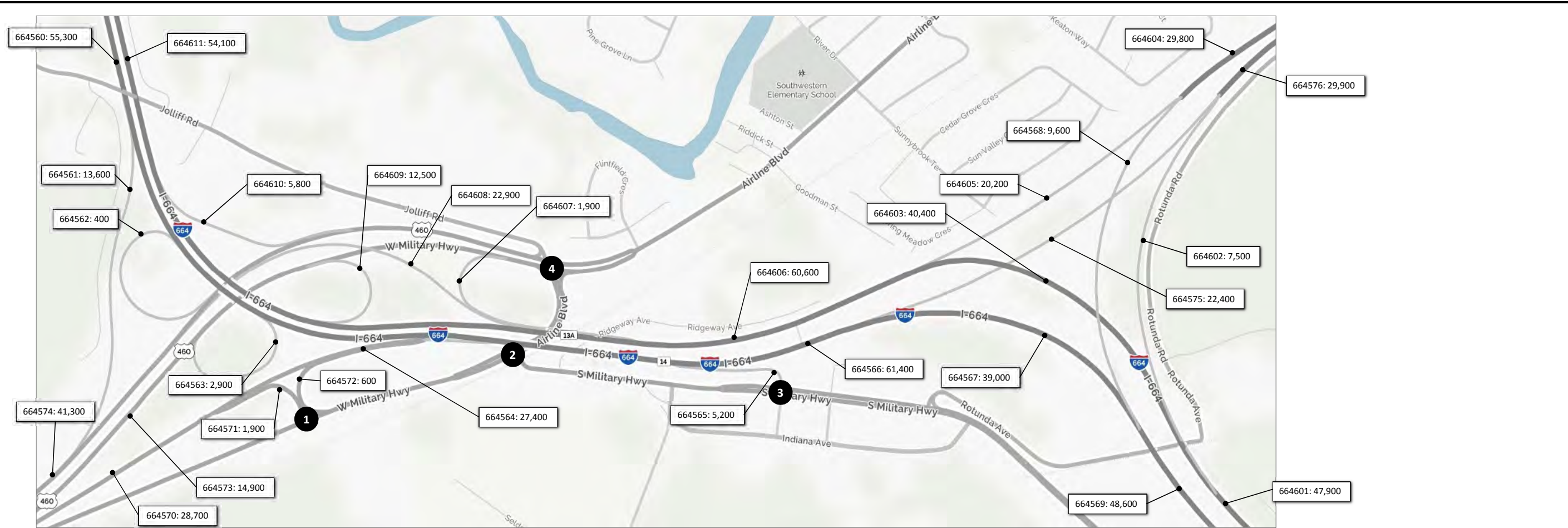
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 6



1			
100	1,800	R 500	
		T 1,900	
R	L		
W. Military Hwy			
100	L		
3,400	T		

2			
		T 1,600	
		L 3,400	
		L	R
W. Military Hwy			
	5,000	T	800
	200	R	3,800

3			
100	5,100	T 4,500	
R	L		
S. Military Hwy			
	3,600	T	

4			
1,100	2,300	1,400	R 1,000
			T 4,100
			L 900
R	T	L	L T R
	2,100	L	
	3,300	T	5,800 1,800 1,200
	1,800	R	

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 7



1	R 25 (15)		
	T 390 (945)		
	L 35 (50)		
US 17			
90 (85)	L		
1,475 (1,340)	T	35 (35)	105 (90)
50 (130)	R	55 (20)	

2	T 450 (1,010)		
	L 435 (460)		
US 17			
780 (765)	T		
800 (665)	R		

3	R 425 (525)		
	L 115 (195)		
VA 164 Ramp			
835 (1,575)	T		
		620 (960)	

4	R 255 (475)		
	L 695 (1,295)		
VA 164 Ramp			
		620 (960)	
		120 (100)	

5	R 310 (580)		
	T 485 (810)		
	L 10 (15)		
425 (470)	L		
745 (750)	T	5 (10)	5 (15)
10 (15)	R	5 (10)	

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
 Peak Hour Volumes
 VA 164 Corridor**

April 7, 2016

Sheet 1



1					
	420 (195)				
		810 (580)			
			R	105 (415)	
			L	165 (355)	
			L	150 (175)	
			T	305 (1,040)	
					Towne Point Road

2					
		510 (740)			
			L	465 (195)	
			T	125 (320)	
			L	195 (390)	
			R	330 (895)	
					Towne Point Road

3					
		295 (180)			
			R	5 (15)	
			T	10 (160)	
			L	25 (90)	
			L	360 (310)	
			T	480 (445)	
			R	365 (40)	

4					
		465 (425)			
			L	330 (205)	
			T	430 (160)	
			R	490 (510)	
					Cedar Lane
			T	775 (635)	
			R	210 (160)	

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

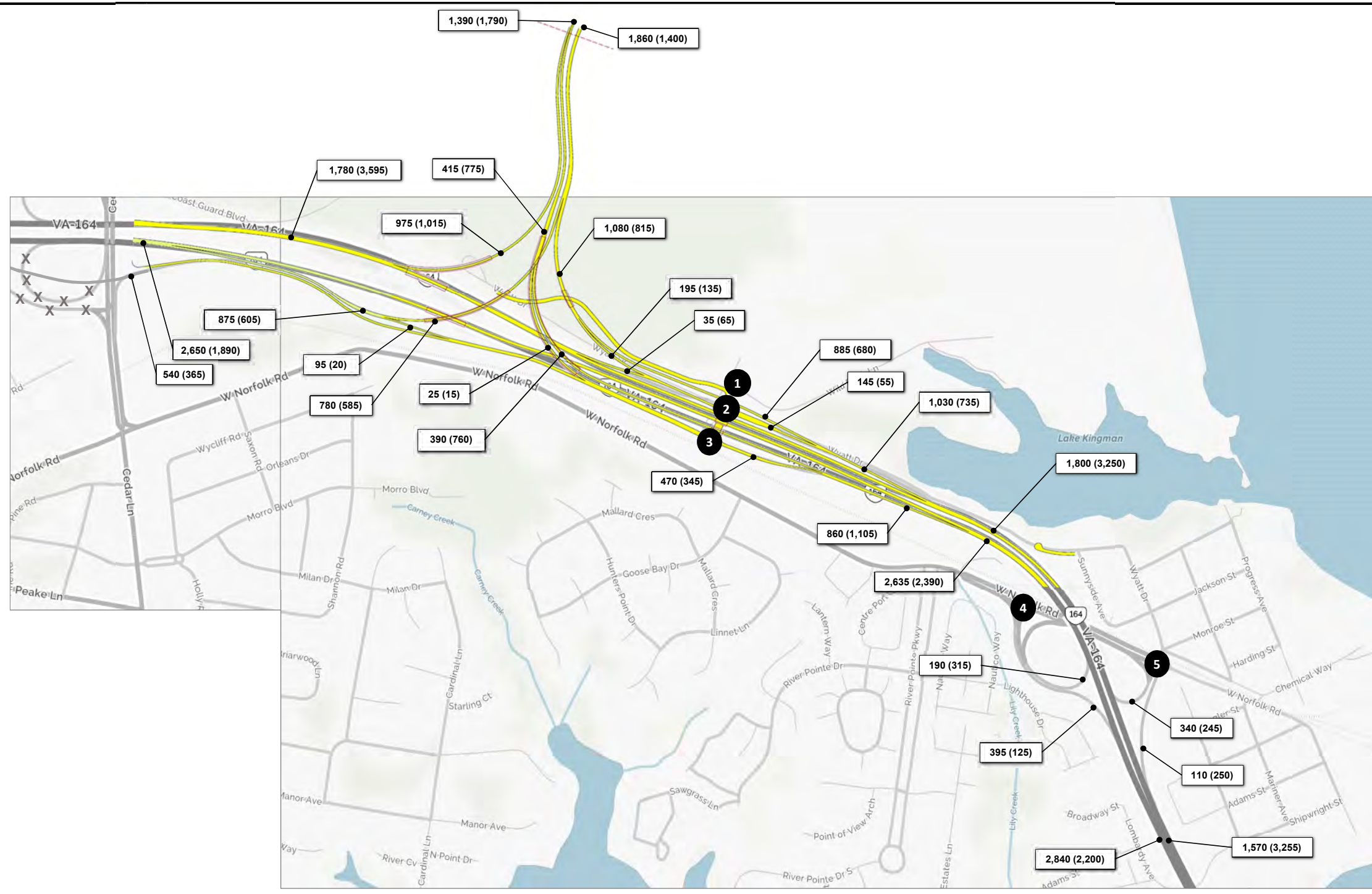
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
 Peak Hour Volumes
 VA 164 Corridor**

April 7, 2016

Sheet 2



1	5 (5)	175 (165)	5 (0)	R	5 (5)
	R	T	L	T	5 (0)
		5 (5)	L	L	5 (15)
		5 (5)	T	T	30 (15)
		5 (5)	R	L	255 (75)
				R	5 (5)

2	70 (85)	115 (100)	V/G Blvd	R	145 (55)
	R	T		T	0 (0)
				L	0 (0)
				T	Wyatt Dr
				L	160 (115)
				T	145 (40)

3		115 (100)			
			L		VA 164 Ramp
		305 (155)	L		
		355 (245)	T		
				V/G Blvd	

4				T	80 (225)
				L	40 (55)
				L	R
		285 (150)	T	90 (255)	100 (60)
		355 (70)	R		

5	30 (15)	15 (15)	10 (10)	R	10 (10)
	R	T	L	T	30 (55)
				L	40 (90)
				L	T
		15 (35)	L	L	45 (30)
		85 (35)	T	T	5 (10)
		285 (140)	R	L	60 (210)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
VA 164 Corridor**

April 7, 2016

Sheet 3



1			R	110 (55)
5 (15)	40 (35)	65 (65)	T	135 (220)
R	T	L	L	160 (90)
Cleveland St			L	T
	20 (15)	L		
	225 (285)	T	5 (5)	5 (5)
	10 (10)	R		55 (90)

2			T	70 (70)
335 (295)		310 (20)		
R		L		
Cleveland St				
	345 (440)	T		

3			R	60 (100)
25 (15)		25 (5)	T	45 (55)
R		L	L	
Cleveland St				
	595 (440)	L		
	60 (20)	T		
		R		

4			R	40 (70)
5 (5)	35 (30)	170 (100)	T	25 (35)
R	T	L	L	40 (95)
Woodrow St				
	25 (30)	L	1,664 Ramp	
	100 (50)	T		
	10 (15)	R		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Peak Hour Volumes
VA 164 Corridor**

April 7, 2016

Sheet 4



1					
3,800	9,200	R	3,900		
		L	3,700		
R	T	L	T		
		2,400	10,300		
				Towne Point Road	

2					
8,600	4,300				
		L	T	R	
		4,100	8,600	2,900	
		3,200			Towne Point Road

3					
2,600	3,000	300	R	100	
			T	1,200	
R	T	L	L	800	
			1,300	4,900	
			500	4,200	
			1,800	2,000	

4					
	3,100	2,500			
		L	T	R	
		2,900	8,200	2,100	
		5,500			Cedar Lane

Legend

x,xxx Average Daily Volumes

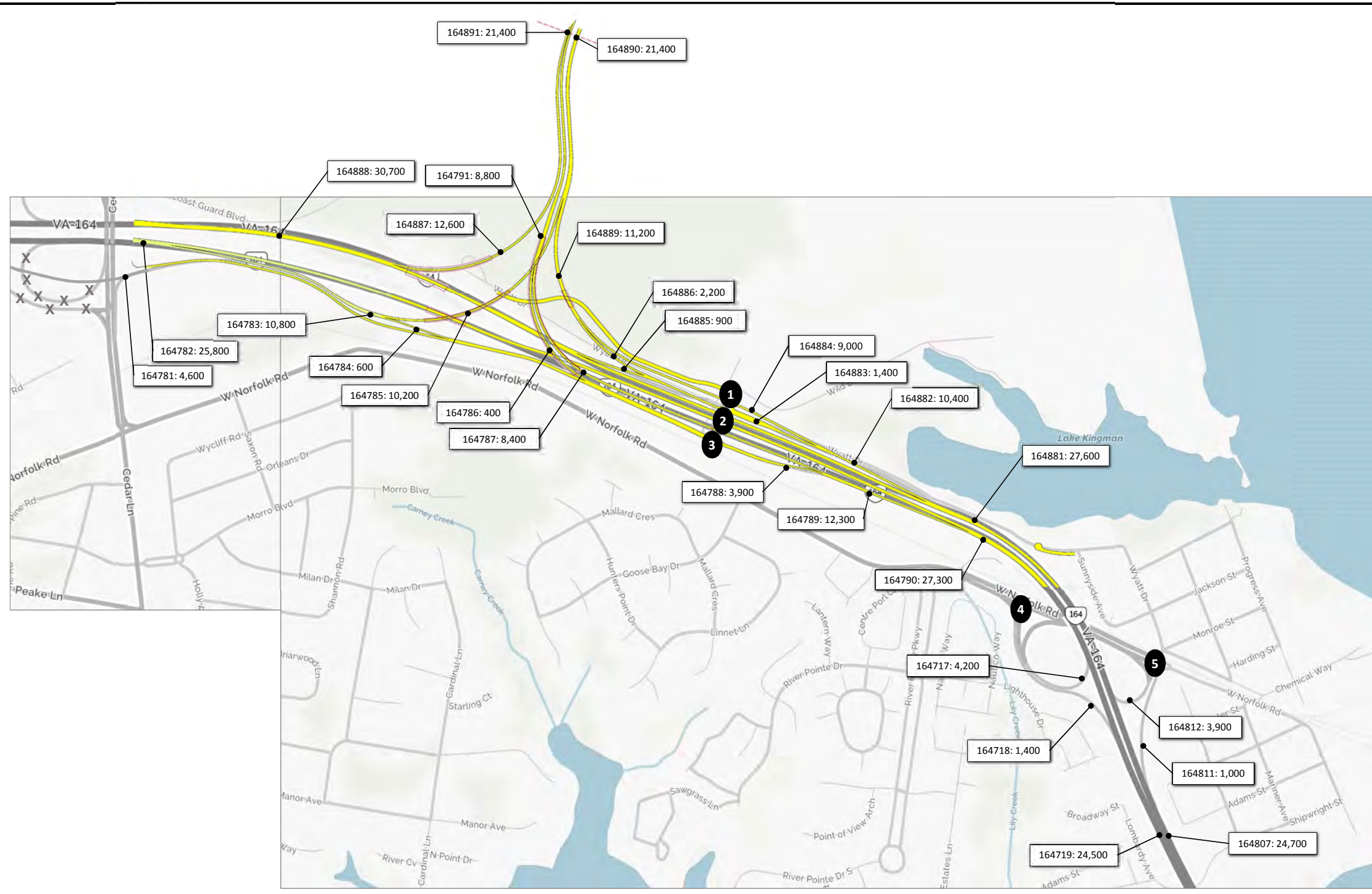
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 2



1			R	100	
100	2,100	100	T	100	
			L	300	
<hr/>			L	T	R
	100	L	100	2,100	300
	100	T	100		
	100	R			

2			R	1,400	
1,300	1,200	V/G Blvd	T	0	
			L	0	Wyatt Dr
<hr/>			L	T	
			1,800	1,100	

3					
	1,200				
<hr/>			L		VA 164 Ramp
	2,900	L			
	2,700	T	V/G Blvd		

4			T	1,200	
			L	300	
<hr/>			L		R
	2,800	T	3,100		1,100
	1,100	R			

5			R	200	
300	200	200	T	400	
			L	1,000	
<hr/>			L	T	R
	300	L	800	100	100
	900	T			
	2,700	R			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Alternati

April 7, 2016

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 3



1			R	800
200	500	600	T	2,500
			L	2,200
R	T	L		
Cleveland St			L	T
	300	L		
	2,700	T	100	100
	200	R		800

2			T	1,000
4,500		1,400		
R		L		
Cleveland St				
	4,100	T		

3			R	1,100
400		200	T	600
R		L		
Cleveland St				
	5,000	L		
	500	T		
		R		

4			R	700
100	300	2,500	T	600
			L	1,000
R	T	L		
Woodrow St				
	300	L	1,664 Ramp	
	1,500	T		
	200	R		

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative B
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 4



1	11,100	6,200	2,800	R	2,600		
				T	16,500		
				L	2,700		
						L	T
		11,100	L			9,900	6,200
		16,800	T				2,400
		9,600	R				

2	1,900	10,500					
						L	T
		2,000	L			1,600	10,400
		1,500	R				

3							
						L	T
		27,000	T			1,900	10,500
		2,300	R				

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Notes

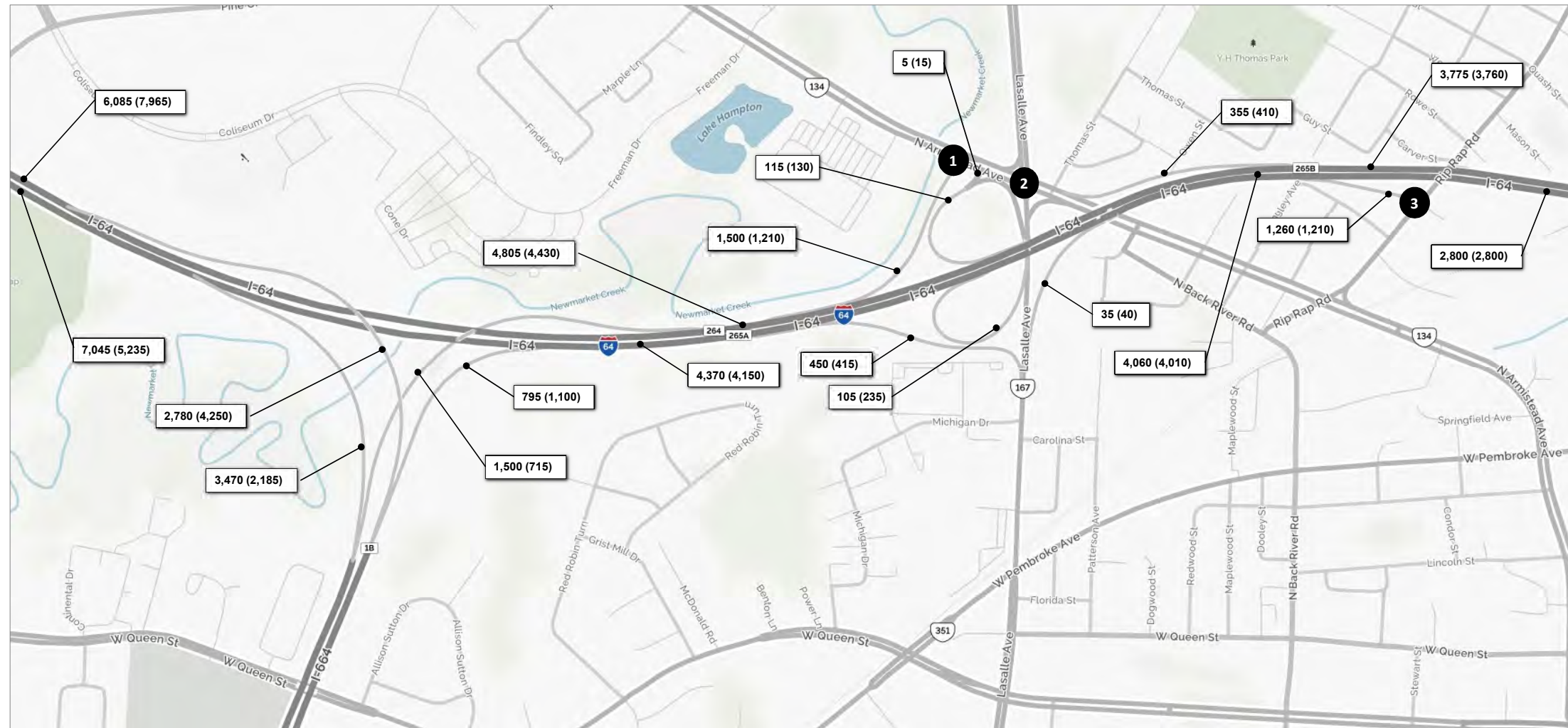
Exhibit is intended to show traffic volumes only.
 Crane Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Crane Island Connector Southern Terminus.

Hampton Roads Crossing Study

**2028 Alternative C
 James River Connectors
 Weekday Daily Volumes**

April 7, 2016

Sheet 1



1					
	R	T	L		
	T	680 (1,025)			
	L	1,160 (980)			
Armistead Ave			L	T	R
			L		5 (15)
	730 (1,040)		T		
	340 (230)		R		

2					
	R	T	L		
	T	200 (125)			
	L	800 (1,070)			
		40 (60)			
Armistead Ave			L	T	R
			L		5 (40)
	40 (65)		L		
	455 (535)		T		170 (156)
	235 (440)		R		565 (630)

3			
	R	T	L
	T	250 (215)	
	L		
I-64 Ramp			T
	730 (840)	L	95 (195)
	530 (370)	R	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
I-64 Corridor**

April 7, 2016

Sheet 1



1	30 (50)	335 (225)	370 (430)	T	370 (495)	
	R	T	L	L	215 (65)	
Settlers Landing Rd				L		R
	655 (880)		T	30 (125)		90 (400)
	310 (115)		R			

2				T	585 (560)	
				L	170 (95)	
Settlers Landing Rd						
	585 (1,170)		T			
	530 (540)		R			

3				R	765 (375)	
				T	540 (345)	
Settlers Landing Rd				L		R
	105 (525)		L	215 (310)		220 (390)
	480 (645)		T			

4	105 (20)	5 (10)	35 (65)	T	255 (60)	
	R	T	L	L	450 (305)	
S. Mallery St						
	85 (375)		T			
	135 (305)		R			

5	165 (35)	0 (0)	100 (135)	R	230 (190)	
	R	T	L	T	525 (300)	
S. Mallery St				L		R
	40 (280)		L	15 (30)		5 (5)
	75 (140)		T	60 (35)		
	5 (10)		R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
I-64 Corridor**

April 7, 2016

Sheet 2



1	200 (50)	190 (350)	T 140 (130)	
	R	L	L 280 (120)	
4th View St				
	50 (470)	T		
	80 (90)	R		

2			R 355 (330)	
			T 340 (190)	
4th View St				
	25 (320)	L	L 80 (60)	R 105 (120)
	215 (500)	T		

3	90 (70)	1,065 (740)	US 460	
	R	T	L 275 (350)	T 275 (320)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

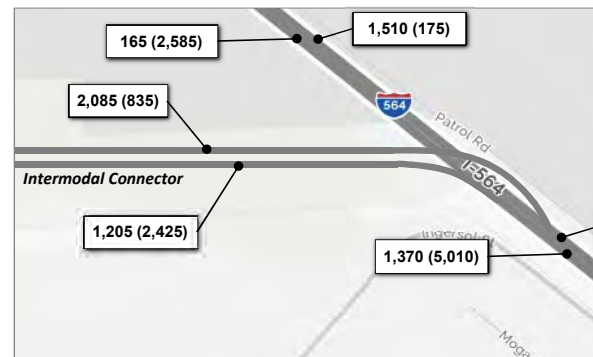
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
I-64 Corridor**

April 7, 2016

Sheet 3



1		Bainbridge Ave		R	T	L
120 (180)	135 (770)					
R	T	U	L	T		
Bellinger Blvd	5 (5)	0 (0)	5 (5)	660 (135)		
	200 (80)					



Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

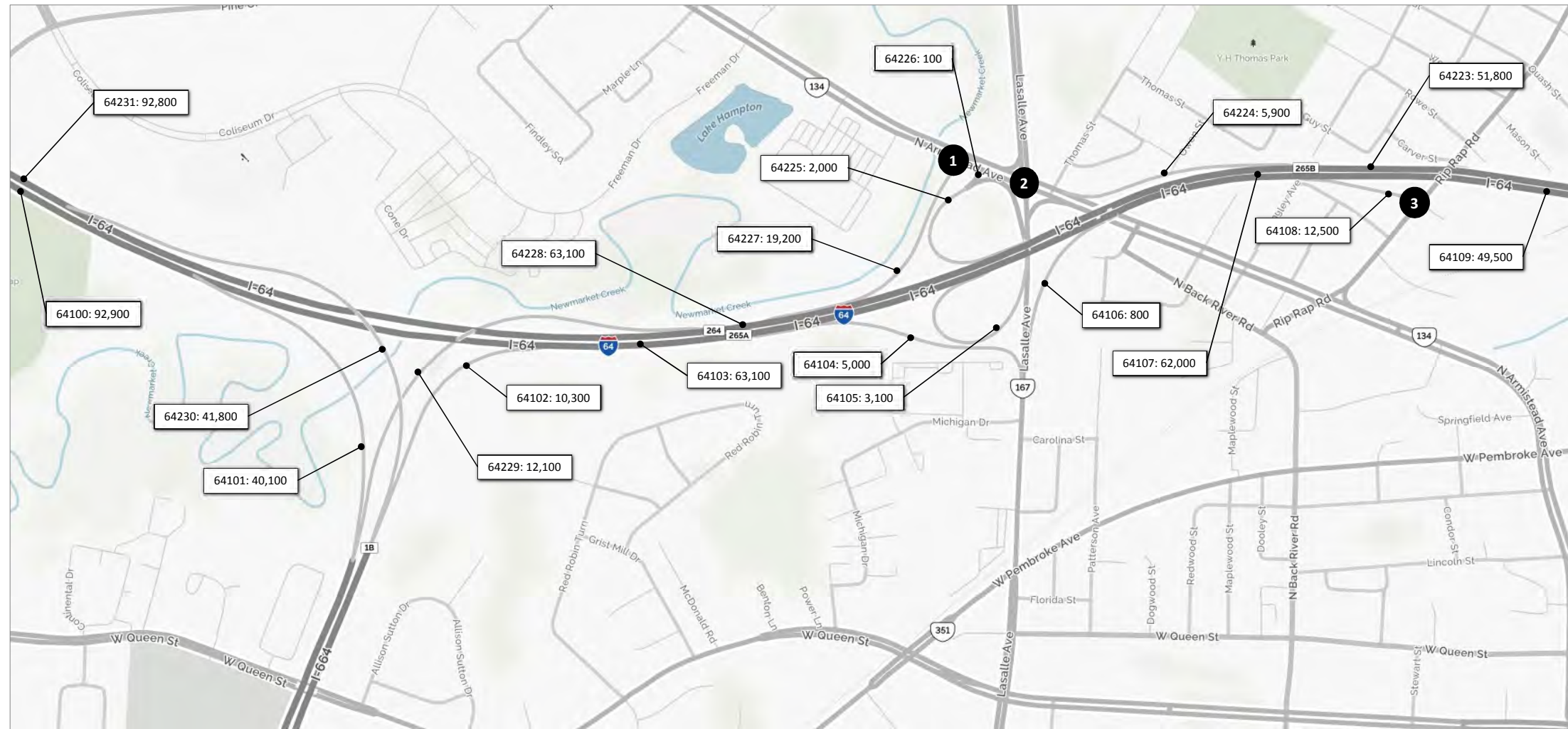
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
I-64 Corridor**

April 7, 2016

Sheet 4



1			<i>R</i>		
	<i>T</i>	<i>L</i>	<i>T</i>	11,000	
			<i>L</i>	15,100	
<i>R</i>	<i>T</i>	<i>L</i>	<i>Armistead Ave</i>		
		<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
	13,900	<i>T</i>			100
	4,100	<i>R</i>			

2			<i>R</i>	2,100	
4,900	2,100	200	<i>T</i>	12,700	
			<i>L</i>	700	
<i>R</i>	<i>T</i>	<i>L</i>	<i>Armistead Ave</i>		
	1,000	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
	7,400	<i>T</i>	8,500	2,100	200
	5,600	<i>R</i>			

3		<i>R</i>		
	3,100	<i>T</i>		
<i>R</i>	<i>T</i>	<i>I-64 Ramp</i>		<i>T</i>
	8,500	<i>L</i>	<i>Rip Rap Rd</i>	1,900
	4,000	<i>R</i>		

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
I-64 Corridor**

April 7, 2016

Sheet 1



1	1,600	3,400	5,000	T	5,000	
	R	T	L	L	1,500	
Settlers Landing Rd				L		R
		6,700	T			3,200
		2,000	R	900		

2				T	6,500	
				L	3,000	
Settlers Landing Rd						
		11,500	T			
		3,400	R			

3				R	8,100	
				T	5,300	
Settlers Landing Rd				L		R
		4,400	L			4,500
		7,100	T	4,200		

4	2,300	100	1,700	T	1,500	
	R	T	L	L	3,000	
S. Mallory St						
		2,200	T			
		1,400	R			

5	900	100	1,600	R	3,100	
	R	T	L	T	3,300	
S. Mallory St				L		R
		1,400	L			100
		2,400	T	300	500	
		100	R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
I-64 Corridor**

April 7, 2016

Sheet 2



1			
	1,800	3,600	T 1,600 L 2,400
	R	L	
	4th View St		
	2,400	T	
	1,000	R	

2			
			R 3,900 T 3,200
	4th View St		
	1,600	L	L R
	4,400	T	800 2,600

3			
	900	10,600	US 460
	R	T	
			L T
			4,000 7,600

Legend

x,xxx Average Daily Traffic

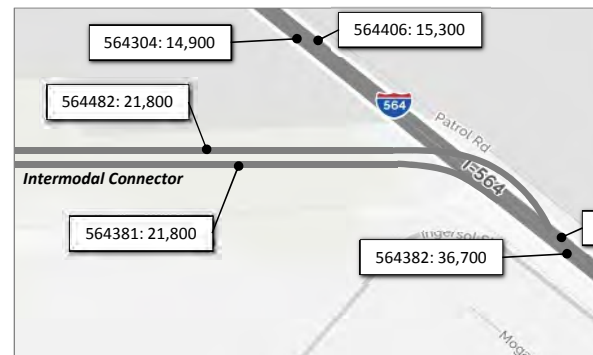
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
I-64 Corridor**

April 7, 2016

Sheet 3

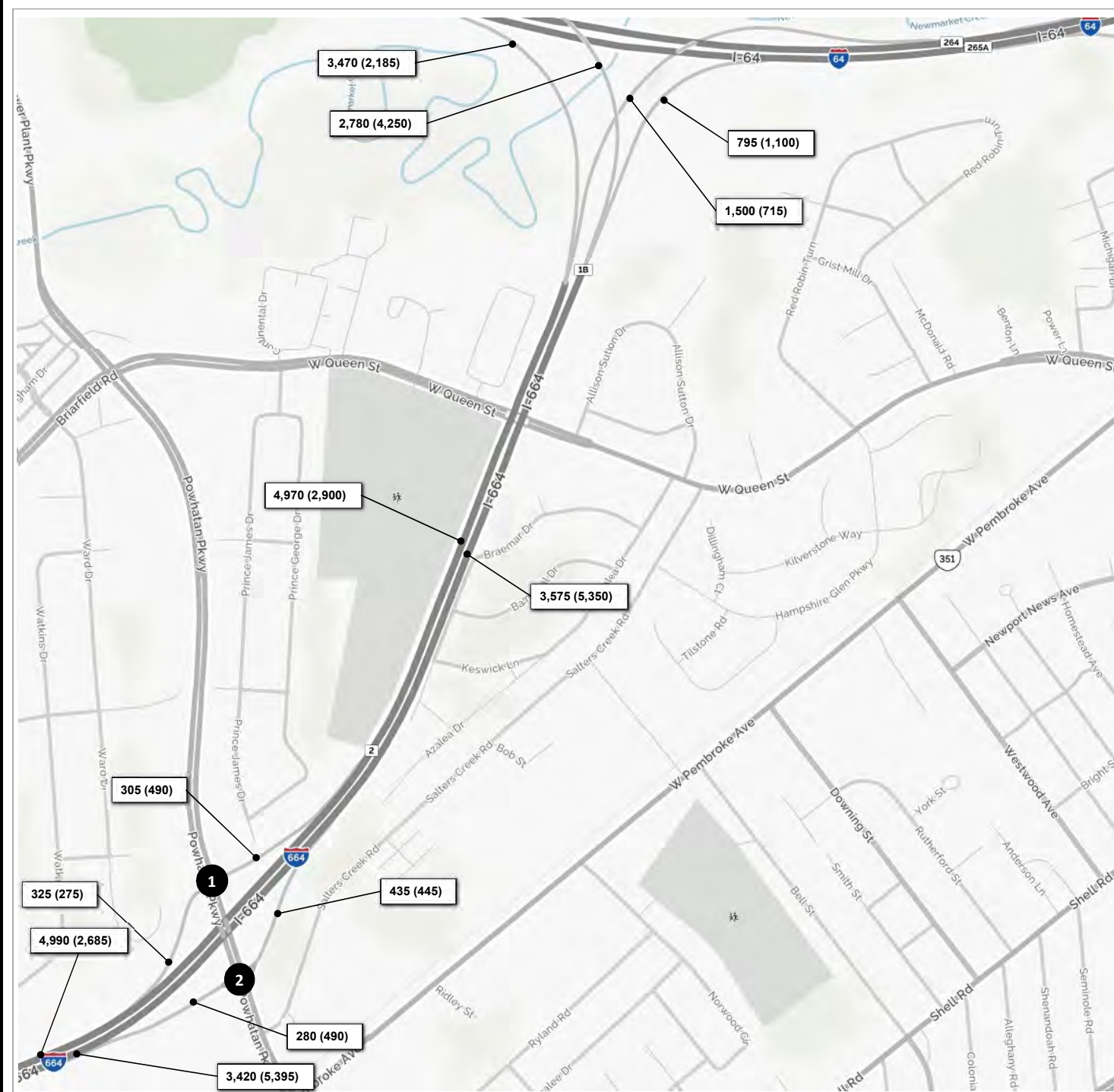


1		Bainbridge Ave		R	T	L
2,300	5,300					
R	T	Bellinger Blvd		U	L	T
		100	U			
		2,100	L	100	100	5,300



Legend
 x,xxx Average Daily Traffic

DRAFT



1	90 (110)	215 (380)	T 285 (540)		
	R	L	L 200 (150)		
			Powhatan Pkwy		
				L	R
			235 (425)	T	
			125 (125)	R	
			I-664 Ramp		

2			I-664 Ramp	R 375 (355)	
				T 415 (480)	
			Powhatan Pkwy		
				L	R
			60 (90)	L	
			390 (715)	T	
			I-664 Ramp		
				L	R
				70 (210)	
					210 (280)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

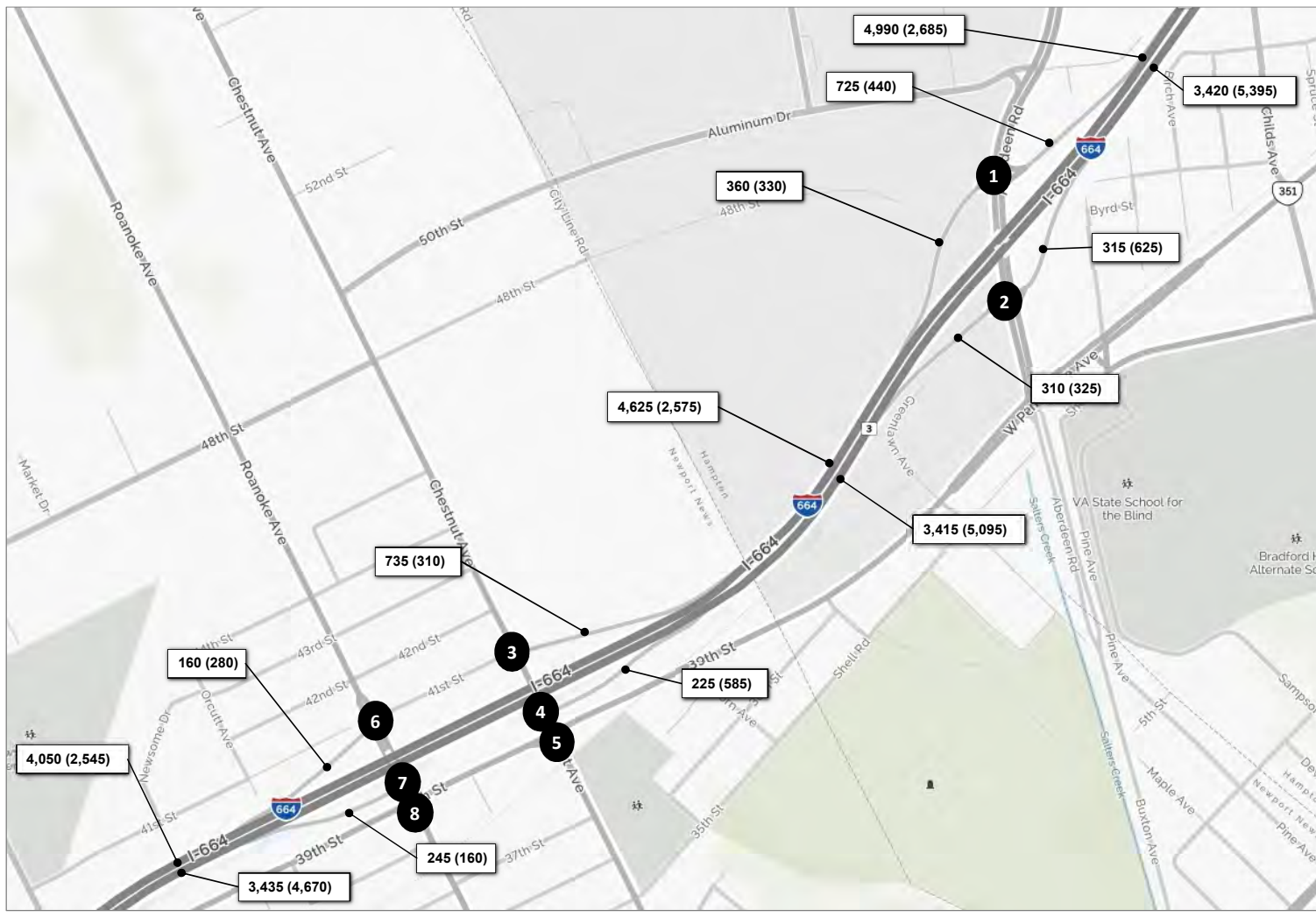
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
I-664 Corridor**

April 7, 2016

Sheet 1



1	560 (280)	166 (160)	T 525 (700)
	R	T	L 110 (105)
			Aberdeen Road
			I-664 Ramp
		T	
470 (970)			
250 (225)		R	

2			I-64 Ramp	R 140 (190)
				T 415 (580)
			Aberdeen Road	
			L	R
175 (435)			L	220 (225)
460 (695)			T	90 (100)

3	310 (145)	425 (165)	R 125 (265)		
	R	T	L		
			Chestnut Avenue		
			L	T	R
		L			
305 (375)					
35 (15)		R		20 (25)	

4			R 160 (420)		
			T 125 (265)		
			L		
			Chestnut Avenue		
			L	T	R
65 (165)		L			
685 (400)		T			
		R			

5	45 (60)	260 (190)	20 (55)	R 30 (50)	
	R	T	L	T 155 (325)	
			Chestnut Avenue	L 15 (35)	
			L	T	R
30 (75)		L			
230 (235)		T		85 (300)	
425 (90)		R		120 (285)	
				20 (35)	

6	5 (5)	20 (5)	10 (5)	R 5 (5)	
	R	T	L	T 140 (125)	
			Roanoke Avenue	L 35 (185)	
			L	T	R
15 (20)		L			
55 (45)		T			
105 (90)		R			

7			R 85 (220)		
			L		
			Roanoke Avenue		
			L	T	R
65 (50)		L			
		T		95 (95)	
		R		150 (65)	

8	25 (35)	635 (250)	30 (30)	R 10 (35)	
	R	T	L	T 50 (160)	
			Roanoke Avenue	L 20 (20)	
			L	T	R
20 (35)		L			
105 (65)		T		10 (25)	
90 (15)		R		195 (550)	
				15 (20)	

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

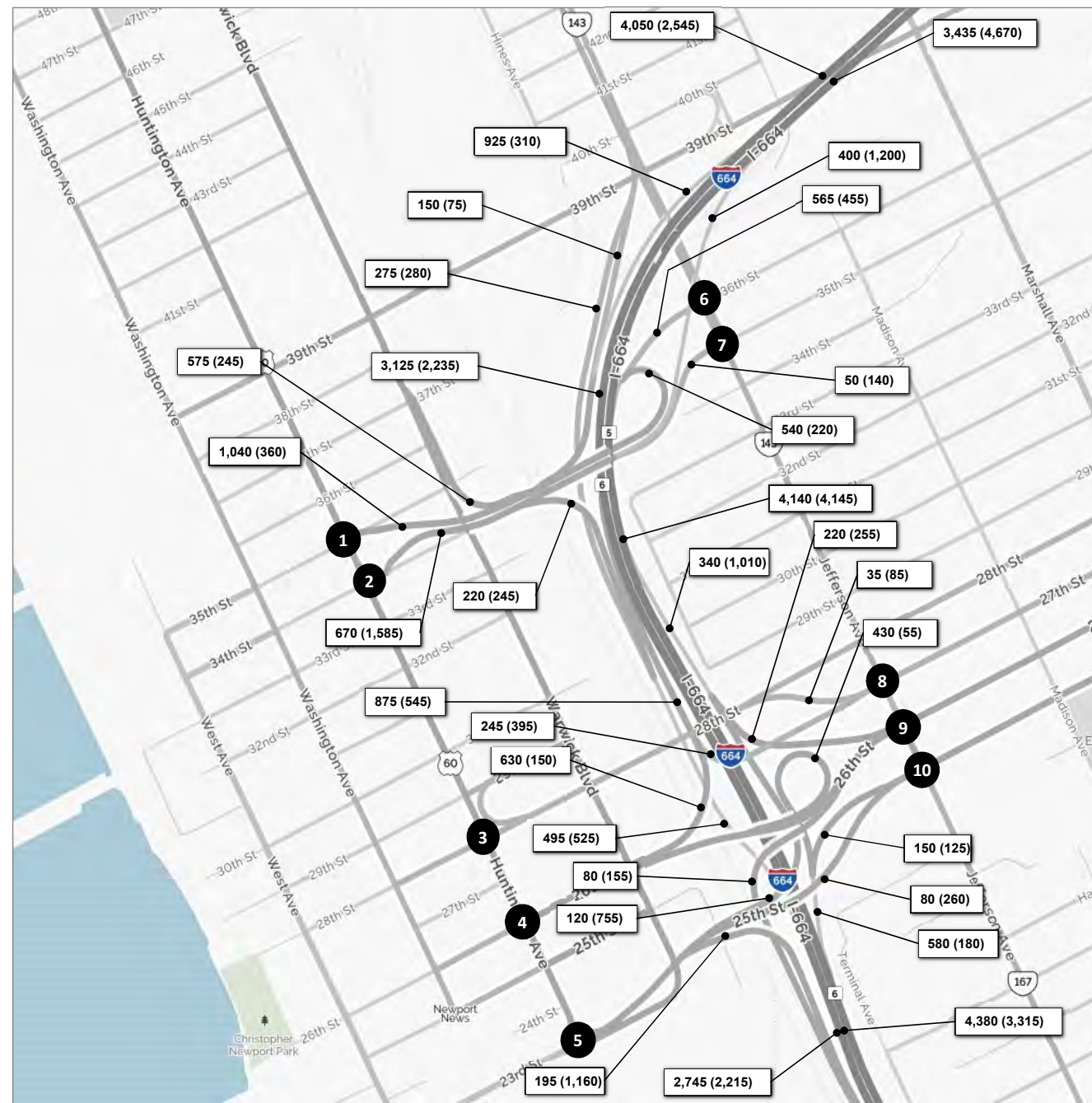
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
 Peak Hour Volumes
 I-664 Corridor**

April 7, 2016

Sheet 2



1	80 (30)	1,135 (1,490)							
	R	T			T	440 (180)	L	600 (180)	35th Street
Huntington Ave									

6		325 (495)	25 (45)						
		T	L		R	60 (55)	T	15 (10)	36th Street
Jefferson Ave									
		225 (410)	330 (35)	10 (10)					
		L	T	R					

2		1,225 (860)	510 (1,110)						
		T	L						34th Street
Huntington Ave									
		250 (660)	30 (20)						
		T	R						

7		330 (500)	20 (15)						
		T	L						35th Street
Jefferson Ave									
		20 (60)	10 (45)	20 (35)					
		L	T	R					

3		55 (10)	815 (965)	10 (30)					
	R	T	L		R	55 (20)	T	35 (30)	L
Huntington Ave									
		25 (55)	20 (35)						
		T	R						

8		275 (470)	50 (100)						
		T	L						27th Street
Jefferson Ave									
		90 (110)	110 (215)	80 (155)					
		L	T	R					

4		80 (55)	565 (1,245)						
	R	T			T	585 (245)	L	550 (90)	26th Street
Huntington Ave									

9		140 (185)	215 (440)						
	R	T			R	35 (50)	T	180 (220)	L
Jefferson Ave									

5		255 (25)	5 (10)	235 (1,260)					
	R	T	L						23rd Street
Huntington Ave									
		160 (915)	15 (75)						
		T	R						

10		175 (360)	60 (110)						
	R	T	L						25th Street
Jefferson Ave									
		25 (70)	160 (165)	45 (150)					
		L	T	R					

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

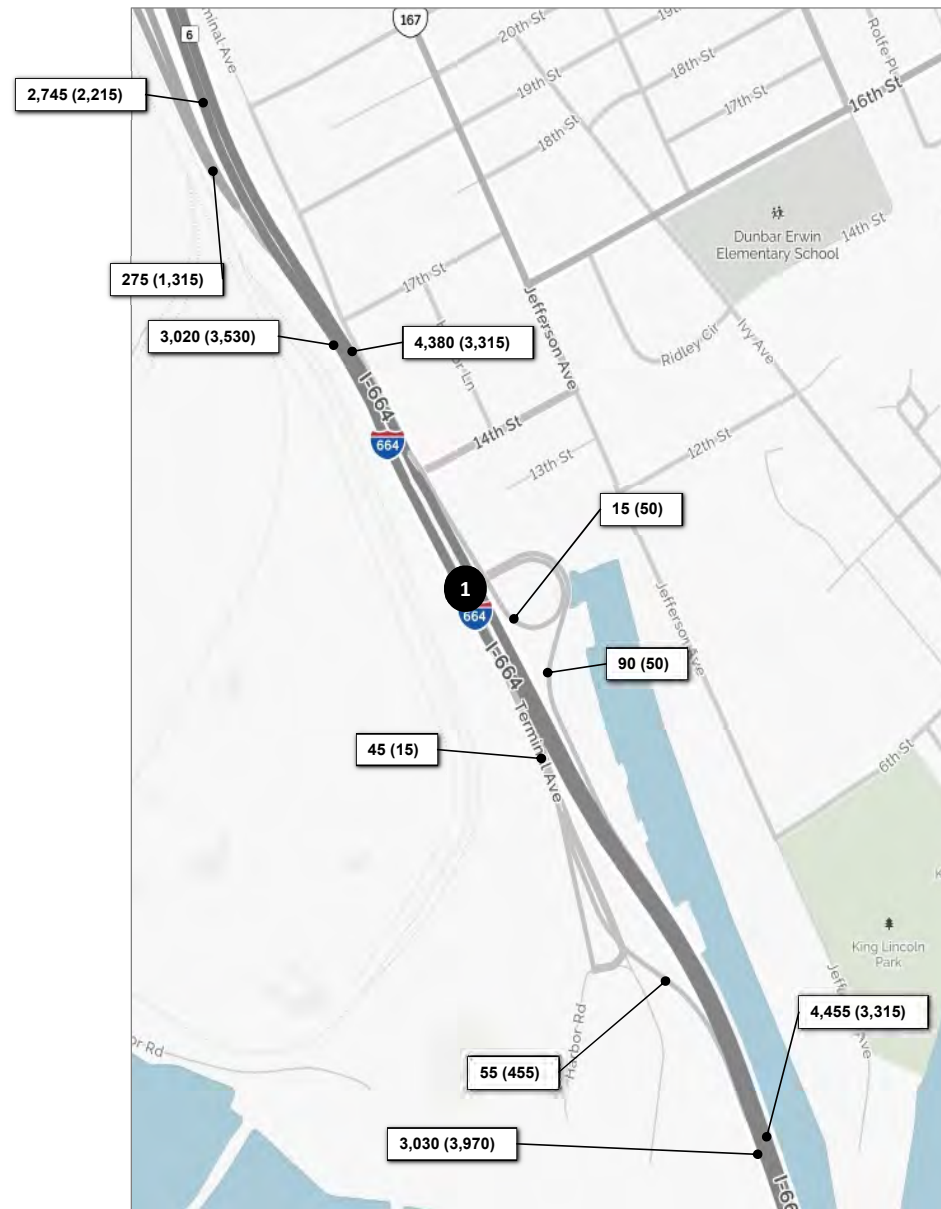
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
I-664 Corridor**

April 7, 2016

Sheet 3



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR VOLUMES



1	115 (555)	10 (40)	R 40 (40)
	T	L	L 50 (10)
		Terminal Ave	T 35 (25)
			R 5 (10)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
I-664 Corridor**

April 7, 2016

Sheet 4



1				R	30 (25)
				T	305 (760)
				L	35 (50)
	US 17				
			L	T	R
105 (90)			L		105 (90)
1,305 (1,180)			T	35 (35)	55 (20)
50 (130)			R		

2				T	370 (835)
				L	425 (485)
	US 17				
640 (575)			T		
770 (695)			R		

3	765 (1,450)			R	360 (445)
				L	80 (125)
	T			VA 164 Ramp	
				T	535 (950)

4	625 (1,160)				
	220 (415)				
	T			VA 164 Ramp	
				T	536 (850)
			L	85 (70)	
			College Dr		

5	345 (565)			R	240 (495)
	5 (5)			T	445 (745)
	275 (590)			L	10 (15)
	US 17				
			L	T	R
375 (415)			L		5 (15)
640 (610)			T	5 (10)	5 (10)
10 (15)			R		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

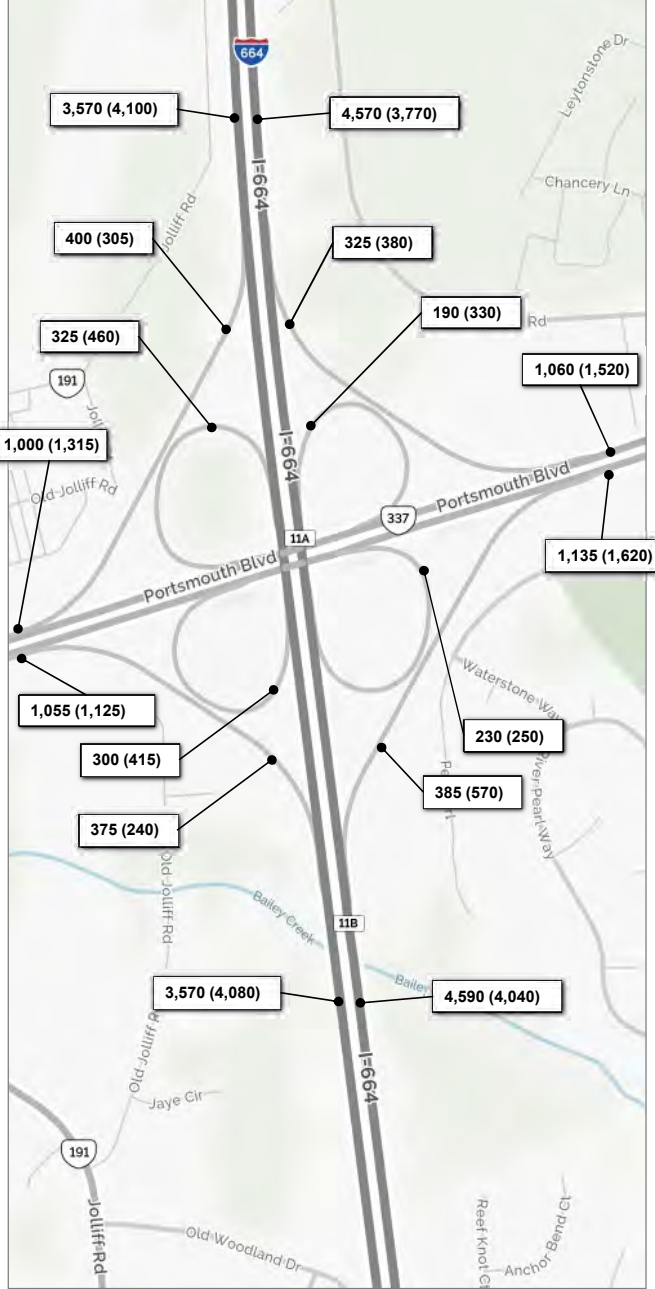
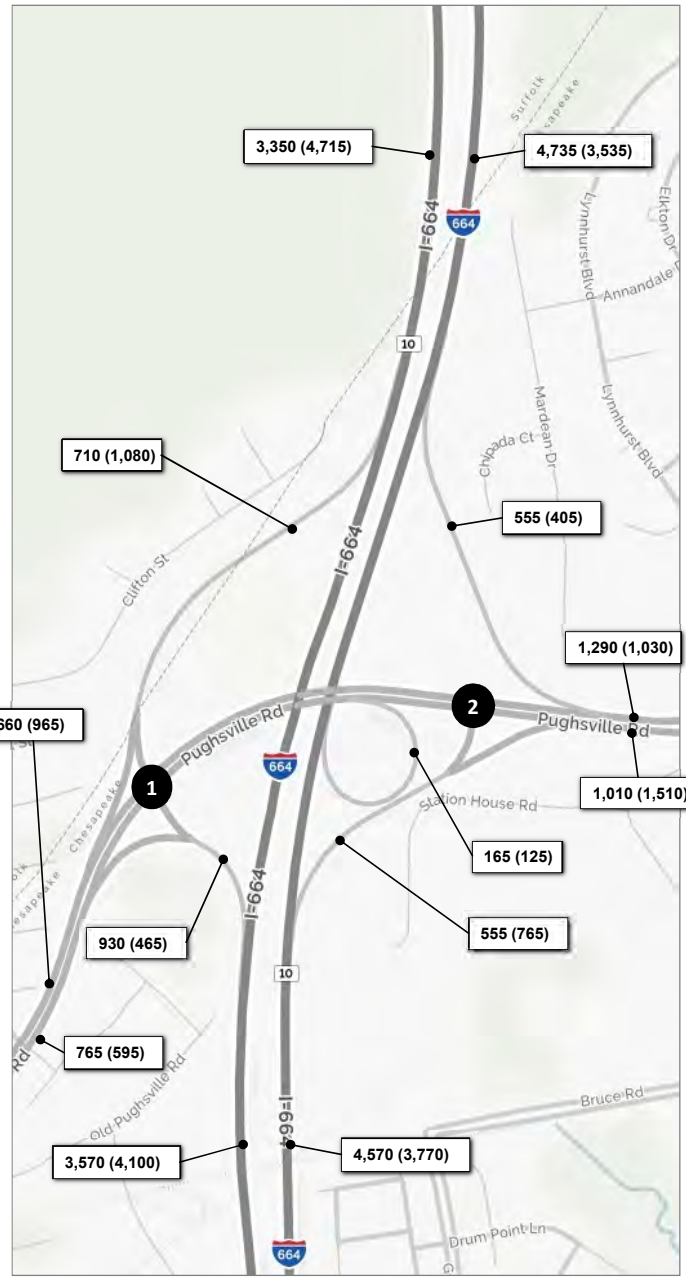
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
I-664 Corridor**

April 7, 2016

Sheet 5



1	360 (380)	350 (700)	T 300 (585)	Pughsville Road
	R	L	L 540 (310)	
	375 (440)	T		
	390 (155)	R		

2			R 555 (405)	
			T 735 (625)	
	Pughsville Road	L	R	
	560 (1,015)	T	105 (270)	450 (495)
	165 (125)	R		

3	175 (215)	70 (175)	T 270 (220)	Dock Landing Road
	R	L	L 220 (110)	
	460 (310)	T		
	180 (70)	R		

4			R 275 (105)	
			T 415 (240)	
	Dock Landing Road	L	R	
	305 (140)	L	75 (90)	115 (255)
	225 (345)	T		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

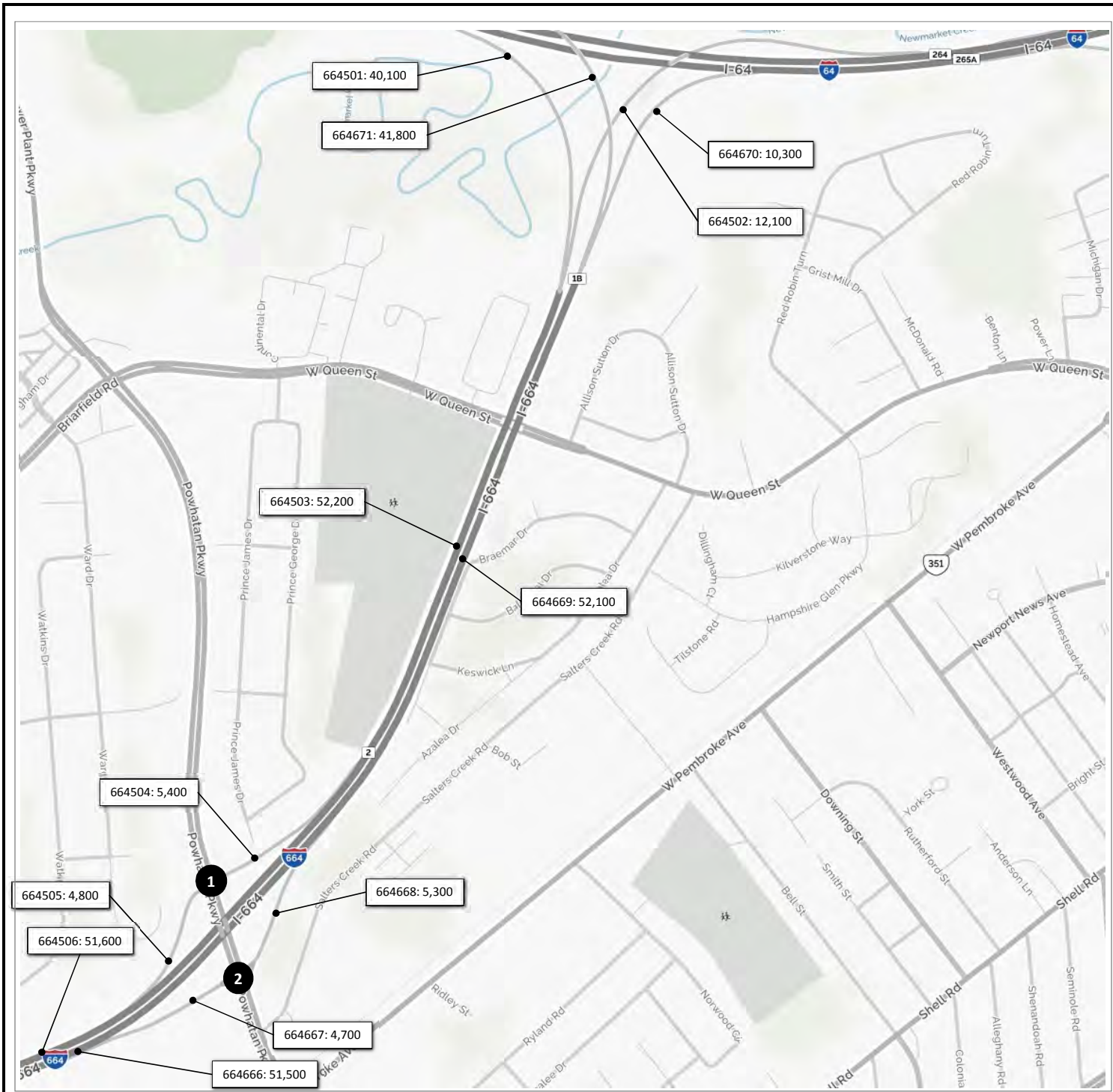
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
I-664 Corridor**

April 7, 2016

Sheet 6



1			
R	1,300	L	4,100
		T	5,900
		L	2,500
		Powhatan Pkwy	
		L	800
		T	8,300
		I-664 Ramp	
		T	5,000
		R	2,300

2			
		L	2,300
		R	2,400
		I-664 Ramp	
		T	4,500
		L	6,100
		Powhatan Pkwy	
		L	800
		T	8,300

Legend

x,xxx Average Daily Traffic

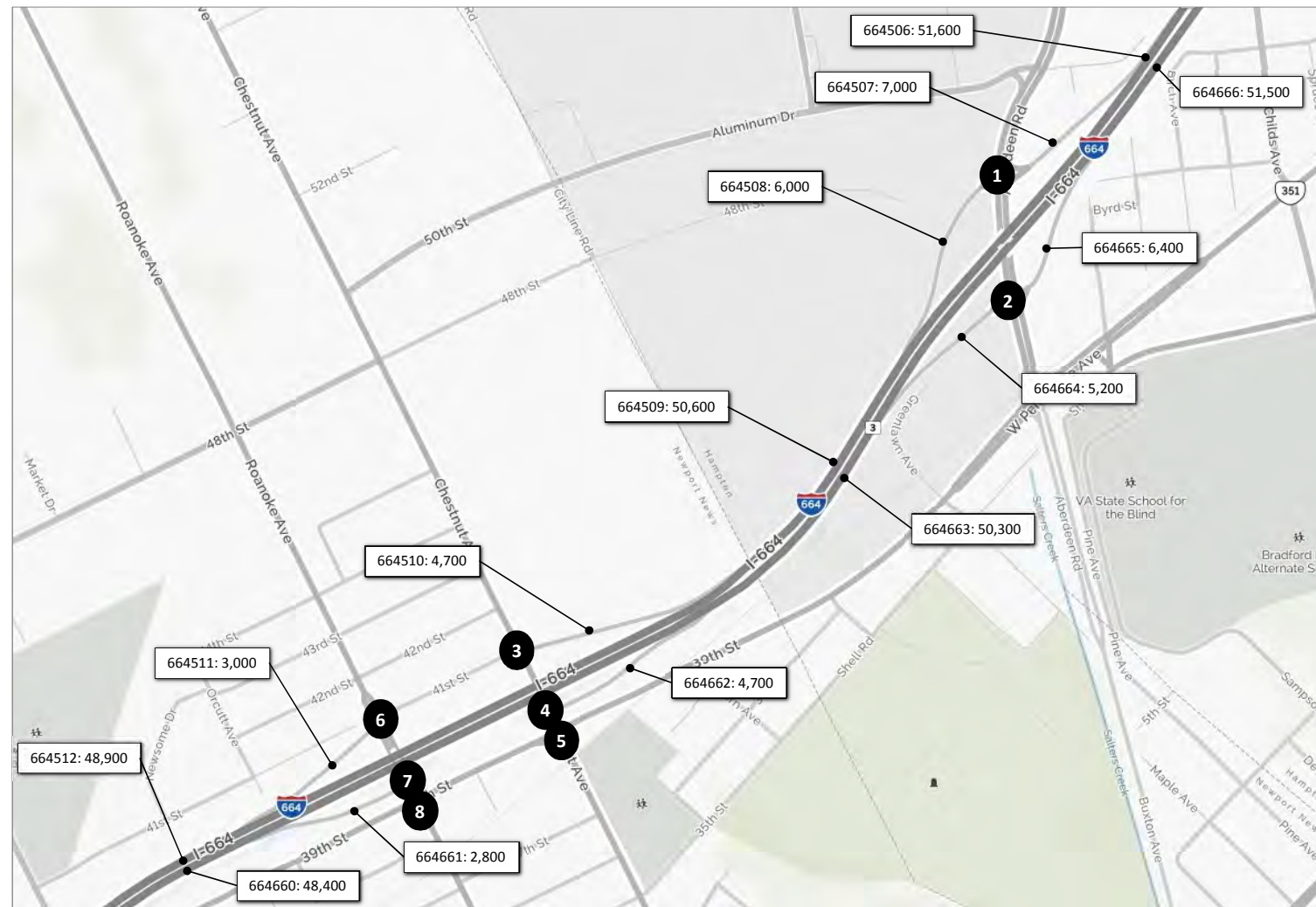
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 1



1					
5,100		1,900	T	9,900	
R	T	L	L	1,300	
<hr/>			Aberdeen Road		
10,400		T			
4,700		R	L	4,300	900
			<i>I-664 Ramp</i>		

2					
			<i>I-664 Ramp</i>		
			R	2,200	
			T	6,900	
<hr/>			Aberdeen Road		
4,200	L		L		
8,100	T		R		
			L	4,300	900

3					
2,200		2,500	R	2,900	
R	T	L	T		
<hr/>			Chestnut Avenue		
4,700	L		L	T	R
200	T				200
			L	200	

4					
			R	3,200	
			T	2,900	
			L		
<hr/>			Chestnut Avenue		
1,500	L		L	T	R
5,900	T				
			L		
			R		

5					
700	2,600	500	R	500	
R	T	L	T	3,200	
<hr/>			Chestnut Avenue		
700	L		L	T	R
3,000	T				
2,200	R		2,200	2,600	400

6					
			R	200	
			T	1,700	
			L	900	
<hr/>			Roanoke Avenue		
			L	T	R
			L	1,500	1,300

7					
			R	1,300	
			T		
			L		
<hr/>			Roanoke Avenue		
			L	T	R
			L	1,500	1,300

8					
400	4,400	400	R	500	
R	T	L	T	600	
<hr/>			Roanoke Avenue		
			L	T	R
			L	4,400	300

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 2



1	600	12,100							
	R	T			T	4,200	L	5,900	35th Street
									Huntington Ave

6		5,000	500						
			T	L			R	1,000	36th Street
									Jefferson Ave
		6,500	900	200					
			L	T					
				R					

2		9,300	8,700						
			T	L					34th Street
									Huntington Ave
		4,800	300						
			T	R					

7		5,200	200						
			T	L					35th Street
									Jefferson Ave
		600	500	300					
			L	T					
				R					

3	500	9,500	400						
	R	T	L			R	500	T	600
									L
									300
									28th Street
									Huntington Ave
		500	400						
			T	R					

8		4,900	1,000						
			T	L					27th Street
									Jefferson Ave
		1,400	900	1,300					
			L	T					
				R					

4	1,100	10,100							
	R	T					T	4,900	L
									3,100
									26th Street
									Huntington Ave

9	2,200	4,000							
	R	T					R	500	T
									2,500
									L
									500
									26th Street
									Jefferson Ave

5	1,300	100	10,000						
	R	T	L						23rd Street
									Huntington Ave
		5,700	400						
			T	R					

10		3,500	1,000						
			T	L					25th Street
									Jefferson Ave
		1,100	2,400	1,200					
			L	T					
				R					

Legend

x,xxx Average Daily Traffic

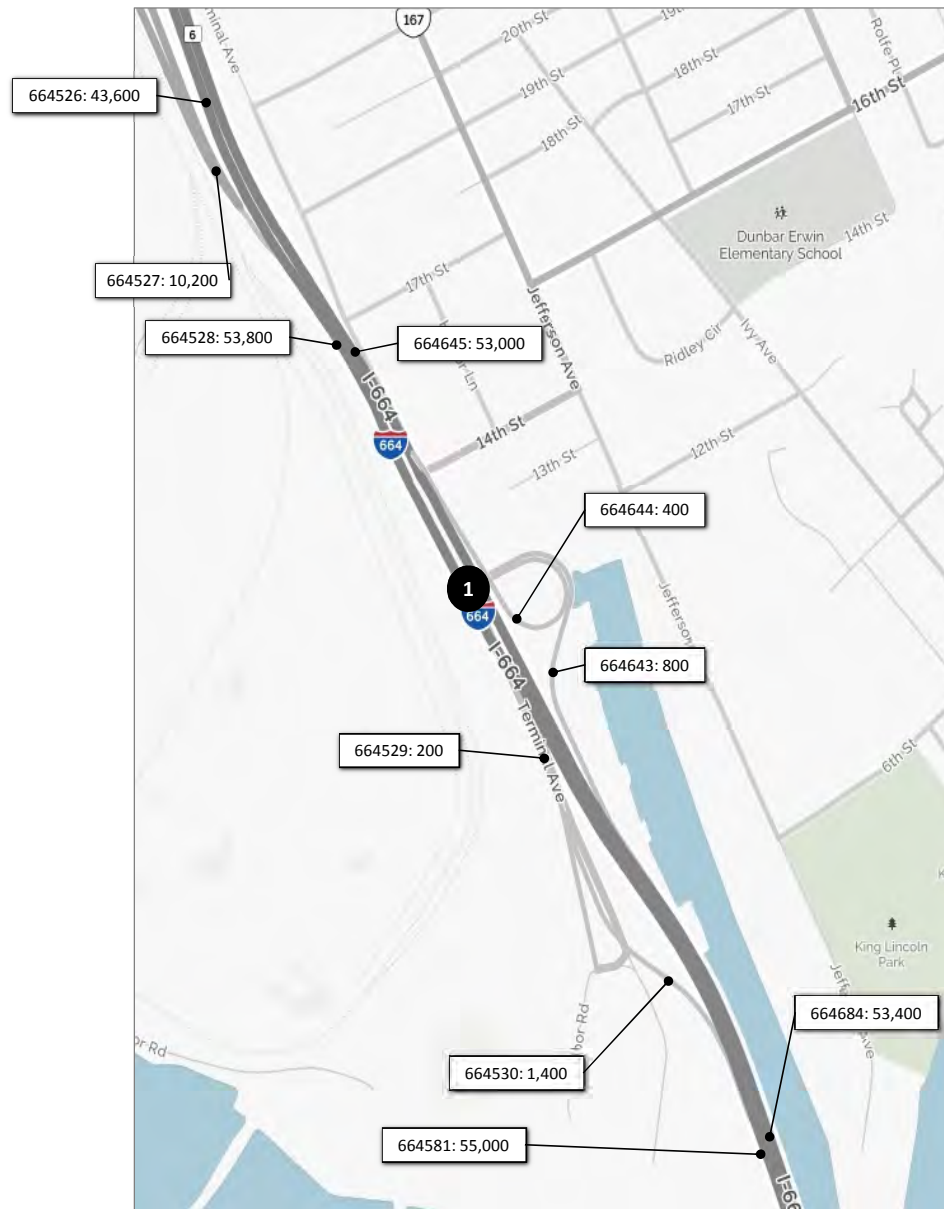
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 3



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR VOLUMES



1	4,000	300	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 4



1			R	200		
			T	9,600		
			L	400		
R	T	L				
	1,400	L	L	T	R	
	19,400	T	300	400	1,000	
	900	R				

2						
			T	10,200		
			L	6,300		
US 17						
			9,700	T		
			10,700	R		

Legend

x,xxx Average Daily Traffic

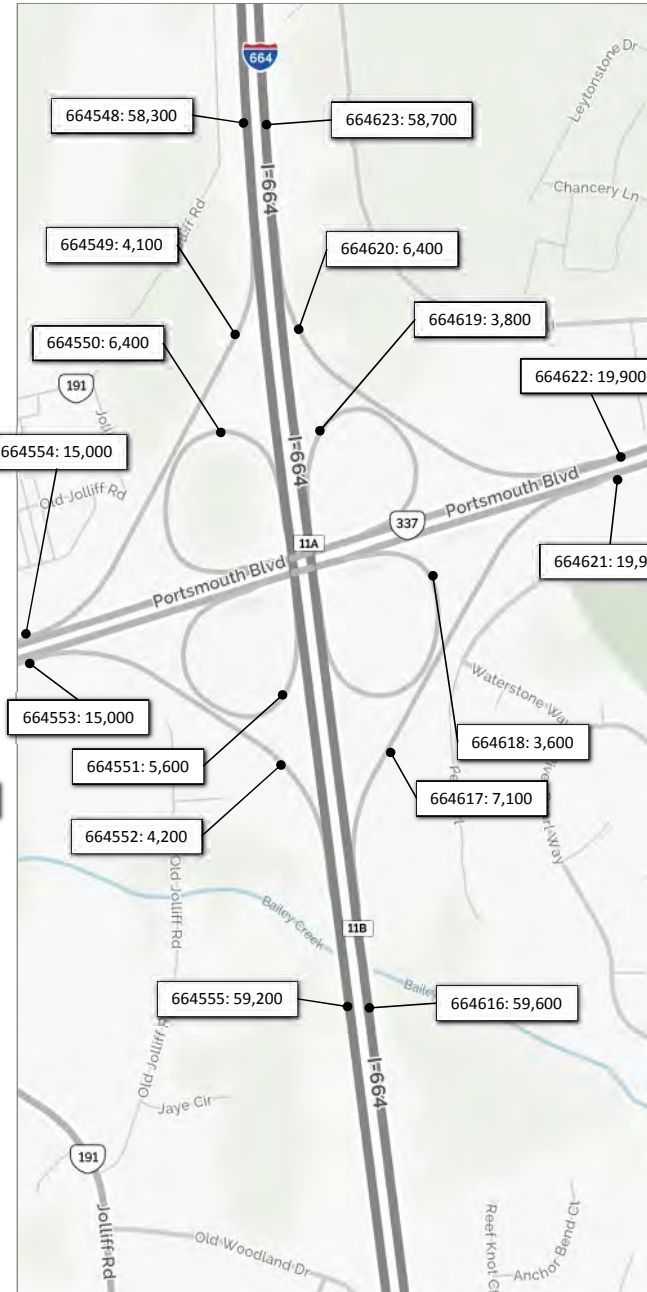
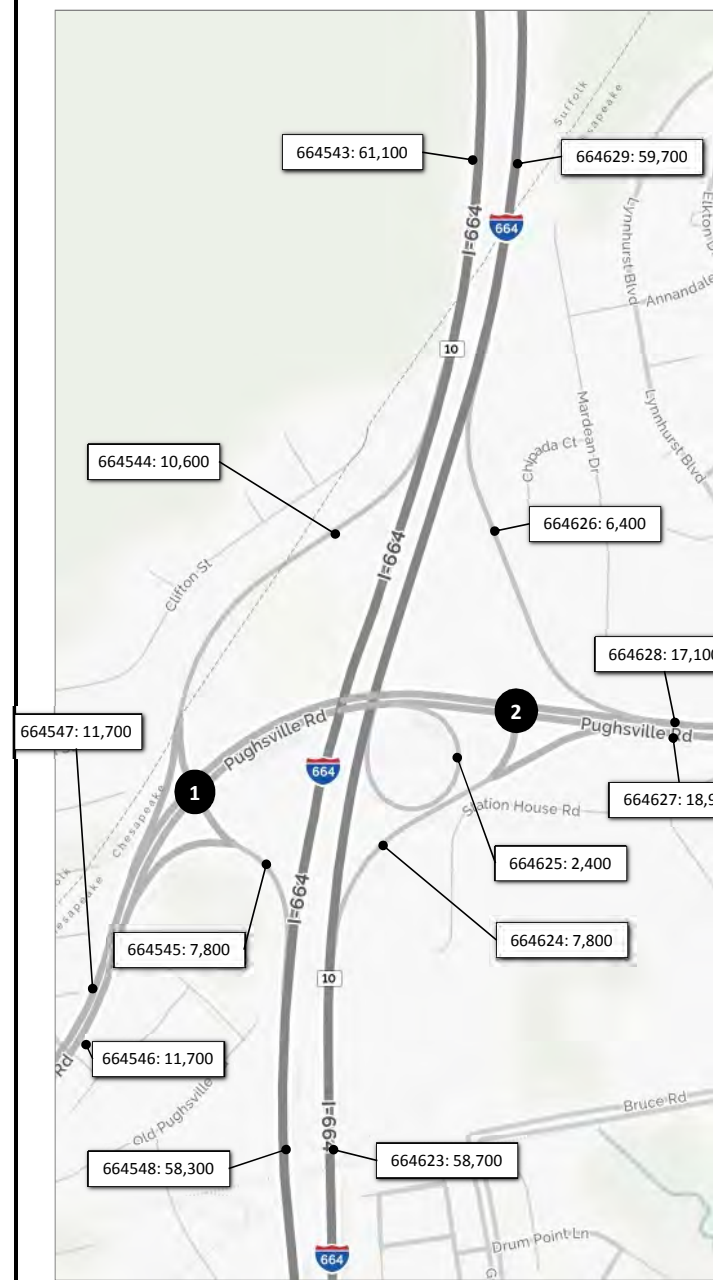
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 5



1	3,400	7,200	T 8,300	Pughsville Road
	R	L	L 5,000	
	8,900	T		
	2,800	R		

2			R 6,400	
			T 10,700	
	Pughsville Road	L	R	
	13,700	T	2,600	5,200
	2,400	R		

3	2,700	1,900	T 3,100	Dock Landing Road
	R	L	L 1,900	
	3,500	T		
	2,500	R		

4			R 2,100	Dock Landing Road
			T 3,600	
	Dock Landing Road	L	R	
	1,900	L	1,400	2,300
	3,500	T		

Legend

x,xxx Average Daily Traffic

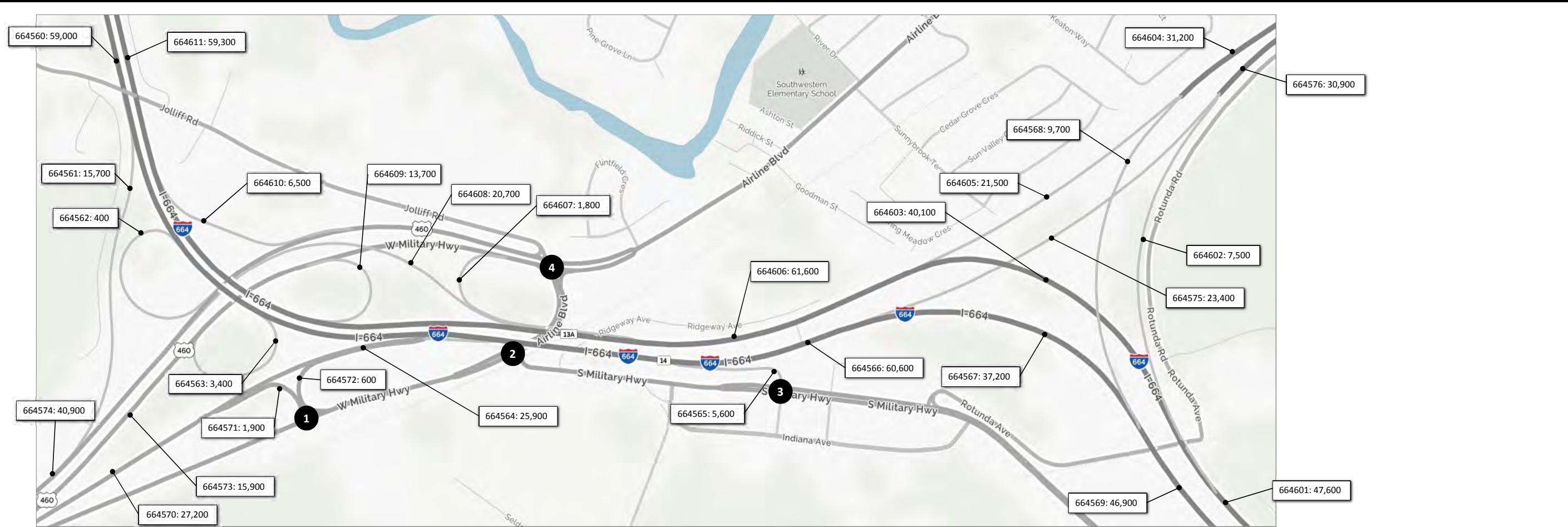
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 6



1			
100	1,800	R 500	
		T 1,500	
R	L		
W. Military Hwy			
100	L		
3,300	T		

2			
		T 1,200	
		L 3,600	
		L	R
W. Military Hwy			
		800	3,800
4,900	T		
200	R		

3			
100	5,500	T 4,500	
R	L		
S. Military Hwy			
3,800	T		

4			
1,200	2,200	1,400	R 1,000
			T 4,000
			L 800
			L T R
		2,200	L
		3,400	T
		1,800	R
		6,200	1,300
			1,200

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 7



1				R	30 (25)
				T	305 (760)
			L	35 (50)	
<hr/>					
US 17			L	T	R
105 (90)			L	35 (35)	105 (90)
1,305 (1,180)			T	55 (20)	
50 (130)			R		

2				T	370 (835)
				L	425 (485)
<hr/>					
US 17			T		
640 (575)			T		
770 (695)			R		

3	765 (1,450)			R	360 (445)
				L	80 (125)
			T	VA 164 Ramp	
<hr/>					
			T		
				535 (950)	

4	625 (1,160)				
	220 (415)				
			T	L	VA 164 Ramp
<hr/>					
			T		
				536 (850)	
					85 (70)

5	345 (565)			R	240 (495)
	5 (5)			T	445 (745)
			L	10 (15)	
<hr/>					
375 (415)			L	T	R
640 (610)			T	5 (10)	5 (15)
10 (15)			R	5 (10)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
VA 164 Corridor**

April 7, 2016

Sheet 1



1					
365 (175)	810 (580)	R	80 (320)		
		L	150 (325)		
R	T			L	T
				150 (180)	285 (970)
				Towne Point Road	

2					
595 (750)	365 (155)				
		L			
		T			
		L	L	T	R
		105 (265)		330 (885)	185 (190)
		185 (365)	R	Towne Point Road	

3					
200 (130)	465 (275)	30 (15)	R	5 (15)	
			T	10 (160)	
			L	25 (90)	
R	T	L	L	T	R
			50 (140)		365 (40)
			80 (10)		315 (275)
			195 (185)	R	385 (390)

4					
390 (360)	295 (190)				
		T	L		
		360 (95)	L		
		440 (425)	R		
				T	R
				705 (610)	140 (115)
				Cedar Lane	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

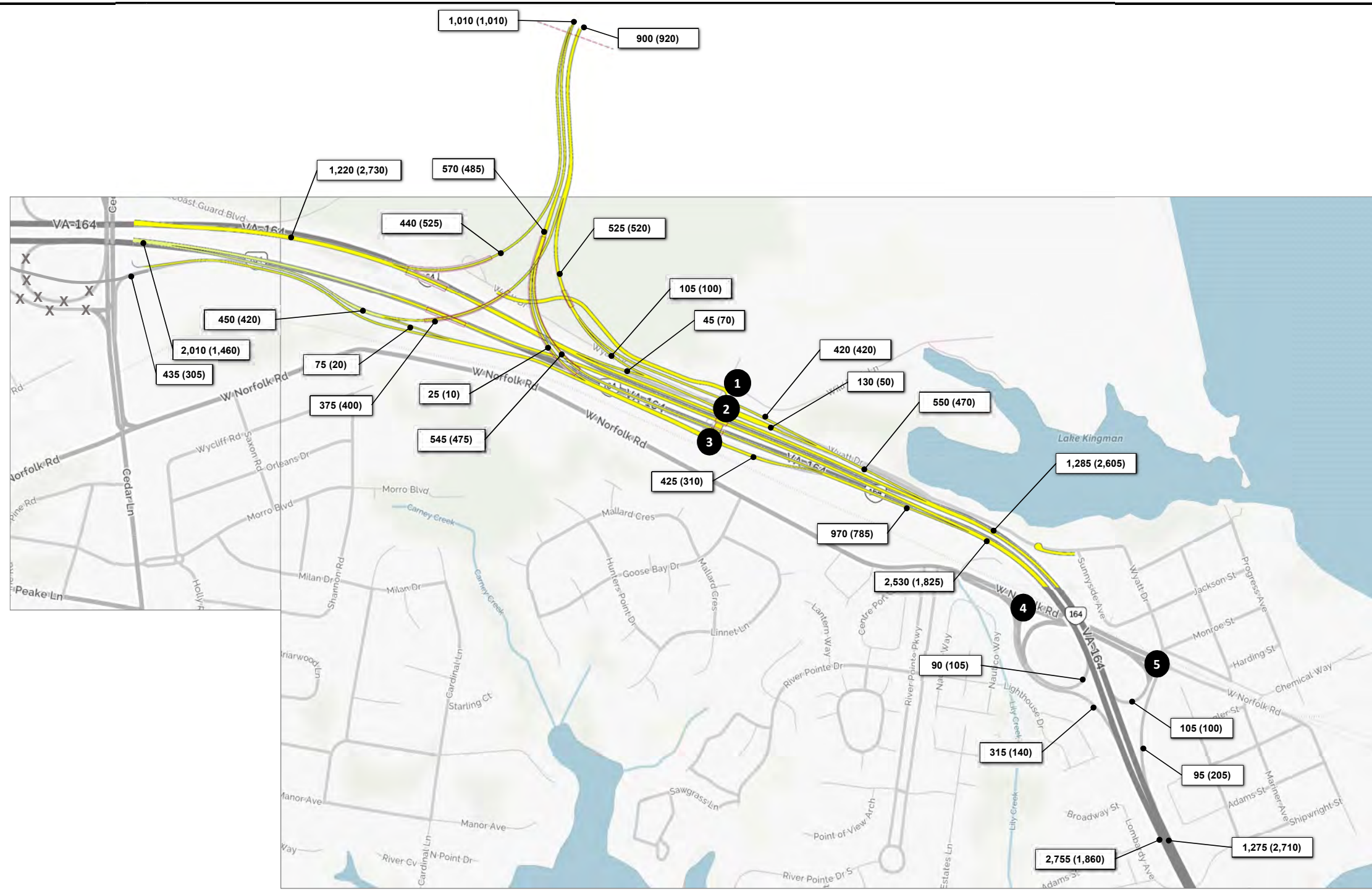
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
VA 164 Corridor**

April 7, 2016

Sheet 2



1	150 (165)	0 (0)	R	0 (5)
	0 (5)		T	0 (0)
			L	5 (15)
	0 (5)	L	L	T
	0 (0)	T	5 (5)	215 (70)
	5 (5)	R		30 (15)

2	70 (85)	90 (100)	V/G Blvd	R	130 (50)
				T	0 (0)
				L	0 (0)
					Wyatt Dr
			L	T	
			80 (85)	120 (40)	

3		90 (100)			
					VA 164 Ramp
			L		
	200 (125)	L			
	335 (210)	T	V/G Blvd		

4				T	55 (175)
				L	40 (75)
					W Norfolk Rd
			L	R	
	130 (70)	T	25 (70)		
	275 (65)	R			65 (35)

5	30 (15)	10 (10)	10 (10)	R	10 (10)
				T	30 (70)
				L	25 (50)
					W Norfolk Rd
	15 (35)	L	L	T	
	110 (30)	T	35 (165)	5 (10)	
	70 (40)	R			55 (30)

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
 Peak Hour Volumes
 VA 164 Corridor**

April 7, 2016

Sheet 3



1			R	110 (55)
5 (20)	40 (30)	55 (55)	T	140 (225)
R	T	L	L	125 (70)
Cleveland St			L	T
	25 (15)	L		
	175 (265)	T	5 (5)	5 (5)
	10 (10)	R		55 (90)

2			T	55 (65)
320 (285)		285 (10)		
R		L		
Cleveland St				
	285 (410)	T		

3			R	60 (100)
15 (20)		35 (5)	T	40 (45)
R		L	L	
Cleveland St				
	490 (400)	L		
	60 (20)	T		
		R		

4			R	30 (65)
5 (5)	15 (10)	155 (95)	T	25 (35)
R	T	L	L	45 (100)
Woodrow St				
	35 (35)	L		
	100 (50)	T		
	10 (15)	R		
			1,664 Ramp	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Peak Hour Volumes
VA 164 Corridor**

April 7, 2016

Sheet 4



1			R	200			
			T	9,600			
			L	400			
R	T	L					
	1,400	L	L	T	R		
	19,400	T	300	400	1,000		
	900	R					

2							
			T	10,200			
			L	6,300			
US 17							
			9,700	T			
			10,700	R			

3							
			R	5,100			
			L	1,100			
			VA 164 Ramp				
17,500							
T							
			12,300				

4							
			R	6,600			
			T	9,100			
			L	200			
			VA 164 Ramp				
13,700							
T							
			12,300				
			1,300				

5							
			R	6,600			
			T	9,100			
			L	200			
7,300							
R							
			L	T	R		
			6,900	100	100		
			9,500	100	100		
			200	R			

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 1



1					
3,300	9,200	R	3,000		
		L	3,400		
R	T	L	T		
		L	T		
		2,400	9,600		Towne Point Road

2					
9,200	3,400				
T	L	L	T	R	
3,400	L	L	T	8,600	2,900
3,100	R				Towne Point Road

3					
1,700	3,300	300	R	100	
			T	1,200	
R	T	L	L	800	
			L	T	R
	1,300	L	3,900	3,900	2,000
	500	T			
	2,200	R			

4					
3,700	2,600				
T	L				
1,900	L		T	R	
4,400	R		7,900	2,400	Cedar Lane

Legend

x,xxx Average Daily Volumes

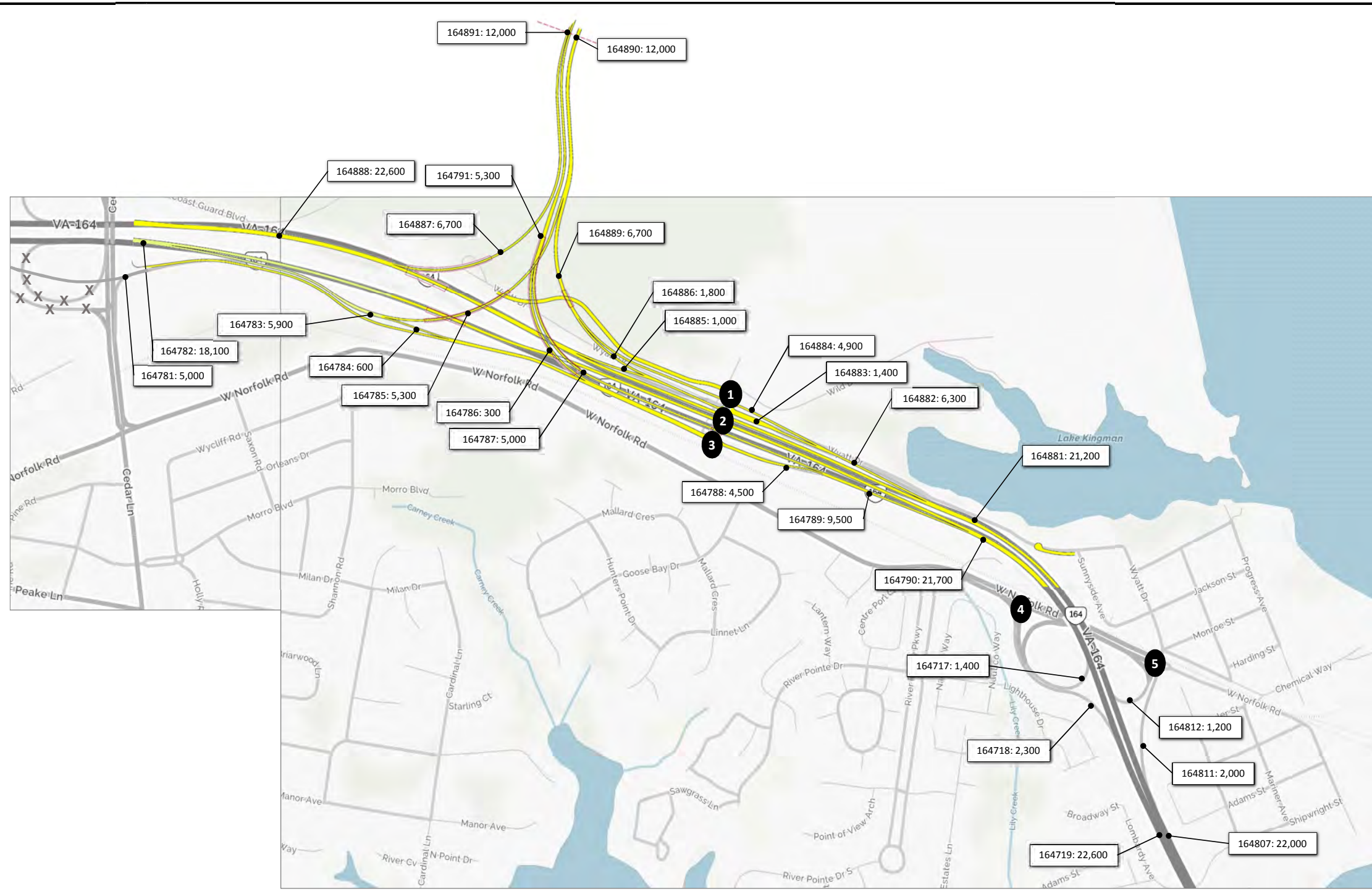
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 2



1			R	100	
100	2,100	100	T	100	
			L	300	
<hr/>			L	T	R
	100	L	100	2,100	300
	100	T	100		
	100	R			

2			R	1,400	
1,300	1,200	V/G Blvd	T	0	
			L	0	Wyatt Dr
<hr/>			L	T	
			1,500	1,100	

3					
	1,200				
<hr/>			L		VA 164 Ramp
	2,600	L			
	3,300	T	V/G Blvd		

4			T	1,700	
			L	800	
<hr/>			L		R
	1,100	T	700		700
	1,500	R			

5			R	200	
300	200	200	T	900	
			L	500	
<hr/>			L	T	R
	300	L	1,300	100	600
	1,000	T			
	500	R			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 3



1			R	900
300	700	600	T	2,600
			L	1,700
R	T	L		
Cleveland St			L	T
	400	L	100	100
	2,600	T		800
	200	R		

2			T	800
4,400		1,600		
R		L		
Cleveland St				
	4,000	T		

3			R	1,100
300		400	T	500
R		L		
Cleveland St			L	
	5,100	L		
	500	T		
		R		

4			R	700
100	200	2,300	T	600
			L	1,200
R	T	L		
Woodrow St			L/664 Ramp	
	300	L		
	1,500	T		
	200	R		

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 4



1	10,900	6,500	2,800	R	2,800			
				T	15,800			
				L	2,700			
						L	T	R
		10,900	L			9,500	6,500	2,400
		16,100	T					
		9,300	R					

2	1,800	11,300						
						L	T	
		2,000	L			1,600	11,100	
		1,400	R					

3							T	25,600
							L	10,700
		24,900	T			1,700		11,400
		2,400	R					

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Notes

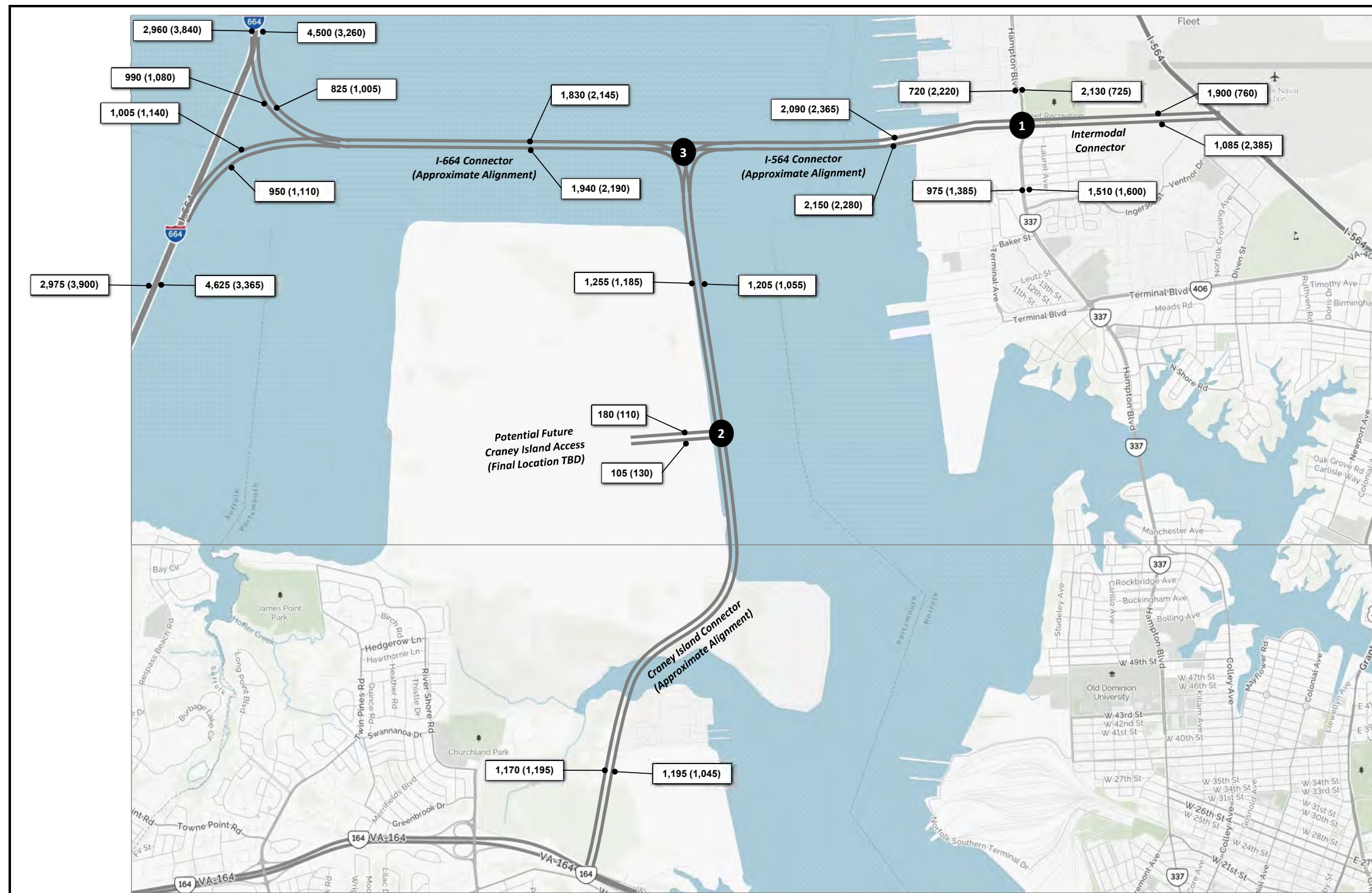
Exhibit is intended to show traffic volumes only.
 Crane Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Crane Island Connector Southern Terminus.

Hampton Roads Crossing Study

**2028 Alternative D
 James River Connectors
 Weekday Daily Volumes**

April 7, 2016

Sheet 1



1	345 (890)	180 (795)	195 (535)	R	455 (30)		
				T	1,255 (630)		
				L	190 (100)		
		820 (360)	L	L	T	R	
		725 (1,430)	T	490 (845)	855 (335)	165 (420)	
		605 (490)	R				

2	145 (30)	1,110 (1,155)					
	R	T					
		45 (90)	L	L	T		
		60 (40)	R	35 (80)	1,160 (965)		

3					T	1,410 (1,730)	
					L	680 (635)	
	1,365 (1,640)		T	L	T	R	
	575 (550)		R	420 (415)		785 (640)	

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Notes

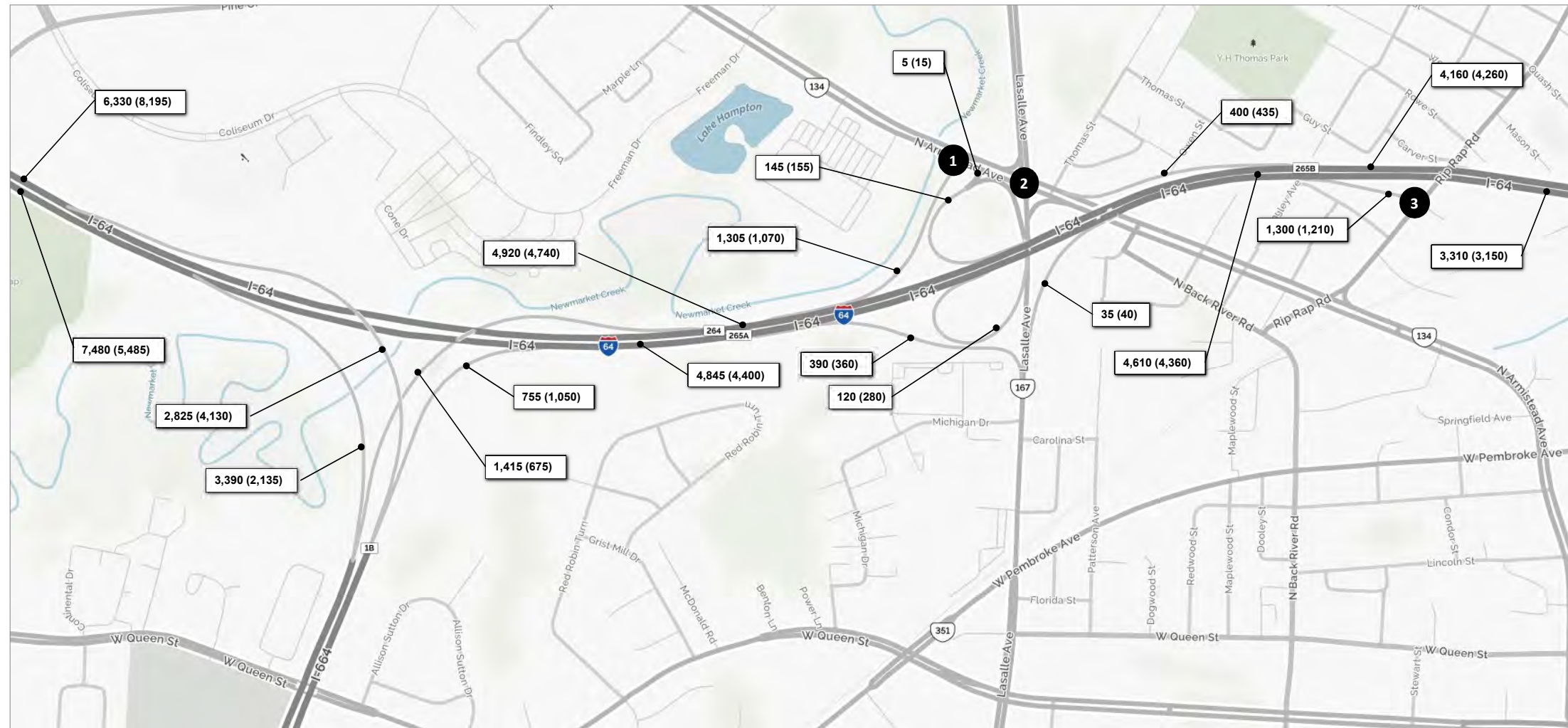
Exhibit is intended to show traffic volumes only.
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

Hampton Roads Crossing Study

**2028 Alternative D
 James River Connectors
 Peak Hour Volumes**

April 7, 2016

Sheet 1



1					
	R			T	
	T	860 (1,200)			
	L	960 (810)			
R	T	L			
Armistead Ave		L	T	R	
		L			5 (15)
	825 (1,155)	T			
	345 (260)	R			

2					
	R			T	
	T	210 (130)			
	L	830 (1,115)			
	L	45 (65)			
R	T	L			
Armistead Ave		L	T	R	
		L			5 (40)
	45 (70)	L			
	530 (625)	T			
	250 (460)	R			

3			
	T		
	250 (215)		
R	T		
I-64 Ramp		T	
760 (855)	L		100 (205)
540 (355)	R	Rip Rap Rd	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Peak Hour Volumes
I-64 Corridor**

April 7, 2016

Sheet 1



1	35 (55)	335 (225)	325 (380)	T	430 (500)	
	R	T	L	L	215 (65)	
Settlers Landing Rd				L		R
	860 (1,115)	T		30 (125)		90 (400)
	310 (115)	R				

2				T	645 (565)	
				L	290 (190)	
Settlers Landing Rd						
	590 (1,160)	T				
	685 (735)	R				

3				R	635 (340)	
				T	755 (510)	
Settlers Landing Rd				L		R
	110 (580)	L		180 (245)		220 (375)
	480 (580)	T				

4	120 (25)	5 (10)	35 (65)	T	385 (125)	
	R	T	L	L	10 (25)	
S. Mallory St						
	100 (490)	T				
	210 (485)	R				

5	265 (55)	0 (0)	165 (200)	R	270 (240)	
	R	T	L	T	115 (65)	
S. Mallory St				L		R
	50 (345)	L		15 (30)		5 (5)
	80 (190)	T		60 (35)		
	5 (10)	R				

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Peak Hour Volumes
I-64 Corridor**

April 7, 2016

Sheet 2



1	200 (55)	205 (380)	T 150 (125)	
	R	L	L 300 (140)	
4th View St				
	55 (490)	T		
	95 (120)	R		

2			R 320 (330)	
			T 355 (200)	
4th View St				
	25 (290)	L	L 95 (65)	R 120 (120)
	235 (590)	T		

3	60 (50)	960 (665)	US 460	
	R	T	L 360 (485)	T 185 (560)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Peak Hour Volumes
I-64 Corridor**

April 7, 2016

Sheet 3



1	1,600	3,400	4,400	T	3,700	
				L	1,500	
Settlers Landing Rd					L	R
		8,500	T		900	3,200
		2,000	R			

2				T	5,200	
				L	5,200	
Settlers Landing Rd						
		11,600	T			
		4,500	R			

3				R	6,700	
				T	7,400	
Settlers Landing Rd					L	R
		4,200	L		3,000	4,300
		7,400	T			

4	3,200	100	1,600	T	2,300	
				L	100	
S. Mallory St						
		3,000	T			
		2,200	R			

5	1,500	100	2,200	R	3,800	
				T	600	
S. Mallory St					L	T
		1,800	L		300	100
		2,700	T		500	
		100	R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
I-64 Corridor**

April 7, 2016

Sheet 2



1	1,800	3,900	T 2,100	
	R	L	L 3,300	
4th View St				
	2,500	T		
	1,300	R		

2			R 3,600	
			T 4,200	
4th View St				
	1,300	L	L	R
	5,100	T	1,200	3,700

3	500	9,500	US 460	
	R	T	L	T
			5,200	4,900

Legend

x,xxx Average Daily Traffic

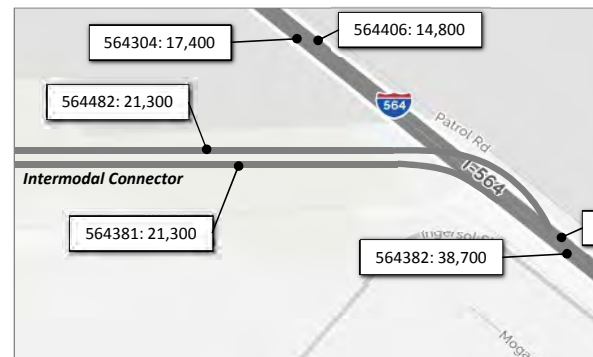
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
I-64 Corridor**

April 7, 2016

Sheet 3



1		Bainbridge Ave		R	T	L
2,100	5,300					
R	T	Bellinger Blvd		U	L	T
		100	U			
		1,900	L	100	100	5,200



Legend

x,xxx Average Daily Traffic

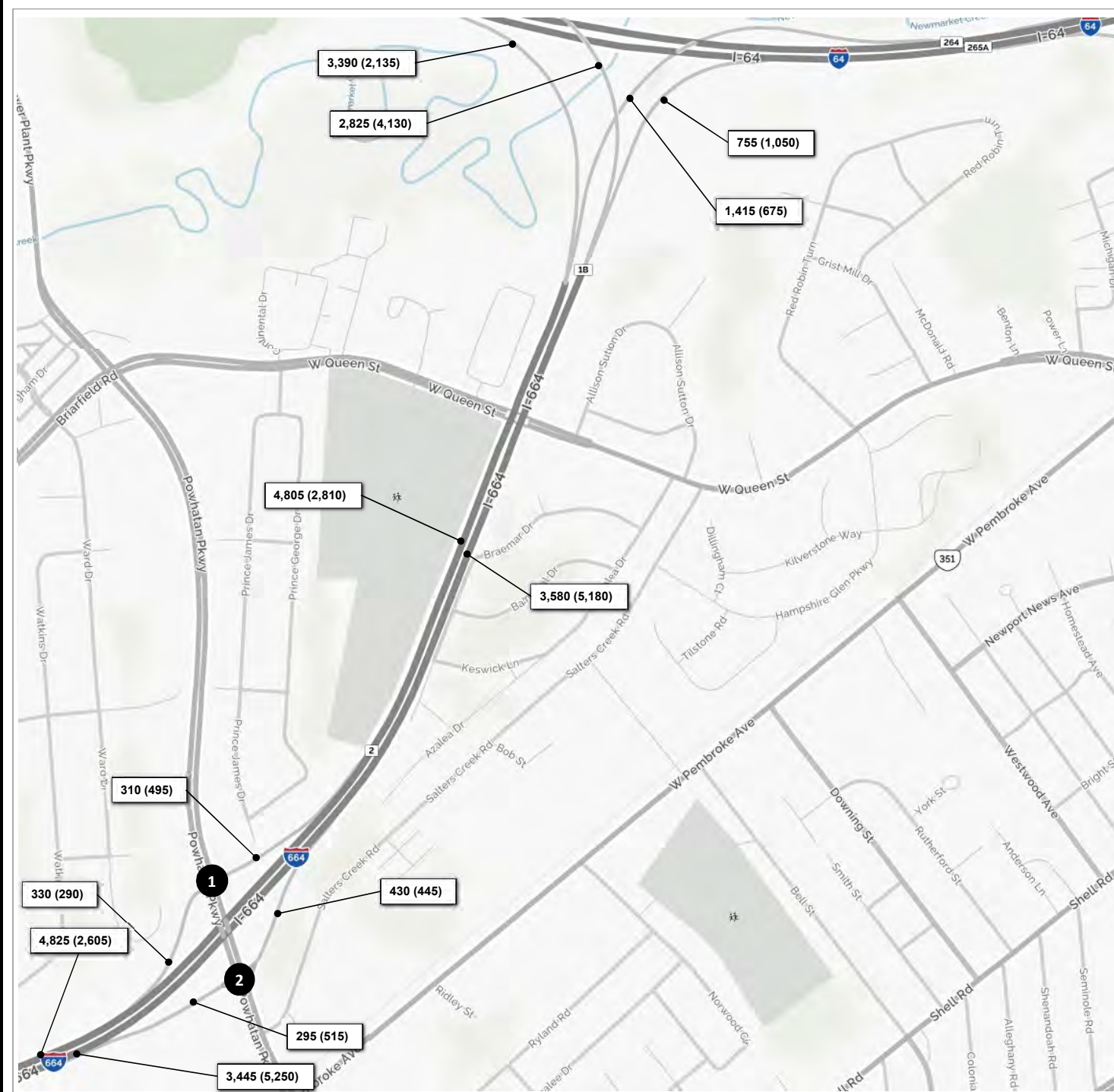
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
I-64 Corridor**

April 7, 2016

Sheet 4



1	85 (100)	225 (395)	T 290 (545)		
	R	L	L 200 (155)		
	225 (415)	T	Powhatan Pkwy		
	130 (135)	R			
			L-664 Ramp	L	R
				75 (220)	220 (295)

2			L-664 Ramp	R 380 (365)	
				T 415 (480)	
			Powhatan Pkwy	L	R
	50 (80)	L		75 (220)	
	400 (730)	T			220 (295)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

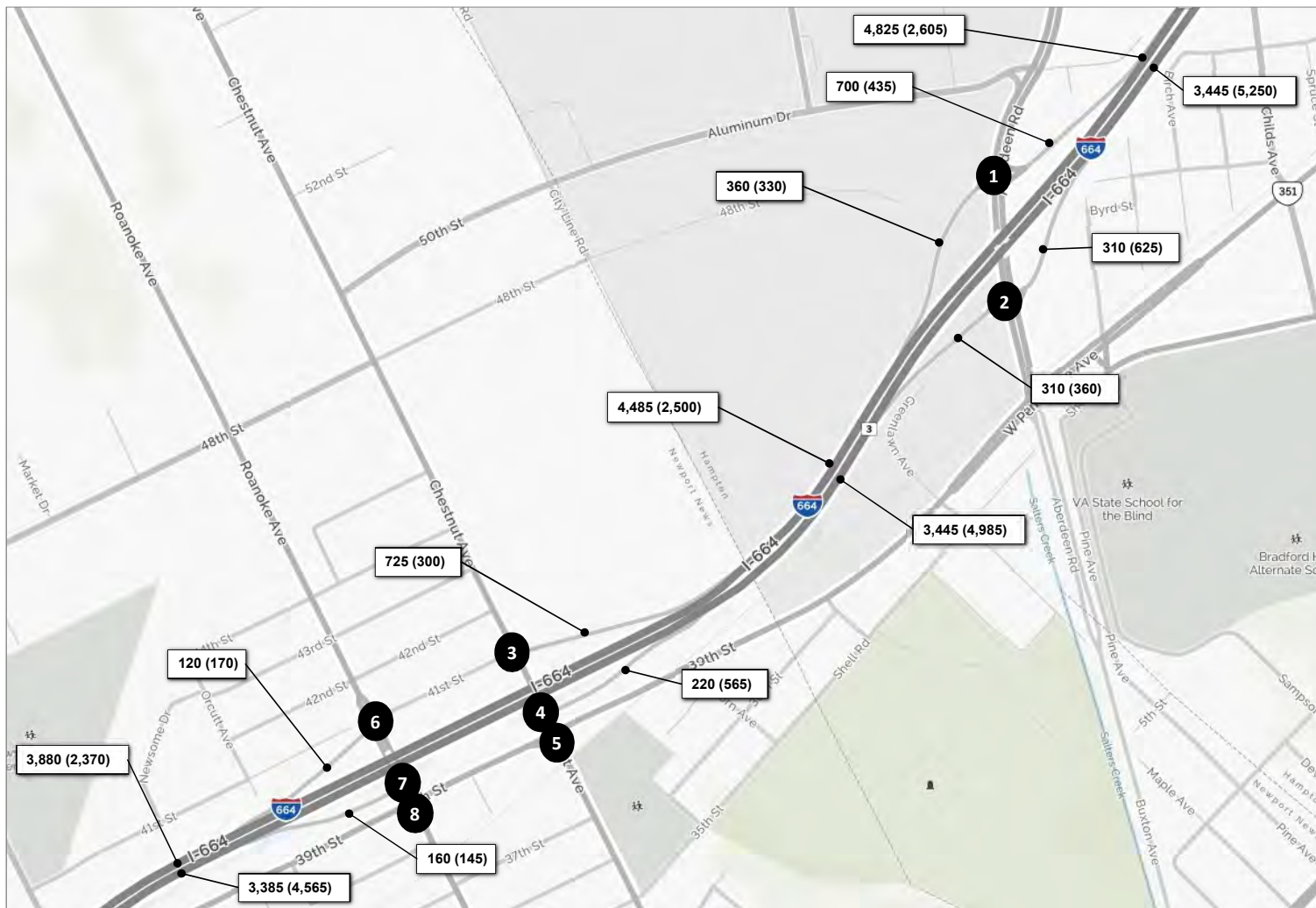
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Peak Hour Volumes
I-664 Corridor**

April 7, 2016

Sheet 1



1	545 (285)	155 (150)	T 530 (735)
	R	T	L 95 (90)
			Aberdeen Road
		475 (985)	T
		265 (240)	R
			I-664 Ramp

2			I-64 Ramp	R 125 (180)
			Aberdeen Road	T 400 (565)
			L	R
		185 (445)	L	225 (260)
		445 (690)	T	85 (100)

3	285 (135)	440 (165)	R 115 (230)
	R	T	L
			Chestnut Avenue
		285 (365)	L
		50 (25)	R
			L T R
			15 (15)

4			R 155 (405)
			T 115 (230)
			L
		65 (160)	L
		675 (385)	T
			R
			Chestnut Avenue
			L T R

5	50 (60)	240 (180)	20 (55)	R 30 (50)
	R	T	L	T 130 (260)
			Chestnut Avenue	L 15 (35)
		30 (75)	L	90 (315)
		220 (220)	T	115 (265)
		425 (90)	R	15 (25)

7			R 80 (210)
			L
			Roanoke Avenue
		105 (55)	L
			T
			R
			L T R
			90 (100)
			70 (45)

6	15 (10)	10 (5)	25 (10)	R 5 (5)
	R	T	L	T 150 (220)
			Roanoke Avenue	L 15 (85)
		10 (10)	L	
		80 (45)	T	
		95 (80)	R	

8	20 (25)	630 (250)	30 (30)	R 10 (30)
	R	T	L	T 50 (160)
			Roanoke Avenue	L 20 (20)
		20 (35)	L	10 (25)
		65 (50)	T	190 (540)
		90 (15)	R	15 (20)

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

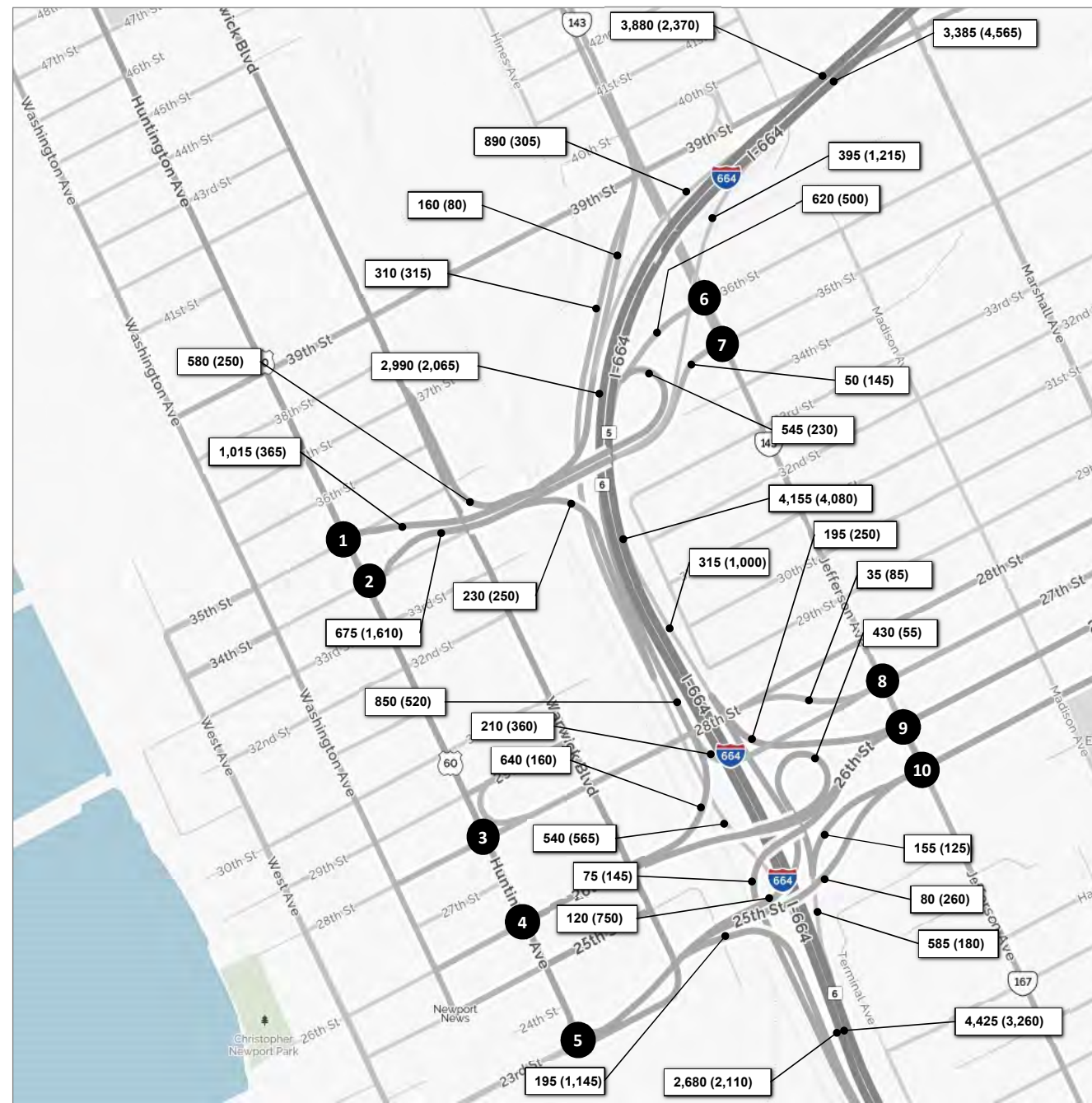
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
 Peak Hour Volumes
 I-664 Corridor**

April 7, 2016

Sheet 2



1	65 (25)	1,125 (1,380)		T	395 (185)	
	R	T	L	L	620 (180)	35th Street
Huntington Ave						

6		310 (470)	30 (50)	R	60 (55)	
		T	L	L	15 (10)	36th Street
Jefferson Ave						
		310 (455)		L		T
		300 (35)		T		R
		10 (10)		R		190 (415)
						5 (20)

2		1,245 (570)	500 (990)			
		T	L			34th Street
Huntington Ave						
		265 (800)		T		
		35 (20)		R		

7		315 (475)	20 (15)			
		T	L			35th Street
Jefferson Ave						
		20 (60)		L		T
		10 (50)		T		R
		20 (35)		R		175 (375)
						10 (15)

3	55 (10)	815 (965)	20 (45)	R	55 (20)	
	R	T	L	T	35 (30)	
Huntington Ave						
		15 (40)		T		
		20 (35)		R		
						55 (20)
						28th Street

8		245 (425)	40 (75)			
		T	L			27th Street
Jefferson Ave						
		90 (110)		L		T
		85 (195)		T		R
		70 (140)		R		150 (260)
						5 (5)

4	80 (55)	555 (1,220)		T	640 (270)	
	R	T	L	L	550 (90)	26th Street
Huntington Ave						

9	120 (160)	195 (405)		R	35 (50)	
	R	T		T	210 (225)	
Jefferson Ave						
				L		T
				T		R
				R		60 (155)
						120 (215)
						26th Street

5	330 (30)	5 (10)	240 (1,350)			
	R	T	L			23rd Street
Huntington Ave						
		155 (805)		T		
		15 (75)		R		

10		150 (325)	65 (110)			
		T	L			25th Street
Jefferson Ave						
		30 (75)		L		T
		160 (160)		T		R
		45 (150)		R		150 (295)
						15 (25)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

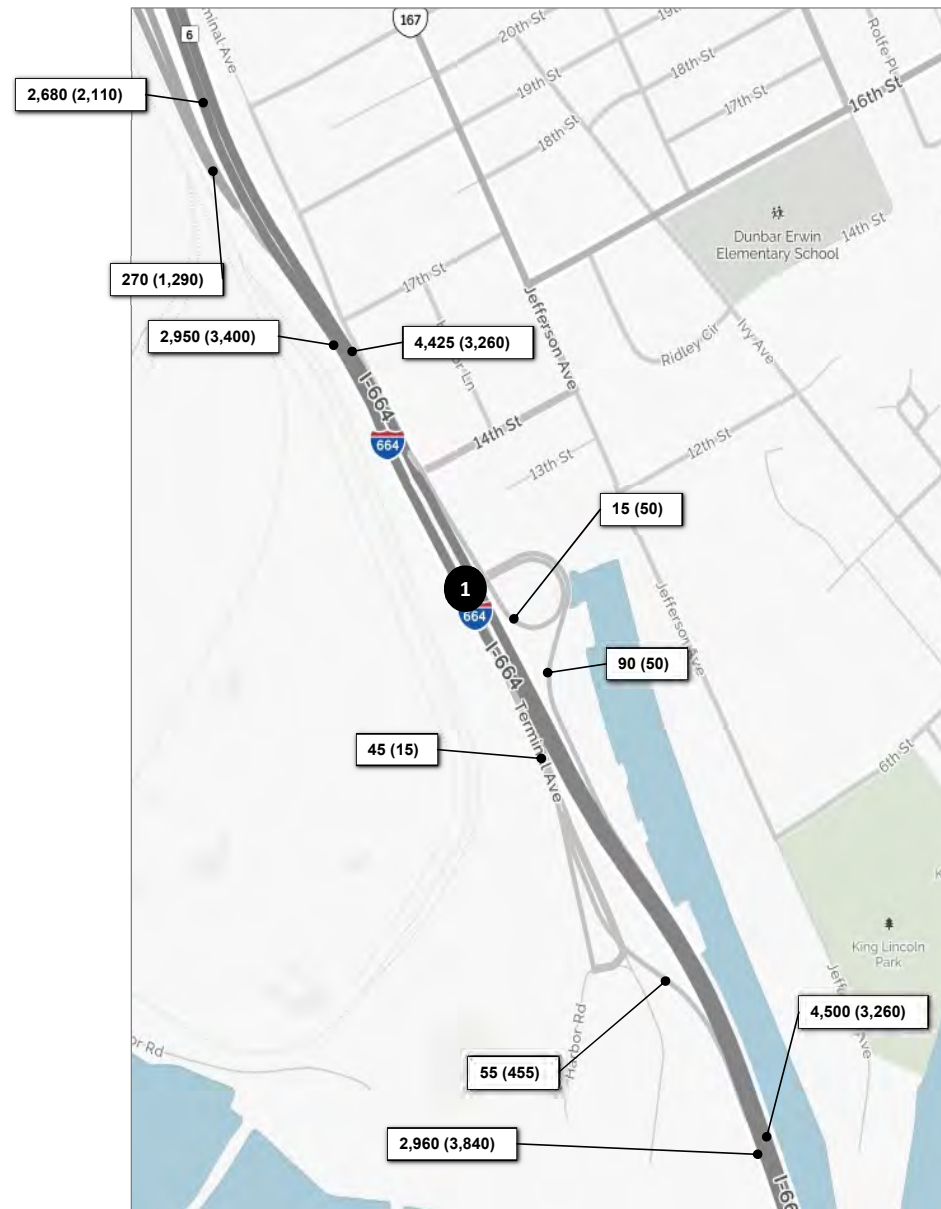
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Peak Hour Volumes
I-664 Corridor**

April 7, 2016

Sheet 3



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR VOLUMES



1	115 (555)	10 (40)	R 40 (40)
	T	L	L 50 (10)
		Terminal Ave	T 35 (25)
			R 5 (10)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Peak Hour Volumes
I-664 Corridor**

April 7, 2016

Sheet 4



1				R	30 (25)
				T	370 (915)
				L	35 (50)
US 17					
			L	T	R
105 (90)			L		105 (90)
1,420 (1,290)			T	35 (35)	55 (20)
50 (130)			R		

2				T	435 (990)
				L	420 (485)
US 17					
720 (655)			T		
805 (725)			R		

3	810 (1,530)			R	375 (465)
				L	90 (145)
				T	VA 164 Ramp
VA 164 Ramp					
			T	580 (900)	

4	670 (1,240)				
	230 (435)				
				VA 164 Ramp	
VA 164 Ramp					
			T	580 (900)	
			L	95 (80)	
			College Dr		

5	395 (655)			R	240 (495)
	5 (5)			T	455 (810)
	270 (580)			L	10 (15)
US 17					
430 (475)			L		5 (15)
665 (630)			T	5 (10)	5 (10)
10 (15)			R		

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

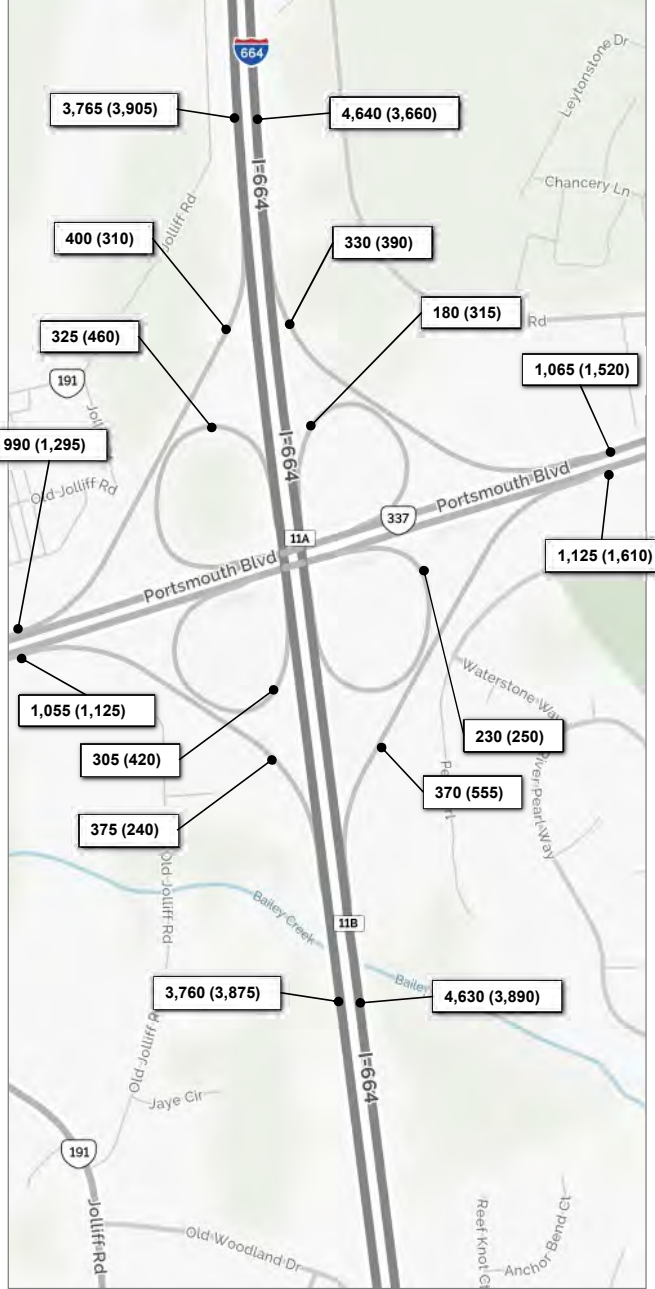
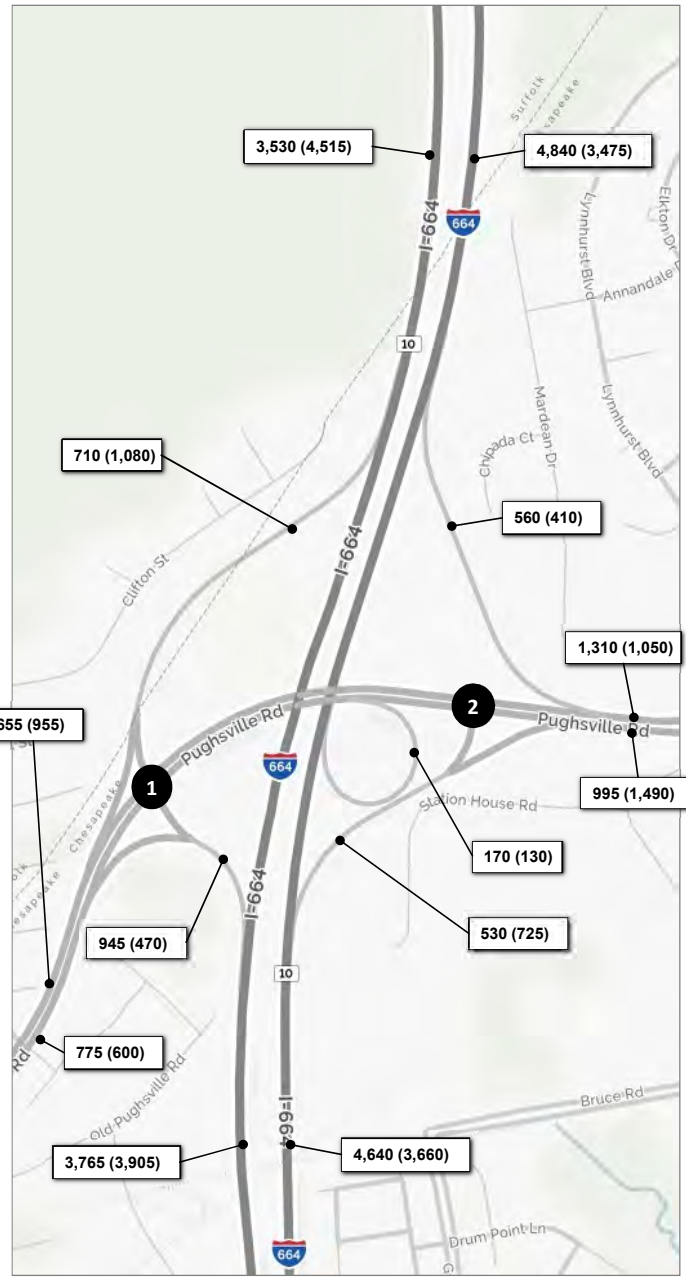
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
 Peak Hour Volumes
 I-664 Corridor**

April 7, 2016

Sheet 5



1	360 (380)	350 (700)	T 295 (575)	
	R	L	L 550 (315)	
Pughsville Road				
	380 (445)	T		
	395 (155)	R		

2			R 560 (410)	
			T 750 (640)	
Pughsville Road				
	560 (1,015)	T	L 95 (250)	R 435 (475)
	170 (130)	R		

3	175 (215)	70 (175)	T 280 (225)	
	R	L	L 220 (110)	
Dock Landing Road				
	450 (305)	T		
	180 (70)	R		

4			R 275 (105)	
			T 425 (245)	
Dock Landing Road				
	295 (135)	L	75 (90)	115 (255)
	225 (345)	T		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

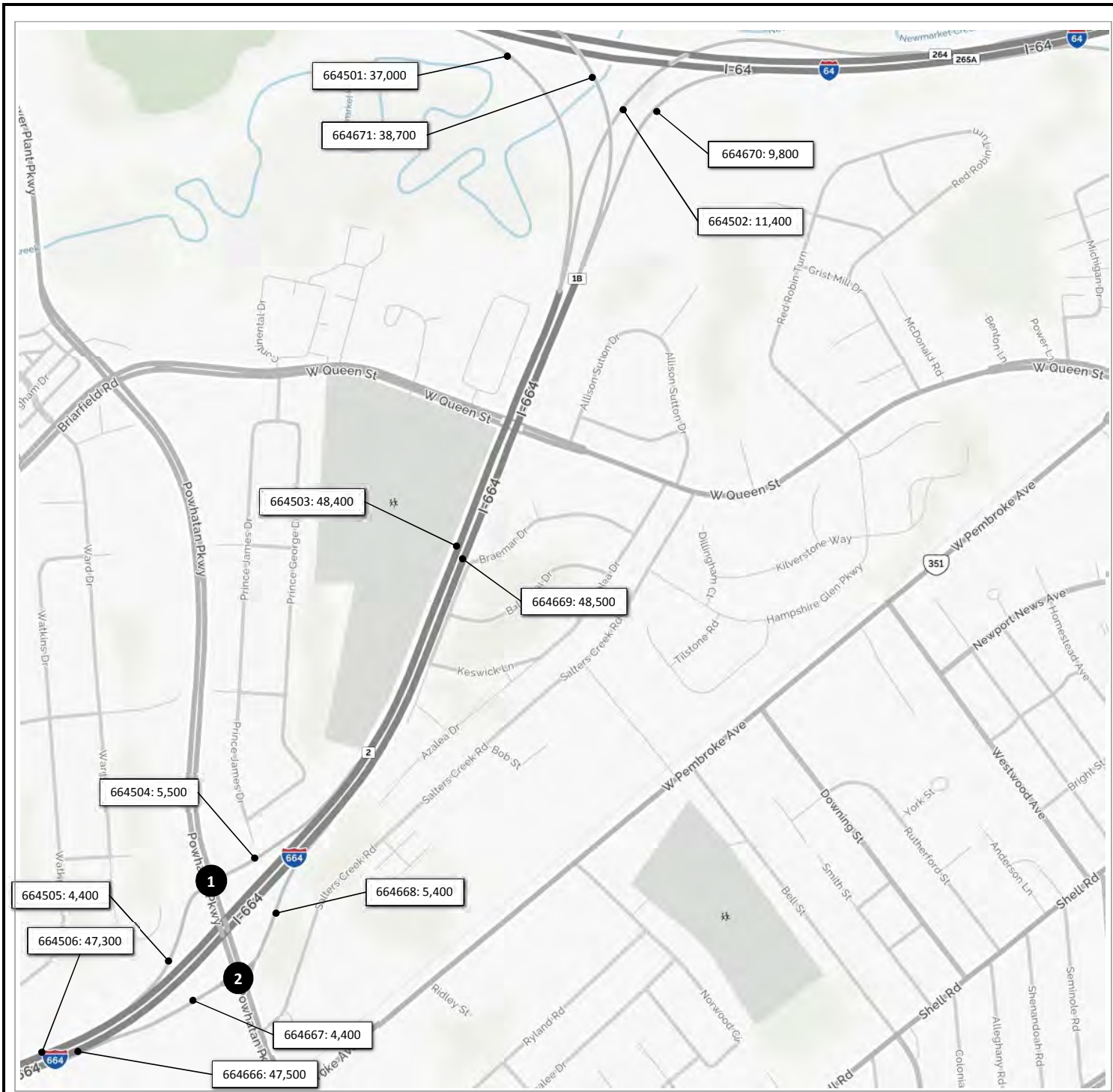
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Peak Hour Volumes
I-664 Corridor**

April 7, 2016

Sheet 6



1	1,200	4,300	T 5,600	Powhatan Pkwy
	R	L	L 2,500	
	4,900	T	I-664 Ramp	
	1,900	R		

2	I-664 Ramp	R 4,700	
		T 6,100	
	Powhatan Pkwy	L	R
	700	L	2,400
	8,500	T	2,000

Legend

x,xxx Average Daily Traffic

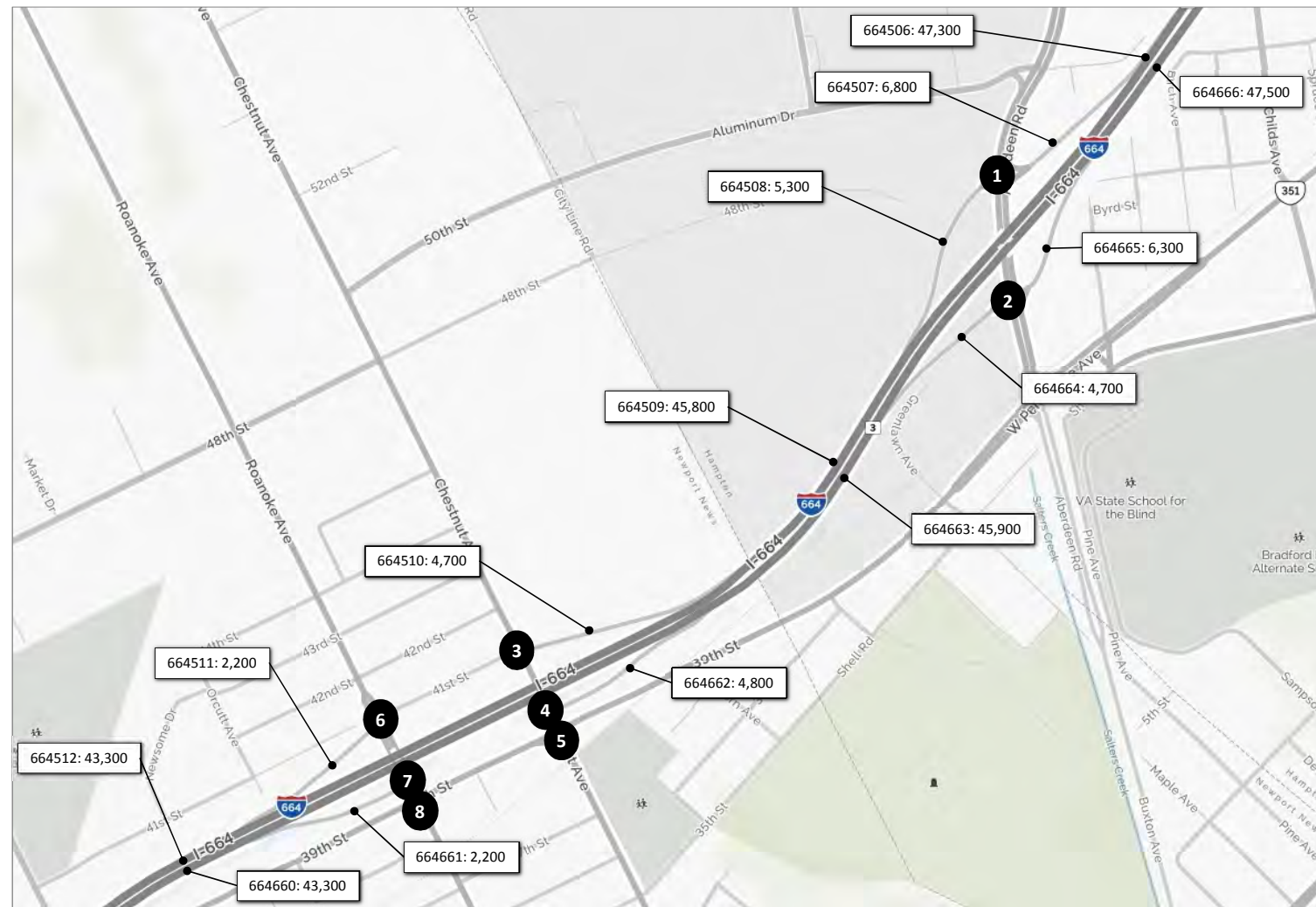
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
I-664 Corridor**

April 8, 2016

Sheet 1



1					
5,000		1,800	T	9,600	
R	T	L	L	1,000	
<hr/>			Aberdeen Road		
10,400		T			
4,300		R	L	4,000	700

2					
			I-664 Ramp	R	2,100
			Aberdeen Road	T	6,600
<hr/>					
4,200	L				
8,000	T	L	R		
			4,000		

3					
2,100		2,600	R		
R	T	L	T	2,500	
<hr/>			Chestnut Avenue		
			L	T	R
4,600	L				
300	T				
			100		

4					
			R	3,300	
			T	2,500	
			L		
<hr/>			Chestnut Avenue		
			L	T	R
1,500	L				
5,800	T				
			R		

5					
700	2,500	500	R	500	
R	T	L	T	2,800	
<hr/>			Chestnut Avenue		
			L	T	R
700	L				
2,900	T				
2,200	R	2,300	2,500	300	

6					
100	100	100	R	100	
R	T	L	T	2,200	
<hr/>			Roanoke Avenue		
			L	T	R
			L		
600	T				
1,700	R				

7					
			R		
			T	1,200	
			L		
<hr/>			Roanoke Avenue		
			L	T	R
			L		
			700	T	
			R	1,500	700

8					
300	4,300	400	R	400	
R	T	L	T	600	
<hr/>			Roanoke Avenue		
			L	T	R
			L		
300	L				
700	T				
400	R	300	4,300	300	

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
I-664 Corridor**

April 8, 2016

Sheet 2



1	500	1,700					
	R	T		T	4,000	L	6,100
35th Street							
				Huntington Ave			

6		4,700	500			R	1,000
		T	L			T	200
36th Street							
				Jefferson Ave			
		6,100	900	200		T	4,200
		R				R	200

2		9,100	8,700				
		T	L				
34th Street							
				Huntington Ave			
		4,800	300			T	200
		R				R	3,800

7		4,900	200				
		T	L			T	R
35th Street							
				Jefferson Ave			
		600	500	300		T	200
		R				R	3,800

3	500	9,500	500			R	500
	R	T	L			T	600
28th Street							
				Huntington Ave			
		400	400			T	300
		R				R	500

8		4,500	700				
		T	L			T	R
27th Street							
				Jefferson Ave			
		1,400	900	1,200		T	3,100
		R				R	700

4	1,100	9,900				T	4,900
	R	T				L	3,100
26th Street							
				Huntington Ave			

9	1,900	3,800				R	500
	R	T				T	2,500
26th Street							
				Jefferson Ave			
						L	500
						T	1,700

5	1,500	100	9,700				
	R	T	L				
23rd Street							
				Huntington Ave			
		5,700	400			T	300
		R				R	1,200

10		3,300	1,000				
		T	L			T	R
25th Street							
				Jefferson Ave			
		1,200	2,200	1,200		T	300
		R				R	3,100

Legend

x,xxx Average Daily Traffic

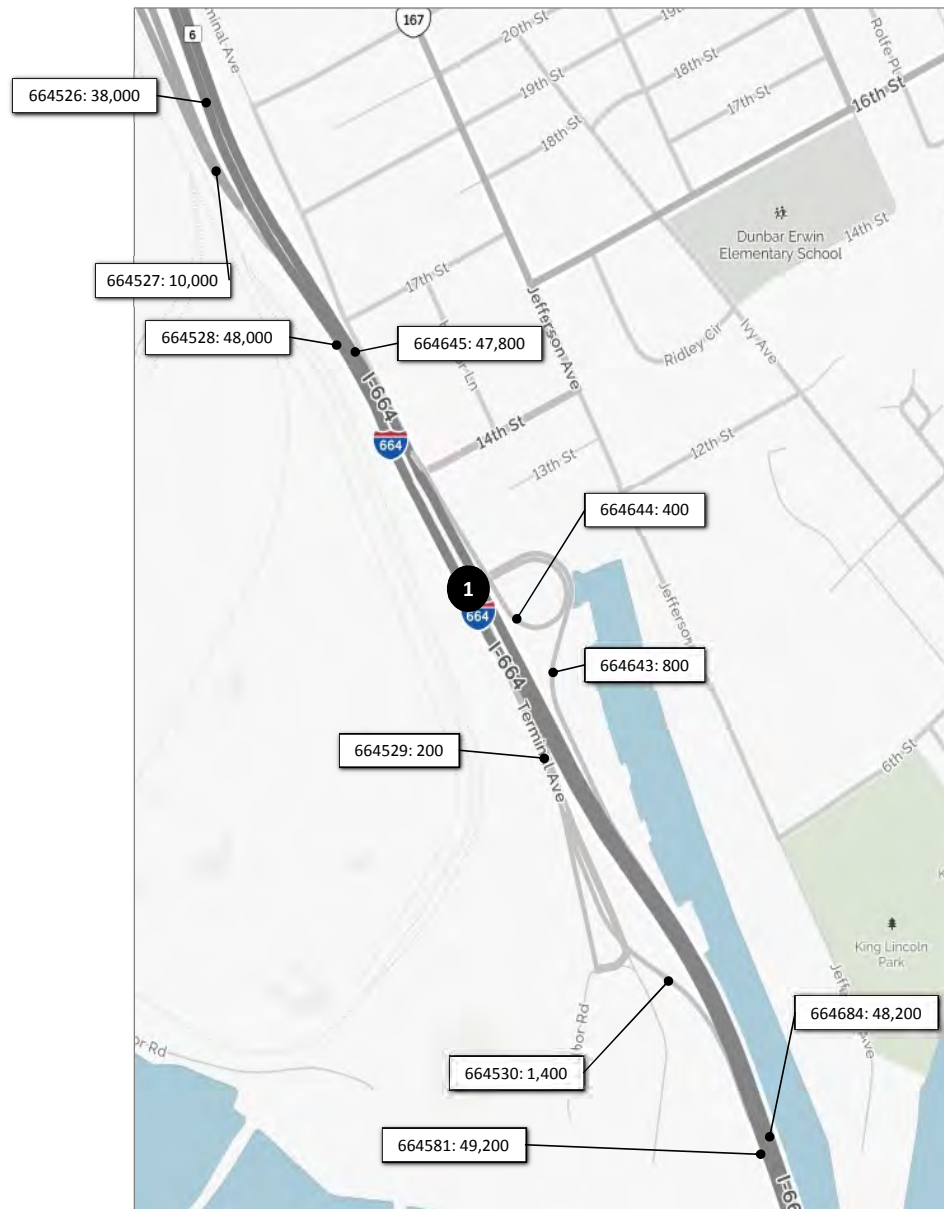
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
I-664 Corridor**

April 8, 2016

Sheet 3



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR VOLUMES



1	4,000	300	R 600	
	T	L	L 200	
		Terminal Ave	T 400	R 100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
I-664 Corridor**

April 8, 2016

Sheet 4



1			R	200		
			T	9,500		
			L	400		
R	T	L				
	1,400	L	L	T	R	
	19,200	T	300	400	1,000	
	900	R				

2						
			T	10,100		
			L	6,300		
US 17						
			9,500	T		
			10,700	R		

Legend

x,xxx Average Daily Traffic

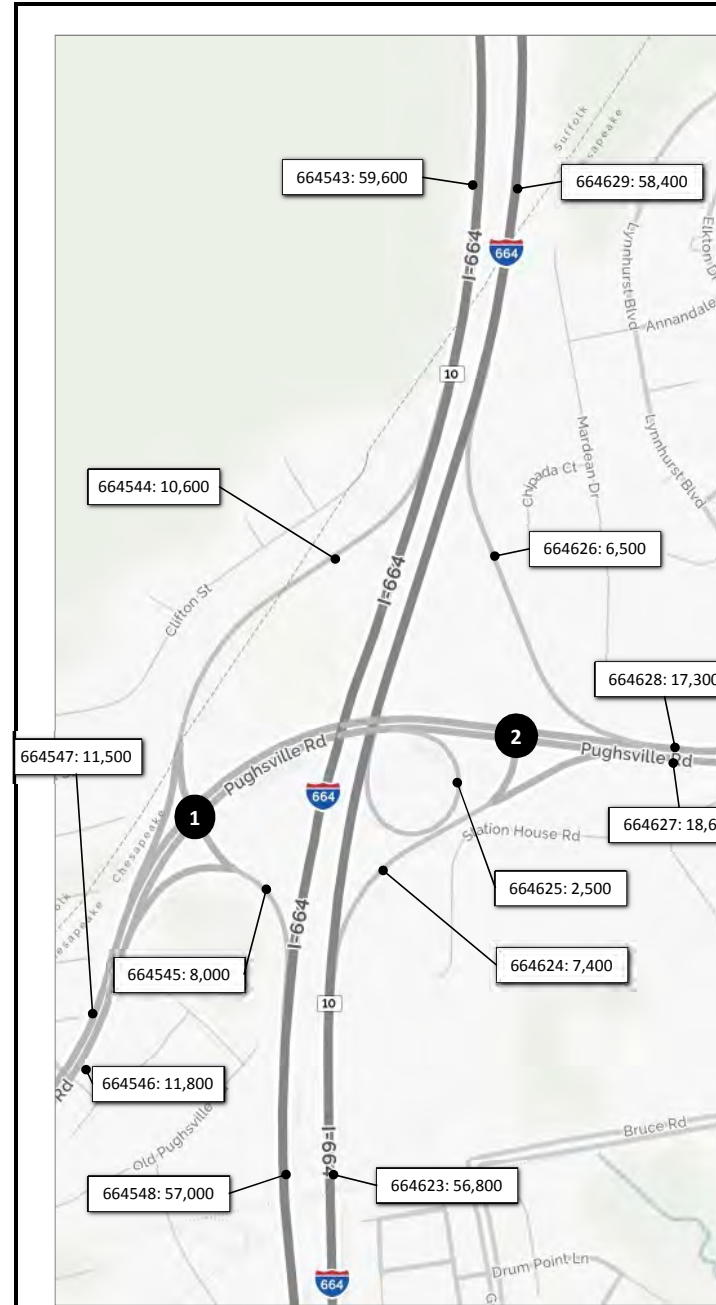
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
I-664 Corridor**

April 8, 2016

Sheet 5



1	3,400	7,200	T 8,100	Pughsville Road
	R	L	L 5,100	
	8,900	T		
	2,900	R		

2			R 6,500	
			T 10,800	
	Pughsville Road	L	R	
	13,600	T	2,400	5,000
	2,500	R		

3	2,700	1,900	T 3,200	Dock Landing Road
	R	L	L 1,900	
	3,400	T		
	2,500	R		

4			R 2,100	
			T 3,700	
	Dock Landing Road	L	R	
	1,800	L	1,400	2,300
	3,500	T		

Legend

x,xxx Average Daily Traffic

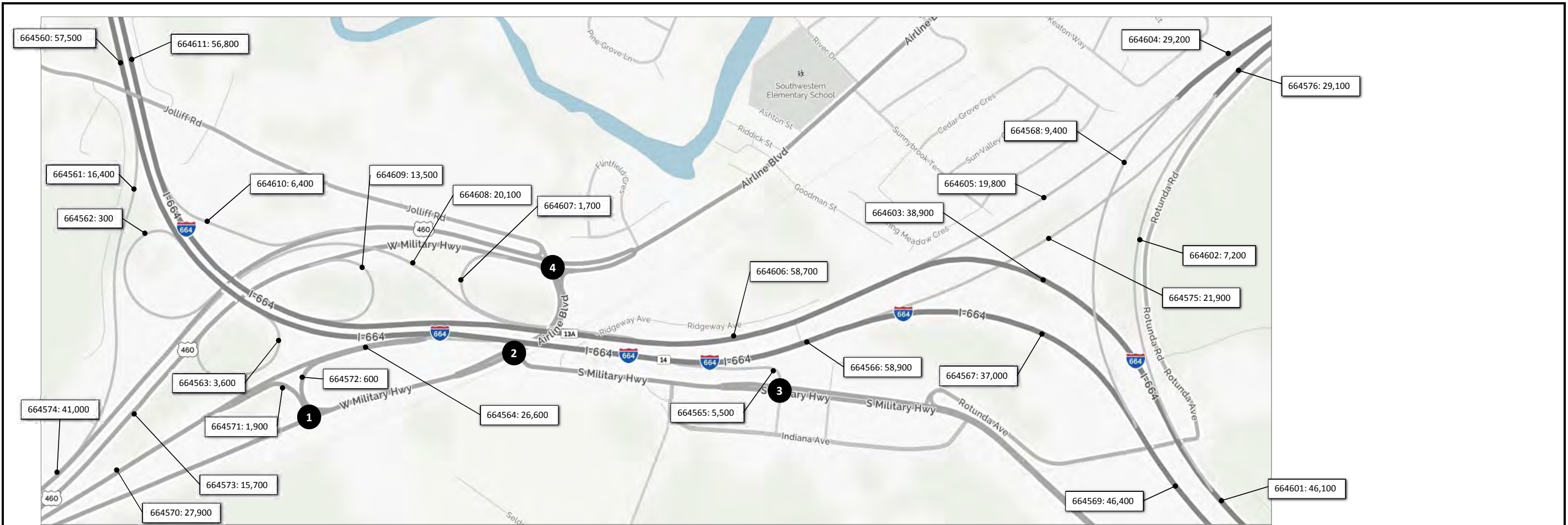
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
I-664 Corridor**

April 8, 2016

Sheet 6



1			
100	1,800	R 500	
		T 1,500	
R	L		
W. Military Hwy			
100	L		
3,700	T		

2			
		T 1,200	
		L 3,600	
		L	R
W. Military Hwy			
	5,300	T	
	200	R	2,700
		800	

3			
100	5,400	T 3,400	
R	L		
S. Military Hwy			
	3,800	T	

4			
1,200	2,200	1,400	R 1,000
			T 4,300
			L 800
R	T	L	L
			T
	2,200	L	R
	3,500	T	1,200
	1,800	R	5,700
			1,100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
I-664 Corridor**

April 8, 2016

Sheet 7



1				R	30 (25)
				T	370 (915)
				L	35 (50)
US 17					
			L	T	R
105 (90)			L		105 (90)
1,420 (1,290)			T	35 (35)	
50 (130)			R	55 (20)	

2				T	435 (990)
				L	420 (485)
US 17					
720 (655)			T		
805 (725)			R		

3	810 (1,530)			R	375 (465)
				L	90 (145)
	T			VA 164 Ramp	
			T	580 (900)	

4	570 (1,240)					
	T			L	VA 164 Ramp	
				T	580 (900)	R
				95 (80)		

5	395 (655)			R	240 (495)
	5 (5)			T	455 (810)
	270 (580)			L	10 (15)
			L	T	R
430 (475)			L		
665 (630)			T	5 (10)	5 (15)
10 (15)			R	5 (10)	

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
 Peak Hour Volumes
 VA 164 Corridor**

April 7, 2016

Sheet 1



1	375 (180)	R	80 (305)
	810 (580)	L	145 (315)
	R	T	
		L	T
		150 (180)	290 (985)
		Towne Point Road	

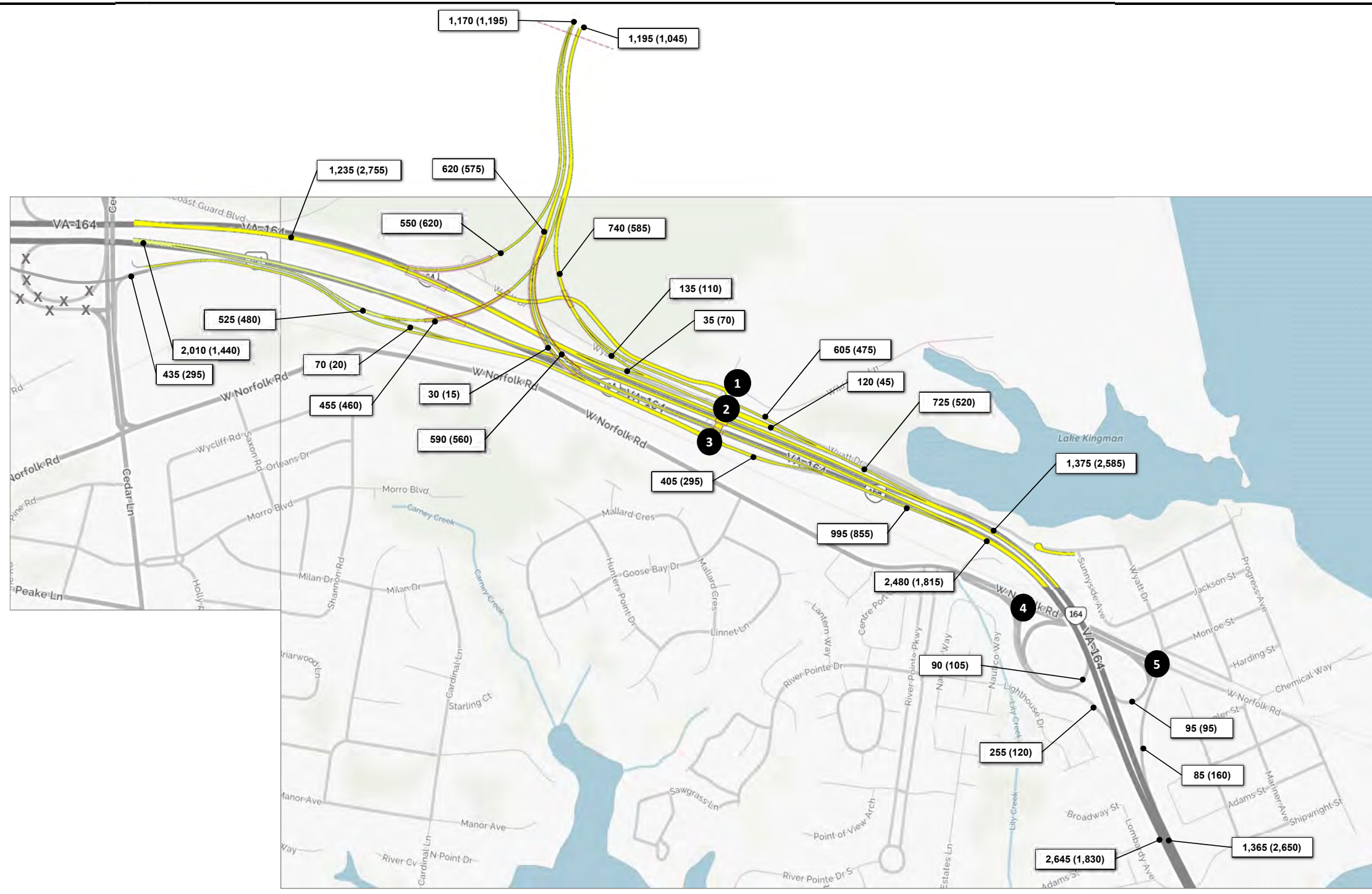
2	600 (745)	L			
	355 (150)	R			
	T	L	T	R	
		110 (275)	L	330 (890)	185 (190)
		200 (395)	R		
			Towne Point Road		

3	200 (130)	R			
	460 (255)	T			
	R	T	L	R	
		50 (145)	L	365 (40)	365 (40)
		80 (10)	T	320 (280)	395 (390)
		215 (210)	R		

4	405 (370)	T			
	295 (185)	L			
	T	L	R		
		360 (105)	L	720 (605)	140 (110)
		445 (435)	R		
			Cedar Lane		

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT



1	150 (165)	0 (0)	R	0 (5)
	0 (5)		T	0 (0)
			L	5 (15)
	0 (5)	L	L	T
	0 (0)	T	5 (5)	205 (65)
	5 (5)	R		30 (15)

2	70 (85)	90 (100)	V/G Blvd	R	120 (45)
				T	0 (0)
				L	0 (0)
					Wyatt Dr
				L	T
				100 (95)	120 (40)

3		90 (100)			
			L		VA 164 Ramp
	220 (135)	L			
	315 (195)	T			V/G Blvd

4				T	45 (125)
				L	40 (75)
					W Norfolk Rd
	130 (65)	T			
	215 (45)	R			L
					25 (70)
					R
					65 (35)

5	30 (15)	10 (10)	10 (10)	R	10 (10)
				T	30 (65)
				L	20 (50)
					W Norfolk Rd
	15 (35)	L			
	115 (30)	T			L
	65 (35)	R			25 (120)
					5 (10)
					55 (30)

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
 Peak Hour Volumes
 VA 164 Corridor**

April 7, 2016

Sheet 3



1	5 (20)	30 (35)	55 (55)	R	120 (60)
				T	140 (210)
				L	155 (90)
Cleveland St				L	T
				R	55 (90)
	25 (15)	L			
	175 (260)	T		5 (5)	
	10 (10)	R		5 (5)	

2	345 (295)	265 (10)		T	70 (65)
Cleveland St					
	285 (405)	T			

3	30 (20)	25 (5)		R	45 (90)
				T	40 (45)
				L	
Cleveland St					
	490 (395)	L			
	60 (20)	T			
		R			

4	5 (5)	20 (25)	170 (105)	R	30 (65)
				T	25 (35)
				L	45 (100)
Woodrow St					
	35 (35)	L			
	100 (50)	T			
	10 (15)	R			
					1,664 Ramp

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Peak Hour Volumes
VA 164 Corridor**

April 7, 2016

Sheet 4



1			R	200			
			T	9,500			
			L	400			
R	T	L					
	1,400	L	L	T	R		
	19,200	T	300	400	1,000		
	900	R					

2							
			T	10,100			
			L	6,300			
US 17							
			9,500	T			
			10,700	R			

3							
			R	5,300			
			L	1,300			
			VA 164 Ramp				
17,300							
T							
			12,100				

4							
			R	5,100			
			L	1,500			
			VA 164 Ramp				
13,500							
T							
			12,100				

5							
			R	6,400			
			T	8,900			
			L	200			
7,400							
R							
			L	T	R		
			7,100	L	100	100	100
			9,000	T	100	100	100
			200	R			

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
VA 164 Corridor**

April 8, 2016

Sheet 1



1					
3,400	9,200	R	2,900		
		L	3,300		
R	T	Towne Point Road		L	T
				2,400	9,700

2					
9,200	3,300				
T	L	L	T	R	
		3,500	L	8,600	2,900
		3,300	R	Towne Point Road	

3					
1,700	3,300	300	R	100	
			T	1,200	
R	T	L	L	800	
			L	T	R
	1,300	L	3,900	4,000	2,000
	500	T			
	2,300	R			

4					
3,800	2,600				
T	L				
		L	T	R	
	1,900	L	8,000	2,400	
	4,400	R	Cedar Lane		

Legend

x,xxx Average Daily Volumes

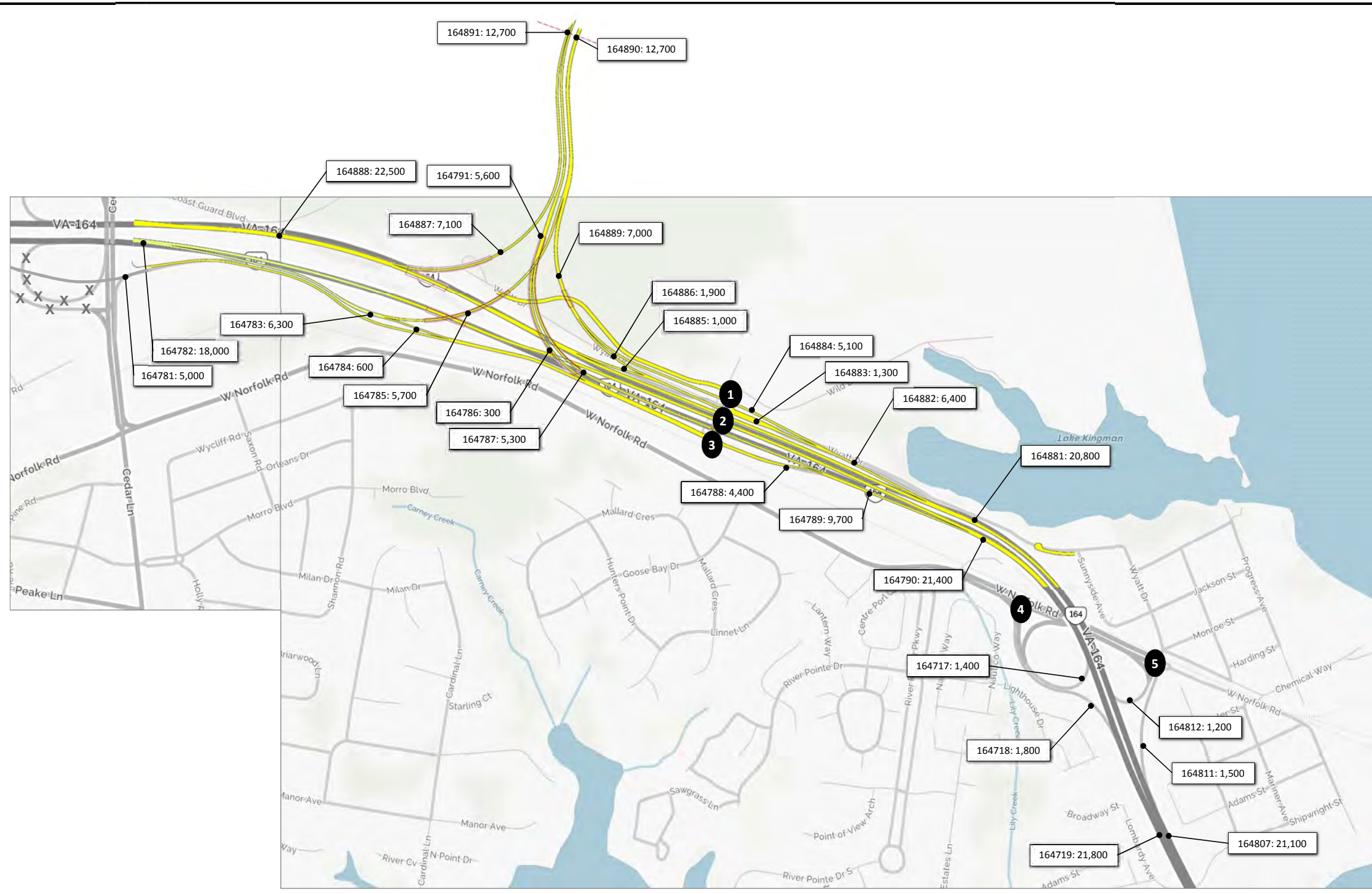
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
VA 164 Corridor**

April 8, 2016

Sheet 2



1			R	100
100	2,100	100	T	100
R	T	L	L	300
			L	T
			100	2,000
			100	300
			100	R

2			R	1,300
1,300	1,200	V/G Blvd	T	0
R	T		L	0
			L	T
			1,600	1,100
			Wyatt Dr	

3				
		1,200		
			L	VA 164 Ramp
			L	
			2,700	
			3,200	T
			V/G Blvd	

4			T	1,200
W Norfolk Rd			L	700
			L	R
			1,100	700
			1,100	R

5			R	200
300	200	200	T	700
R	T	L	L	500
W Norfolk Rd			L	T
			300	100
			1,000	500
			500	R

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
VA 164 Corridor**

April 8, 2016

Sheet 3



1			R	1,000
300	600	600	T	2,400
			L	2,100
R	T	L		
Cleveland St			L	T
	400	L		
	2,500	T	100	100
	200	R		800

2			T	900
4,600		1,600		
R		L		
Cleveland St				
	3,900	T		

3			R	1,000
400		300	T	500
R		L		
Cleveland St				
	5,000	L		
	500	T		
		R		

4			R	700
100	200	2,600	T	600
			L	1,200
R	T	L		
Woodrow St				
	300	L	1,664 Ramp	
	1,500	T		
	200	R		

Legend

x,xxx Average Daily Volumes

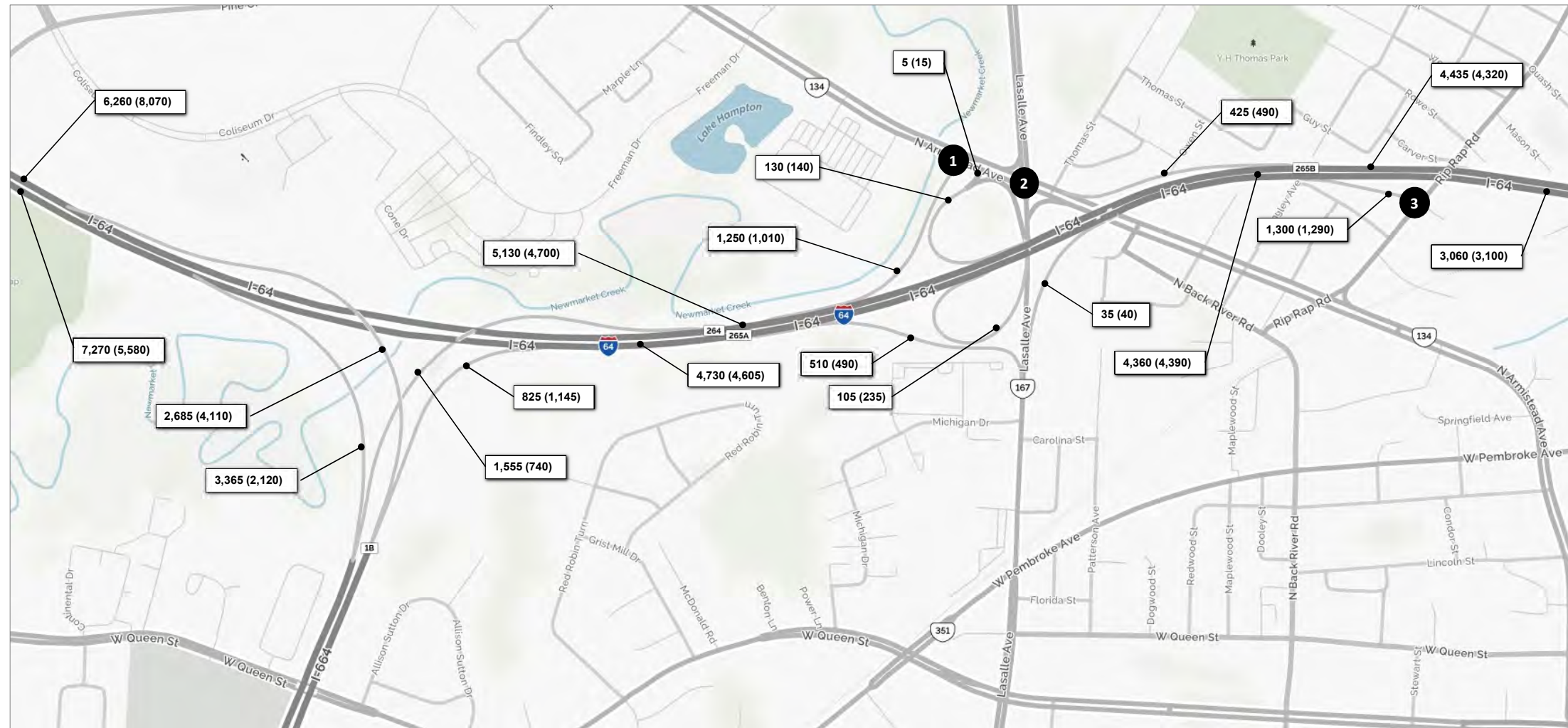
DRAFT

Hampton Roads Crossing Study SEIS

**2028 Alternative D
Weekday Daily Volumes
VA 164 Corridor**

April 8, 2016

Sheet 4



1					
	R			T	L
	T	855 (1,175)			
	L	960 (810)			
R	T	L	L	T	R
Armistead Ave					
		L			5 (15)
	805 (1,125)	T			
	290 (200)	R			

2					
	R			T	L
	T	800 (1,075)			
	L	40 (60)			
R	T	L	L	T	R
Armistead Ave					
		L			5 (40)
	40 (70)	T			
	530 (625)	T			
	235 (430)	R			

3			
	T		
	255 (225)		
R	T	L	T
I-64 Ramp			
	755 (895)	L	Rip Rap Rd
	545 (395)	R	100 (205)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
I-64 Corridor**

April 8, 2016

Sheet 1



1	30 (55)	335 (225)	350 (420)	T	250 (385)	
	R	T	L	L	220 (65)	
Settlers Landing Rd				L		R
	835 (1,195)		T	30 (125)		90 (400)
	320 (115)		R			

2				T	470 (450)	
				L	320 (175)	
Settlers Landing Rd						
	730 (1,460)		T			
	545 (555)		R			

3				R	660 (325)	
				T	640 (410)	
Settlers Landing Rd				L		R
	125 (610)		L	150 (215)		155 (270)
	605 (850)		T			

4	95 (20)	5 (10)	45 (75)	T	320 (85)	
	R	T	L	L	590 (385)	
S. Mallory St						
	80 (395)		T			
	190 (410)		R			

5	200 (40)	0 (0)	180 (235)	R	280 (240)	
	R	T	L	T	695 (400)	
S. Mallory St				L		R
	35 (245)		L	15 (30)		5 (5)
	85 (215)		T	60 (35)		
	5 (10)		R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
I-64 Corridor**

April 8, 2016

Sheet 2



1	265 (75)	260 (500)	T 100 (100)	
	R	L	L 215 (85)	
4th View St				
	60 (545)	T		
	75 (80)	R		

2			R 470 (445)	
			T 255 (145)	
4th View St				
	35 (445)	L	L 60 (40)	R 70 (75)
	285 (600)	T		

3	110 (90)	1,100 (760)	US 460	
	R	T	L 310 (395)	T 355 (1,070)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

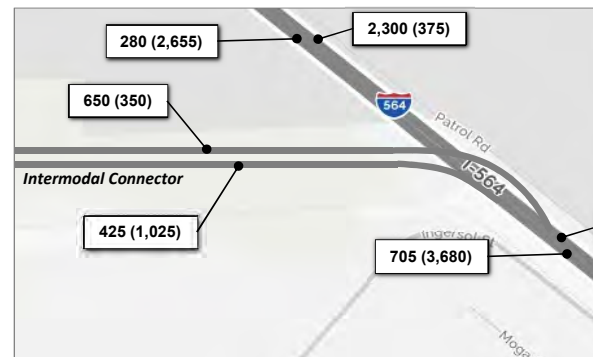
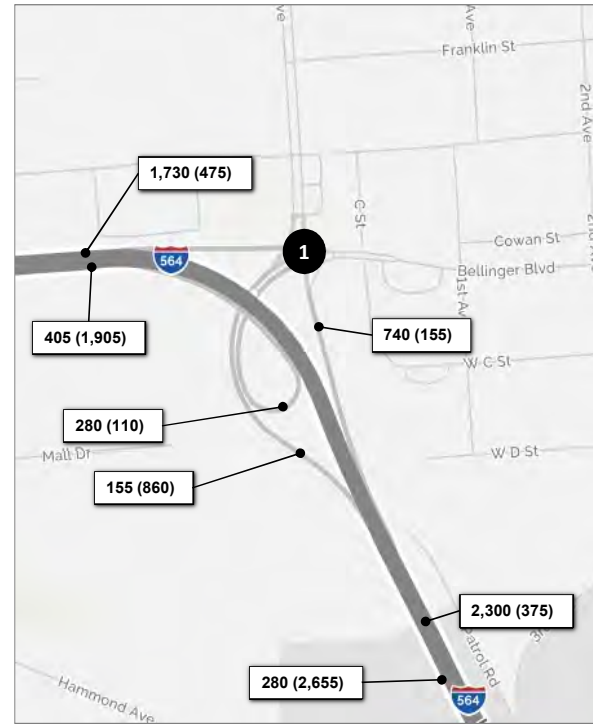
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
I-64 Corridor**

April 8, 2016

Sheet 3



1		Bainbridge Ave		R	T	L	
160 (245)	150 (95)						
R	T	U	L	T			
Bellinger Blvd	5 (5)	U	5 (5)	730 (145)			
	275 (105)	L					



Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
 Peak Hour Volumes
 I-64 Corridor**

April 8, 2016

Sheet 4



1	1,800	3,400	4,900	T 1,400	
	R	T	L	L 1,500	
Settlers Landing Rd				L	R
	10,000	T		900	3,200
	2,000	R			

2				T 2,900	
				L 4,500	
Settlers Landing Rd					
	14,600	T			
	3,500	R			

3				R 6,800	
				T 4,900	
Settlers Landing Rd				L	R
	4,900	L		2,500	1,900
	9,700	T			

4	2,100	100	2,300	T 2,200	
	R	T	L	L 3,500	
S. Mallory St					
	2,200	T			
	1,800	R			

5	1,000	100	2,600	R 3,800	
	R	T	L	T 4,400	
S. Mallory St				L	T
	1,200	L		300	500
	3,200	T			100
	100	R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
I-64 Corridor**

April 8, 2016

Sheet 2



1	2,500	5,100	T 1,100
	R	L	L 1,500
4th View St			
	2,800	T	
	900	R	

2			R 5,200
			T 2,000
4th View St			
	2,200	L	L
	5,700	T	R 1,600
			600

3	1,100	10,900	US 460
	R	T	L T
			L 4,500
			T 8,000

Legend

x,xxx Average Daily Traffic

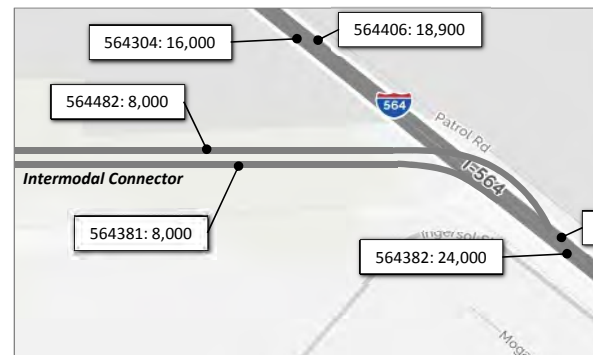
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
I-64 Corridor**

April 8, 2016

Sheet 3

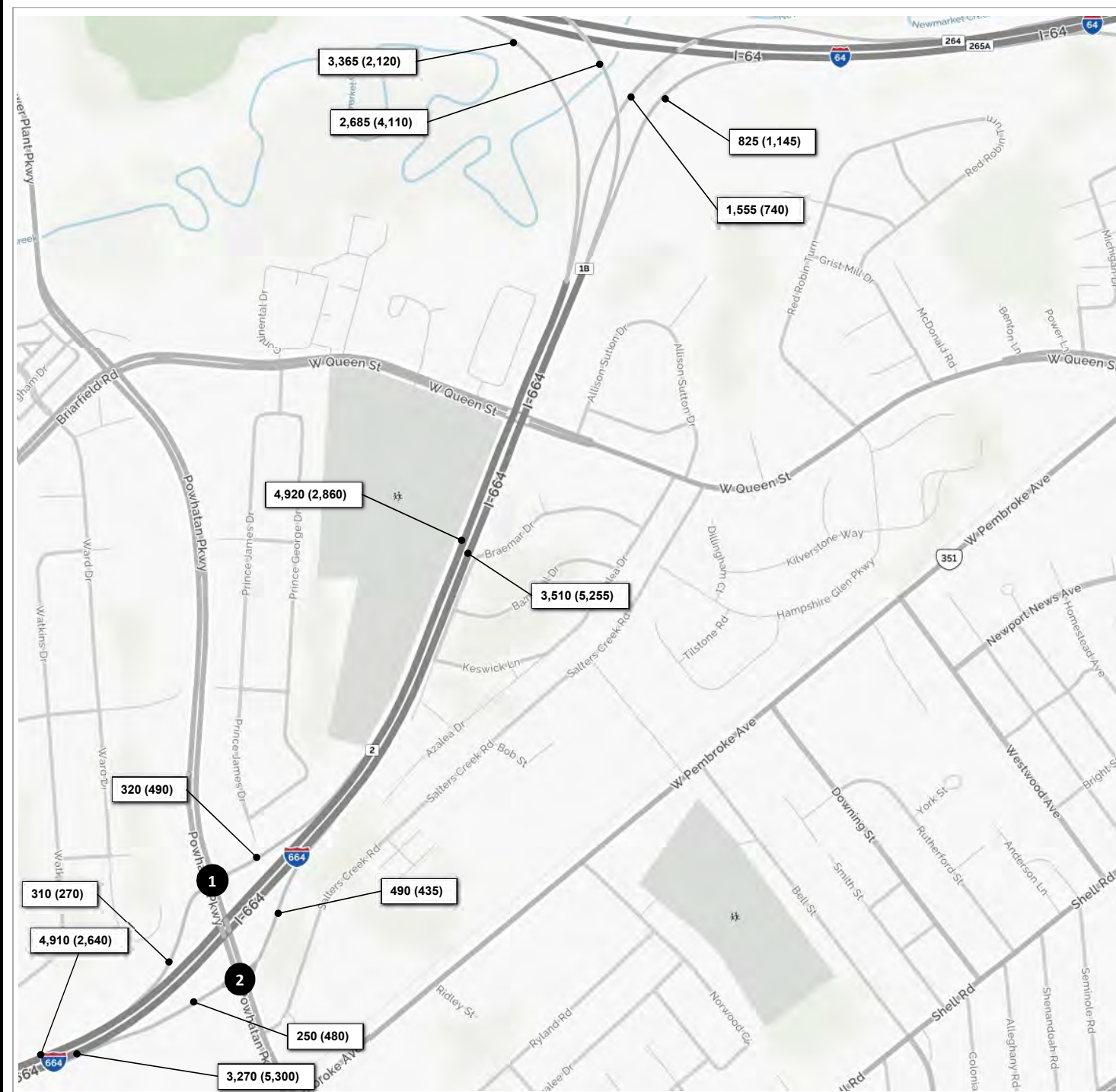


1		Bainbridge Ave		R	T	L
3,100	5,900					
R	T	Bellinger Blvd		U	L	T
100	2,900	U	L	100	100	5,900



Legend
x,xxx Average Daily Traffic

DRAFT



1			
R	90 (105)	L	230 (385)
		T	290 (540)
		L	185 (140)
		Powhatan Pkwy	
		L	65 (50)
		T	405 (740)
		I-664 Ramp	
		T	240 (405)
		L	125 (130)

2			
		L	60 (215)
		R	190 (265)
		I-664 Ramp	
		L	425 (385)
		T	415 (465)
		Powhatan Pkwy	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

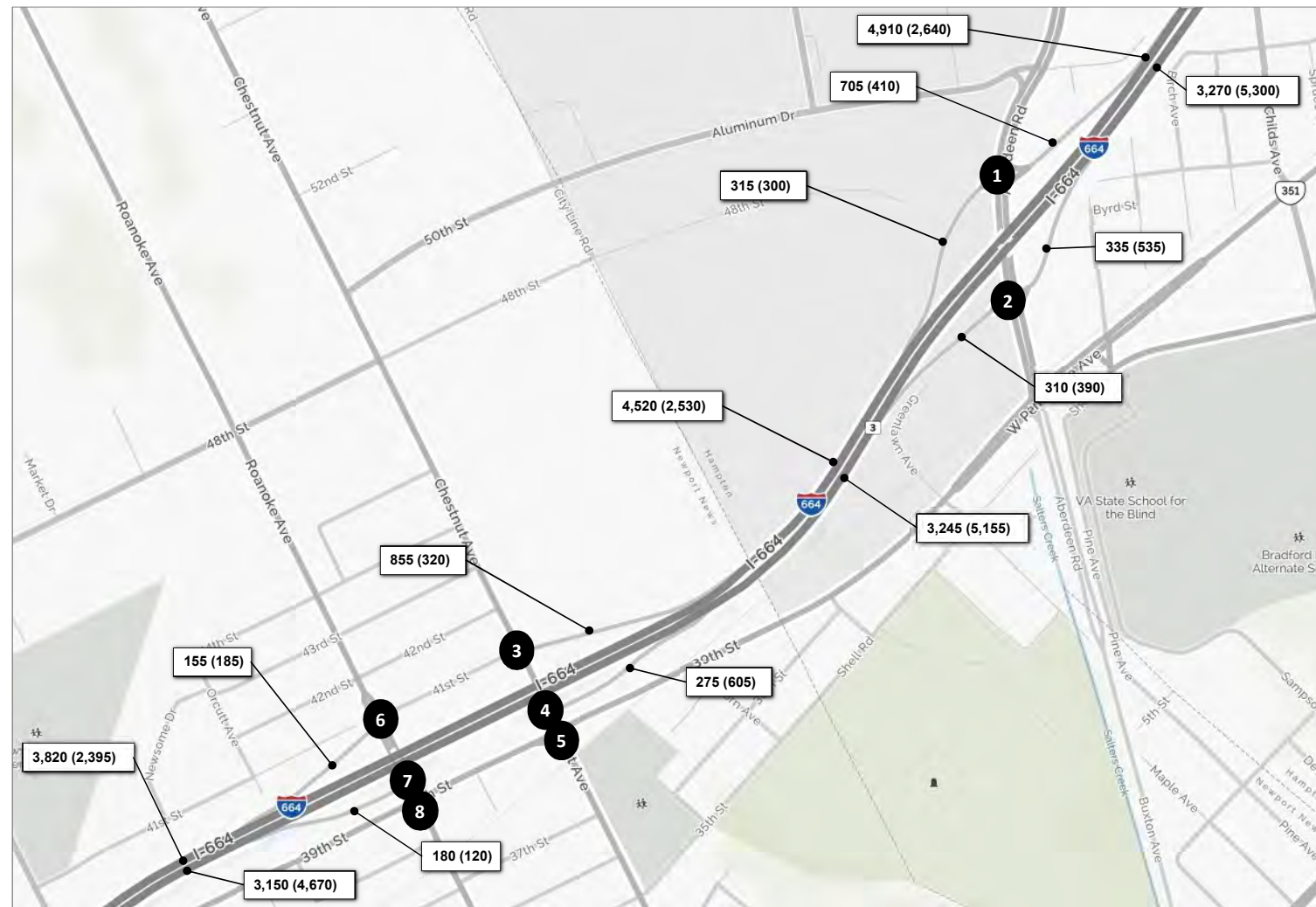
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 1



1	535 (250)	170 (160)	T 525 (760)
	R	T	L 85 (85)
Aberdeen Road			
	470 (960)	T	
	230 (215)	R	
I-664 Ramp			

2		I-64 Ramp	R 160 (160)
			T 395 (565)
Aberdeen Road			
	175 (375)	L	L 215 (280)
	465 (745)	T	R 95 (110)

3	390 (155)	465 (165)	R 95 (190)
	R	T	L
Chestnut Avenue			
		L	
	285 (370)	T	
	50 (20)	R	R 20 (25)

4			R 175 (425)
			T 95 (190)
Chestnut Avenue			
		L	L
	100 (180)	L	T
	670 (380)	T	R
		R	

5	50 (60)	240 (180)	20 (55)	R 30 (50)
	R	T	L	T 135 (255)
Chestnut Avenue				
		L	L 20 (45)	
	25 (65)	L		
	200 (220)	T		
	445 (95)	R	R 85 (300)	
			L 120 (285)	
			R 20 (35)	

7			R 80 (155)
			L
Roanoke Avenue			
		L	L
	105 (95)	T	T
		R	R 80 (85)
			R 100 (35)

6	5 (5)	35 (10)	10 (5)	R 5 (5)
	R	T	L	T 115 (130)
Roanoke Avenue				
		L	L 40 (105)	
	15 (20)	L		
	95 (90)	T		
	80 (70)	R		

8	20 (25)	655 (265)	30 (30)	R 10 (35)
	R	T	L	T 50 (105)
Roanoke Avenue				
		L	L 30 (30)	
	20 (35)	L		
	95 (80)	T		
	90 (15)	R	R 10 (25)	
			L 195 (550)	
			R 15 (20)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

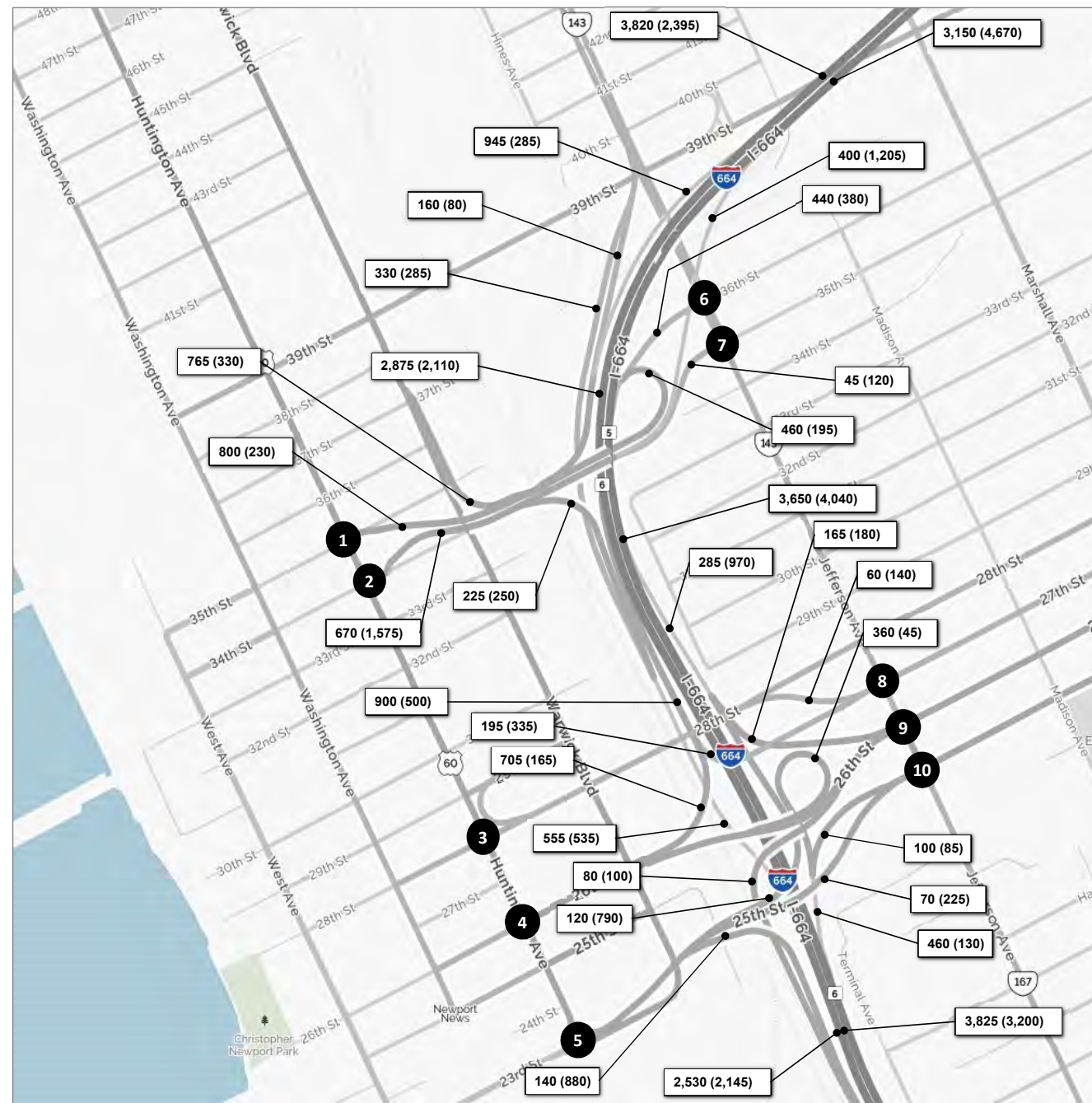
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 2



1	1,130 (1,390)	L	Huntington Ave	T	380 (80)	35th Street
	105 (40)	R		L	420 (150)	

2	1,070 (495)	T	Huntington Ave	L	485 (1,040)	34th Street
	245 (655)	T		R	35 (20)	

3	805 (950)	T	Huntington Ave	L	20 (55)	28th Street
	55 (10)	R		R	55 (20)	

4	445 (985)	T	Huntington Ave	L	665 (250)	26th Street
	80 (55)	R		R	500 (80)	

5	220 (1,235)	L	Huntington Ave	T	315 (30)	23rd Street
	5 (10)	T		R	110 (660)	

6	305 (470)	T	Jefferson Ave	L	20 (35)	36th Street
	310 (360)	L		R	45 (40)	

7	310 (475)	T	Jefferson Ave	L	20 (15)	35th Street
	15 (50)	L		R	10 (15)	

8	230 (410)	T	Jefferson Ave	L	40 (80)	27th Street
	80 (105)	L		R	20 (20)	

9	240 (490)	T	Jefferson Ave	L	35 (50)	26th Street
	95 (125)	R		R	180 (155)	

10	190 (415)	T	Jefferson Ave	L	55 (100)	25th Street
	20 (55)	L		R	15 (25)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

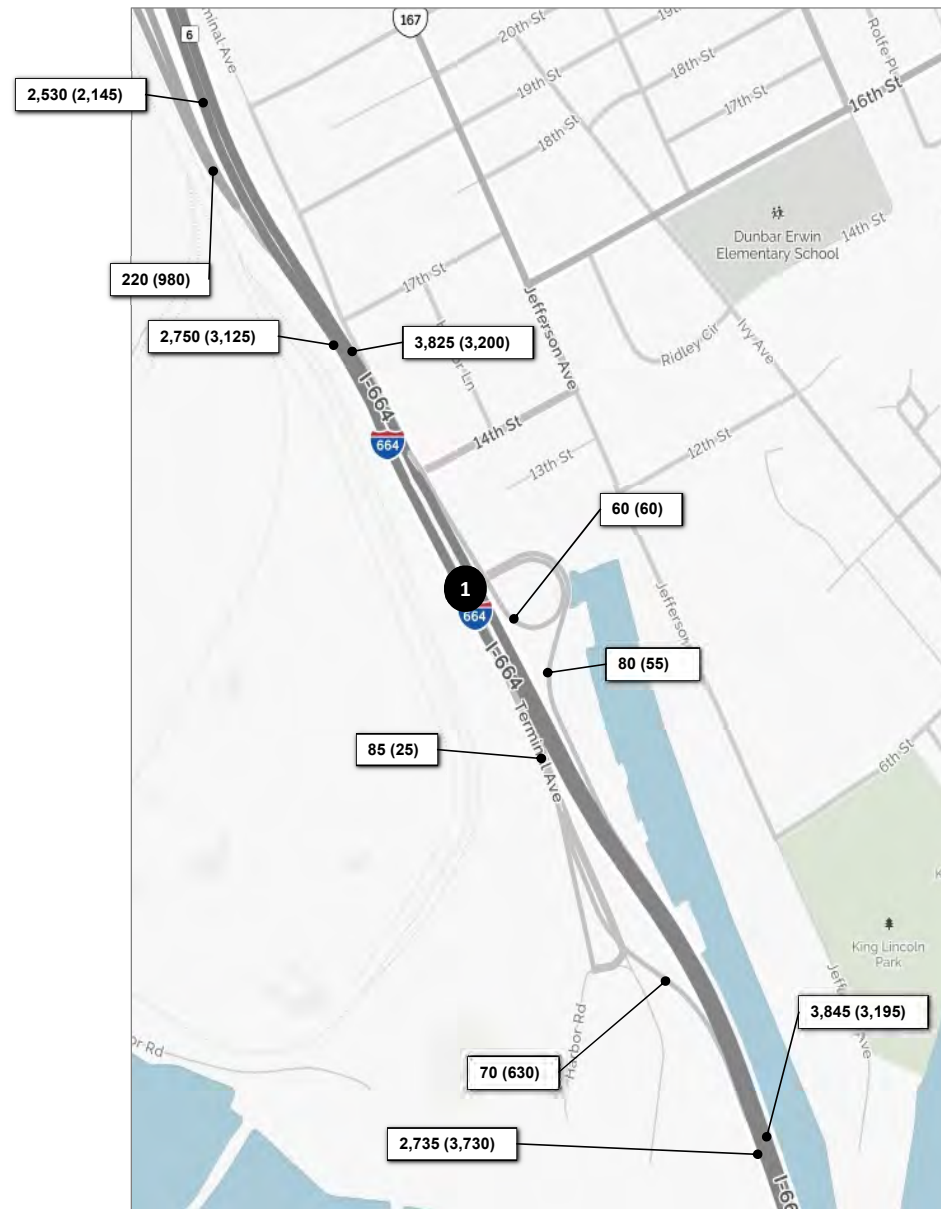
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 3



1	175 (755)	30 (45)	R 50 (45)
	T	L	L 30 (10)
		Terminal Ave	T 35 (25)
			R 30 (15)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 4



1				R	30 (20)
				T	395 (970)
				L	35 (50)
	US 17				
			L	T	R
100 (95)			L		105 (90)
1,455 (1,330)			T	60 (25)	
50 (130)			R	35 (35)	

2				T	460 (1,040)
				L	400 (425)
	US 17				
	775 (770)			T	
785 (650)			R		

3	885 (1,880)			R	450 (560)
				L	110 (180)
	T			VA 164 Ramp	
				T	670 (1,040)

4	730 (1,365)				
	T			L	285 (495)
				VA 164 Ramp	
				T	670 (1,040)
			L	115 (95)	
			College Dr		

5	395 (650)			R	350 (650)
	5 (5)			T	540 (900)
	330 (710)			L	10 (15)
	US 17				
			L	T	R
430 (475)			L		5 (15)
745 (765)			T	5 (10)	
10 (15)			R	5 (10)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

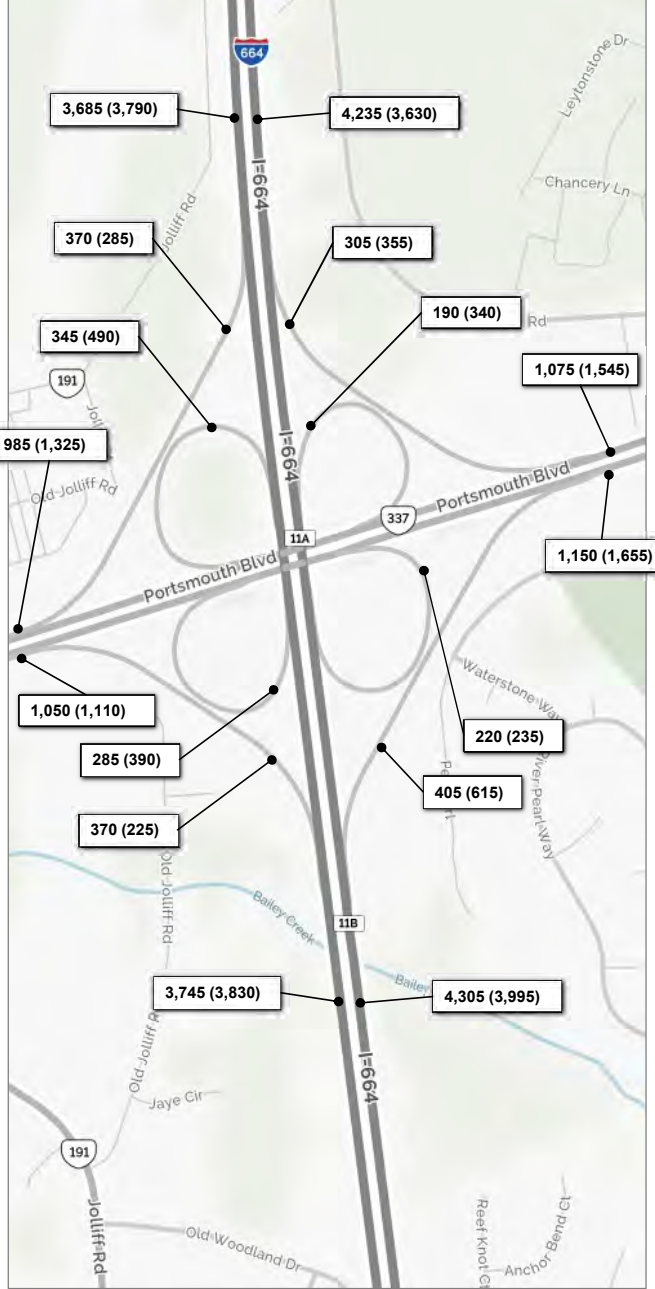
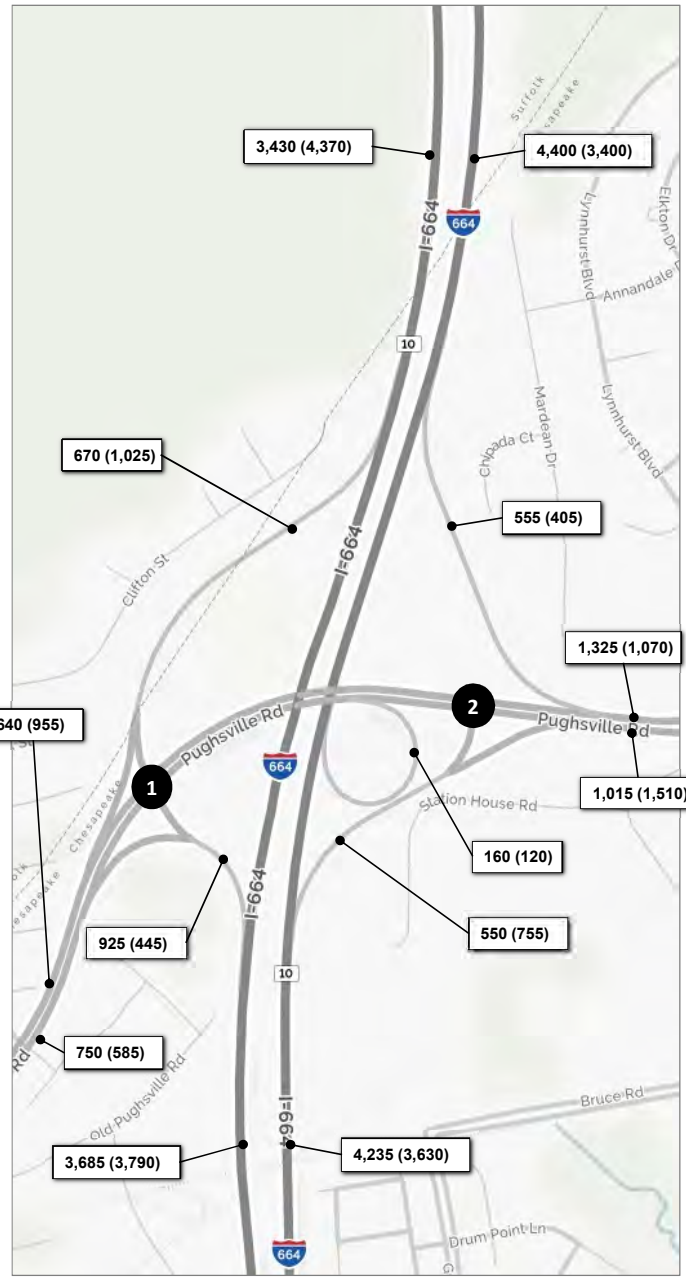
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
I-664 Corridor**

April 8, 2016

Sheet 5



1	340 (360)	330 (665)	T 300 (595)	
	R	L	L 560 (310)	
Pughsville Road				
	385 (450)	T		
	365 (135)	R		

2			R 555 (405)	
			T 770 (665)	
Pughsville Road				
	555 (995)	T	L 90 (240)	R 460 (515)
	160 (120)	R		

3	160 (200)	65 (160)	T 305 (245)	
	R	L	L 240 (110)	
Dock Landing Road				
	425 (295)	T		
	200 (65)	R		

4			R 235 (90)	
			T 450 (245)	
Dock Landing Road				
	270 (120)	L	R 95 (110)	L 125 (280)
	220 (335)	T		

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

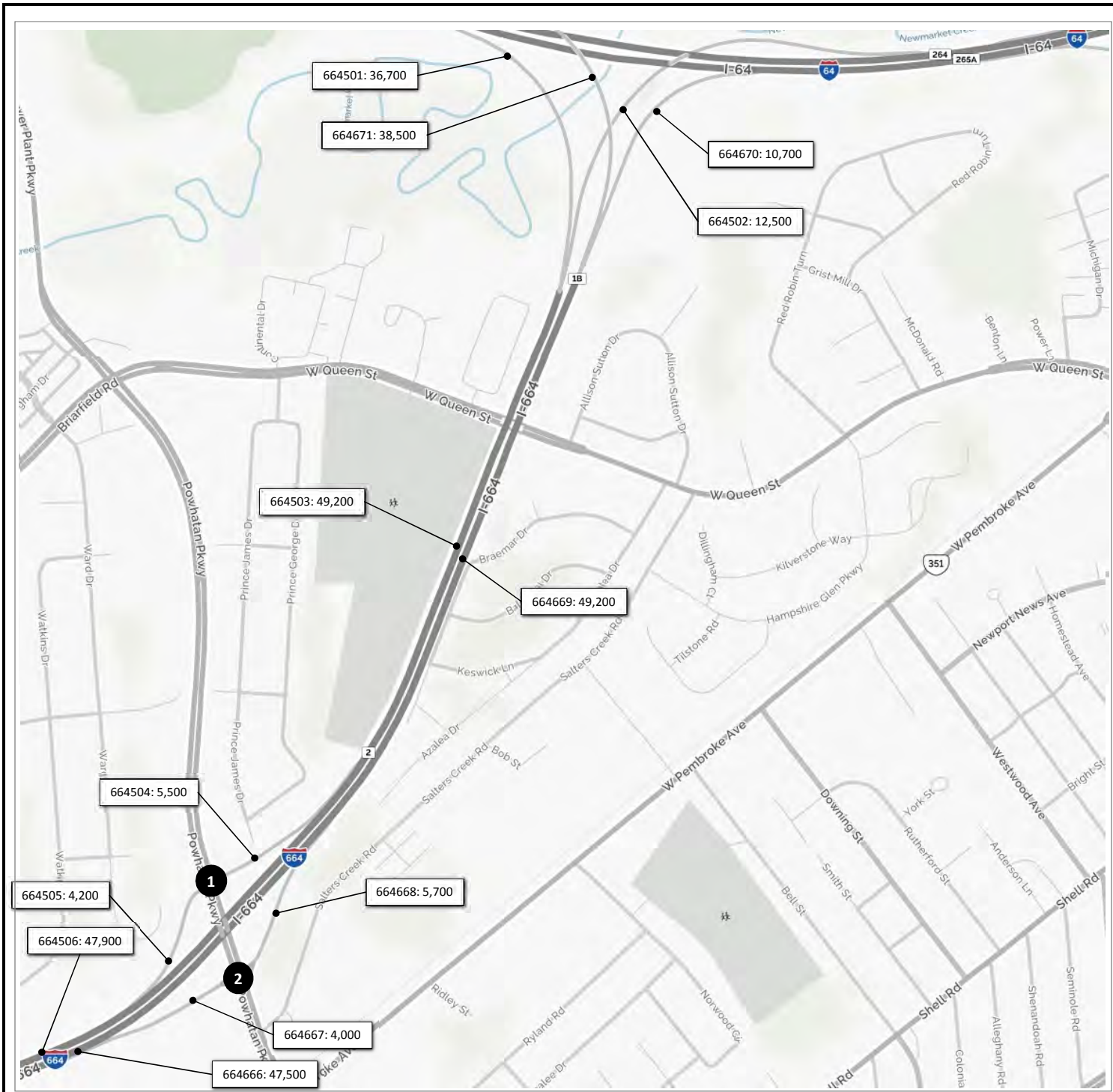
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
 Peak Hour Volumes
 I-664 Corridor**

April 8, 2016

Sheet 6



1			
R	1,300		
		L	4,200
		T	5,300
		L	2,300
		Powhatan Pkwy	
		L	800
		T	8,200
		I-664 Ramp	

2			
		L	800
		T	8,200
		I-664 Ramp	
		L	1,900
		T	2,100
		Powhatan Pkwy	
		L	4,900
		T	5,700

Legend

x,xxx Average Daily Traffic

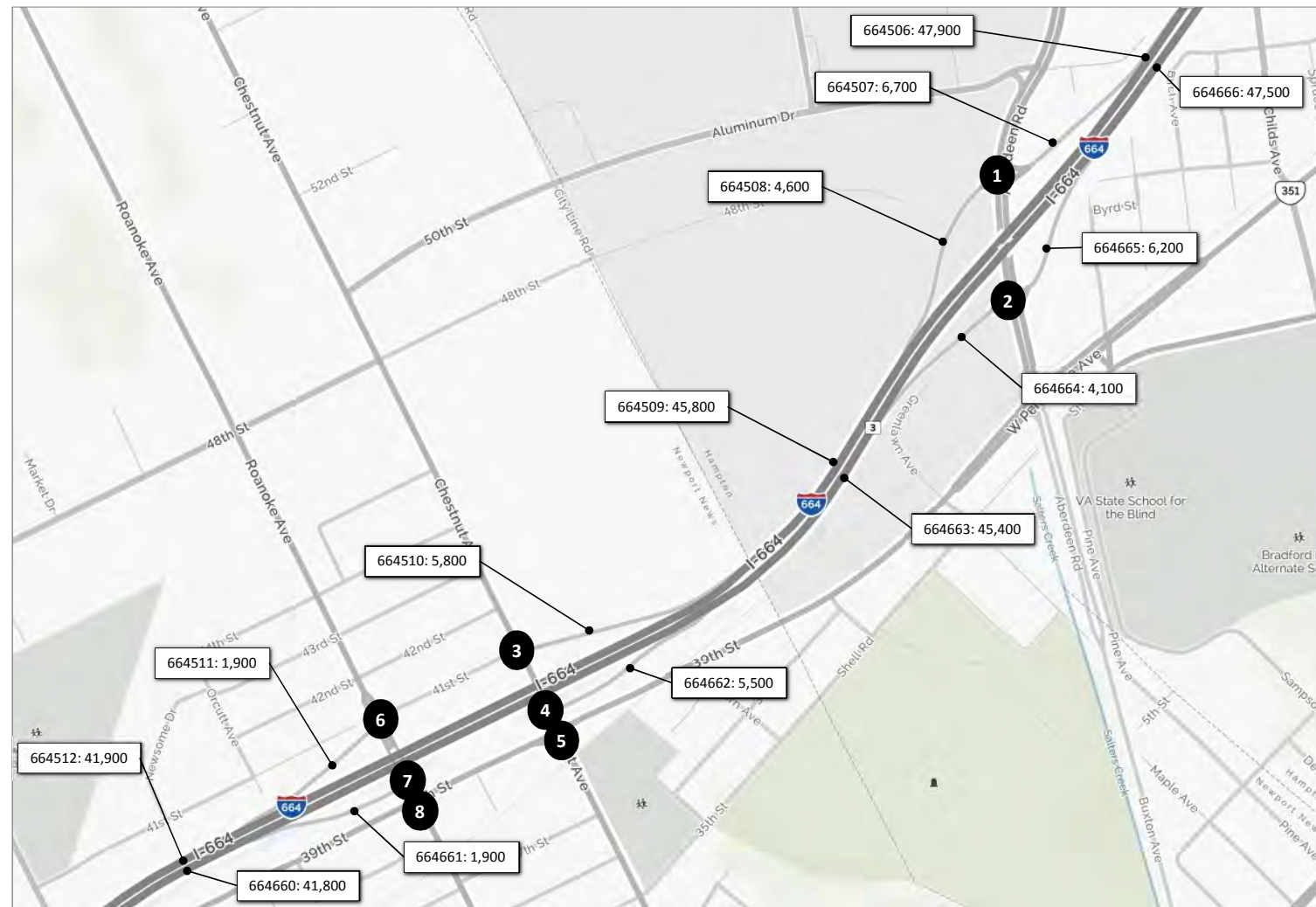
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 1



1					
4,600		2,100	T	9,000	
R	T	L	L	1,000	
<hr/>			Aberdeen Road		
10,300		T			
3,600		R	L	3,400	700

2					
			I-664 Ramp	R	2,300
			Aberdeen Road	T	6,600
<hr/>					
3,900	L		L		
8,500	T		R		

3					
2,900		2,900	R	2,000	
R	T	L	L		
<hr/>			Chestnut Avenue		
		L	L	T	R
4,600		T			200
300		R			

4					
			R	3,400	
			T	2,000	
			L		
<hr/>			Chestnut Avenue		
2,100	L		L	T	R
5,600	T				
	R				

5					
700	2,500	500	R	500	
R	T	L	T	2,500	
<hr/>			Chestnut Avenue		
		L	L	T	R
600		L			
2,700		T	2,200	2,600	400
2,300		R			

6					
100	100	100	R	100	
R	T	L	T	1,900	
<hr/>			Roanoke Avenue		
		L	L	T	R
100		L			
800		T			
1,300		R			

7					
			R	1,300	
			L		
<hr/>			Roanoke Avenue		
		L	L	T	R
		L			
	900	T	1,200		700
		R			

8					
300	4,600	400	R	500	
R	T	L	T	700	
<hr/>			Roanoke Avenue		
		L	L	T	R
200		L			
1,100		T	300	4,500	300
300		R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 2



1					
800	10,000			T	4,100
R	T			L	3,200
				35th Street	
				Huntington Ave	

6					
	4,700	300		R	600
				T	200
				L	200
				36th Street	
				Jefferson Ave	
	4,200	L		T	R
	200	T		4,700	200
	200	R			

2					
	6,300		6,900		
		T	L		
				34th Street	
				Huntington Ave	
	4,800	T			
	300	R			

7					
	4,900		200		
		T	L		
				35th Street	
				Jefferson Ave	
	500	L		T	R
	300	T		4,400	200
	300	R			

3					
500	9,500		700	R	500
R	T	L		T	600
				28th Street	
				Huntington Ave	
	800	T			
	400	R			

8					
	3,900		800		
		T	L		
				27th Street	
				Jefferson Ave	
	1,300	L		T	R
	800	T		2,900	300
	1,800	R			

4					
1,100	6,400			T	4,300
R	T			L	2,800
				26th Street	
				Huntington Ave	

9					
	1,200		4,500	R	500
		R	T	T	1,800
				26th Street	
				Jefferson Ave	
		L		T	
		T		1,300	2,700
		R			

5					
1,400	100		7,800		
R	T	L			
				23rd Street	
				Huntington Ave	
	3,700	T			
	400	R			

10					
	4,100		900		
		R	T	L	
				25th Street	
				Jefferson Ave	
	700	L		T	R
	1,500	T		3,300	300
	800	R			

Legend

x,xxx Average Daily Traffic

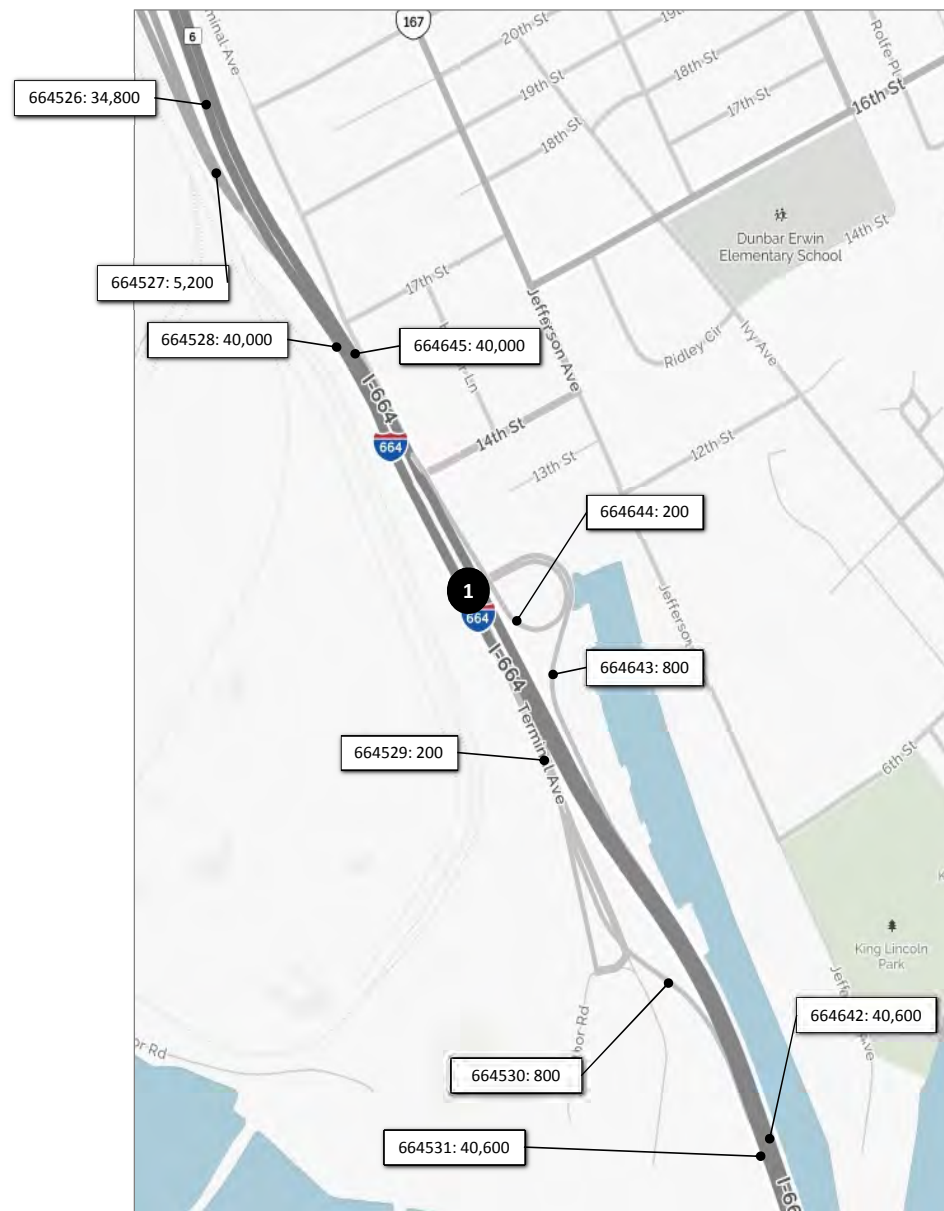
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 3



1	4,000	100	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 4



1			R	200		
			T	10,900		
			L	400		
	R	T	L			
		1,400	L			
		20,200	T			
		900	R			
				L	300	
				T	400	
				R		1,000

2						
			T	11,500		
			L	5,900		
	US 17					
		10,900	T			
		10,300	R			

Legend

x,xxx Average Daily Traffic

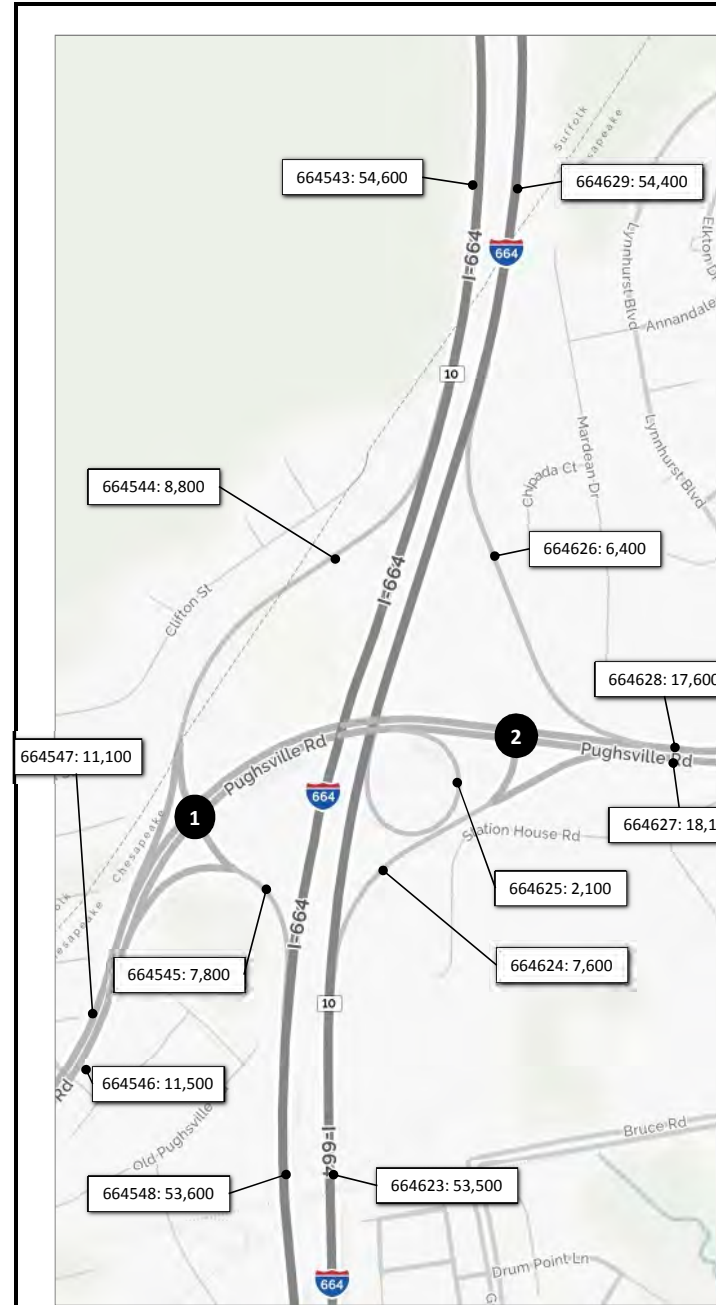
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 5



1	2,800	6,000	T 8,300	Pughsville Road
	R	L	L 5,200	
			8,900 T	
			2,600 R	

2			R 6,400	
			T 11,200	
Pughsville Road		L	R	
		12,800 T	2,300	5,300
		2,100 R		

3	2,500	1,500	T 3,500	Dock Landing Road
	R	L	L 2,100	
			3,200 T	
			2,800 R	

4			R 1,700	
			T 3,900	
Dock Landing Road		L	1,700	2,600
		1,600 L		
		3,100 T		

Legend

x,xxx Average Daily Traffic

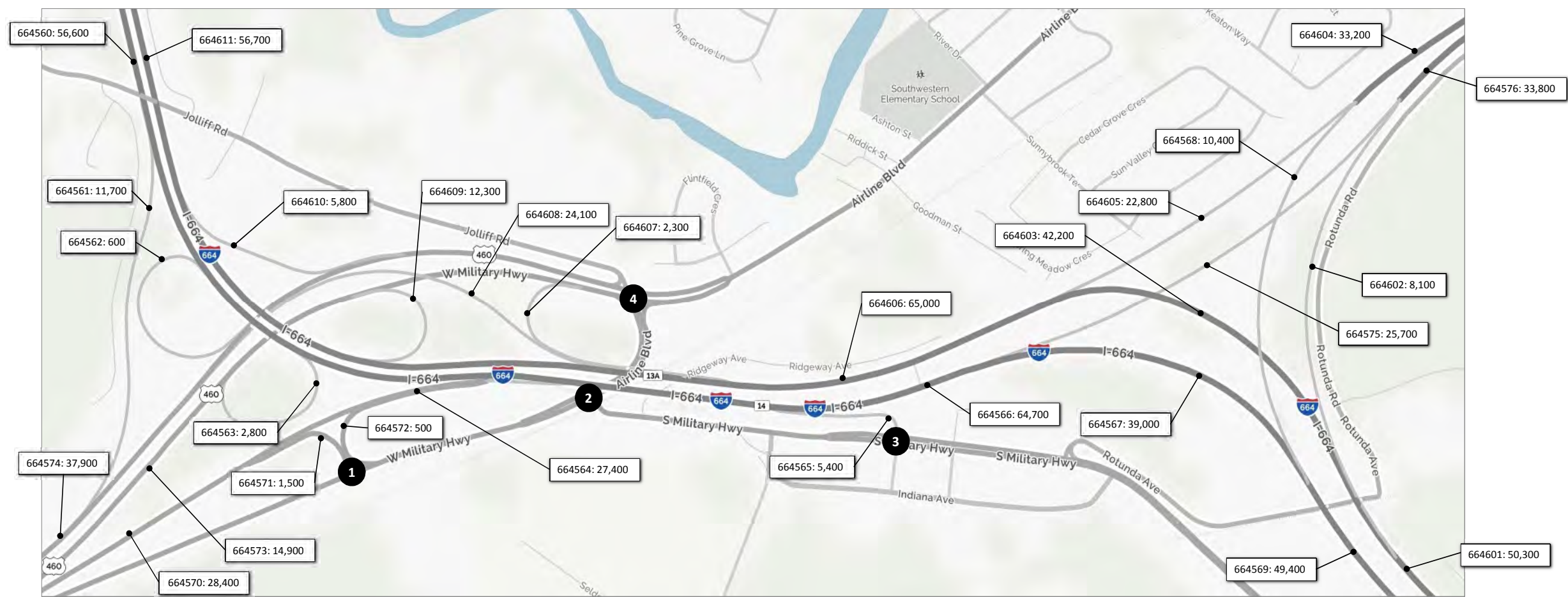
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 6



1			
100	1,400	R 400	
		T 2,200	
R	L		
W. Military Hwy			
100	L		
	3,000	T	

2			
		T 2,100	
		L 3,500	
		L	R
W. Military Hwy			
	2,200	T	
	2,200	R	500
			4,200

3			
100	5,300	T 4,600	
R	L		
S. Military Hwy			
	5,700	T	

4					
1,100	2,500	1,300	R 1,000		
			T 4,000		
			L 1,000		
R	T	L			
Rotunda Rd			L	T	R
	2,100	L			
	3,500	T			
	2,100	R	3,400	1,800	1,200

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
I-664 Corridor**

April 7, 2016

Sheet 7



1				R	30 (20)
				T	395 (970)
US 17			L	35 (50)	
			L	T	R
100 (95)			L		105 (90)
1,455 (1,330)			T	60 (25)	
50 (130)			R	35 (35)	

2				T	460 (1,040)
				L	400 (425)
US 17					
775 (770)			T		
785 (650)			R		

3	825 (1,570)			R	400 (495)
				L	115 (190)
			T	VA 164 Ramp	
			650 (985)		

4	695 (1,300)				
	245 (460)				
			VA 164 Ramp		
			T	650 (985)	110 (90)

5	385 (635)			R	335 (605)
	5 (5)			T	470 (820)
			L	10 (15)	
			L	T	R
420 (460)			L		5 (15)
710 (735)			T	5 (10)	
10 (15)			R	5 (10)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
VA 164 Corridor**

April 7, 2016

Sheet 1



1				
450 (215)	790 (565)	R	105 (350)	
		L	155 (305)	
R	T			
		L	T	
		150 (180)	295 (1,005)	
		Towne Point Road		

2				
535 (705)	410 (165)			
T	L	L	T	R
130 (330)	L	315 (855)		205 (200)
185 (360)	R	Towne Point Road		

3				
310 (195)	580 (405)	20 (10)	R	5 (15)
			T	10 (150)
R	T	L	L	20 (70)
			L	T
		95 (195)	L	295 (30)
		65 (10)	T	620 (505)
		150 (145)	R	325 (285)

4				
520 (475)				
T				
595 (215)	L		T	
435 (450)	R		780 (710)	
		Cedar Lane		

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
 Peak Hour Volumes
 VA 164 Corridor**

April 7, 2016

Sheet 2



1	155 (175)	5 (0)	R	5 (5)
	5 (5)		T	5 (5)
			L	5 (10)
	5 (5)	L	L	T
	5 (5)	T	5 (5)	270 (85)
	5 (5)	R		20 (10)

2	75 (85)	90 (105)	V/G Blvd	R	150 (60)
				T	5 (5)
				L	5 (5)
					Wyatt Dr
			L		R
				0 (0)	145 (40)

3	95 (110)				
			L		VA 164 Ramp
	145 (40)	L			
	0 (0)	T	V/G Blvd		

4			T	80 (280)
			L	45 (80)
			L	R
	125 (60)	T	35 (95)	65 (35)
	460 (95)	R		

5	20 (10)	5 (5)	10 (10)	R	10 (10)
				T	50 (80)
				L	20 (45)
					W Norfolk Rd
	10 (25)	L	L	T	R
	85 (25)	T	55 (270)	5 (10)	65 (35)
	95 (45)	R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
VA 164 Corridor**

April 7, 2016

Sheet 3



1			R	110 (55)
5 (15)	25 (30)	65 (65)	T	175 (235)
R	T	L	L	140 (75)
Cleveland St			L	T
	20 (15)	L		
	285 (245)	T	5 (5)	45 (75)
	10 (10)	R		

2			T	85 (90)
340 (275)		250 (15)		
R		L		
Cleveland St				
	395 (385)	T		

3			R	75 (145)
35 (25)		35 (5)	T	50 (65)
R		L	L	
Cleveland St				
	585 (380)	L		
	60 (20)	T		
		R		

4			R	50 (85)
5 (5)	35 (25)	135 (85)	T	20 (30)
R	T	L	L	40 (95)
Woodrow St				
	5 (0)	L		
	80 (40)	T		
	10 (15)	R		
			1,664 Ramp	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Peak Hour Volumes
VA 164 Corridor**

April 7, 2016

Sheet 4



1			R	200			
			T	10,900			
			L	400			
R	T	L					
	1,400	L	L	T	R		
	20,200	T	300	400	1,000		
	900	R					

2							
			T	11,500			
			L	5,900			
US 17							
10,900	T						
10,300	R						

3							
			R	5,700			
			L	1,500			
18,000							
T			VA 164 Ramp				
			12,200				

4							
			R	5,500			
			L				
14,000							
T			VA 164 Ramp				
			12,200				
			T		R		
			12,200	1,700			

5							
			R	7,300			
			T	10,400			
			L	200			
6,900							
100							
7,000							
R	T	L	L	T	R		
	6,500	L	100	100	100		
	10,600	T	100	100	100		
	200	R					

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 1



1					
4,100	8,700	R	3,300		
		L	3,200		
R	T	<hr/>			
		L	T		
		2,400	9,900		
		Towne Point Road			

2					
8,200	3,700				
		T	L		
		<hr/>			
		L	T	R	
		4,300	8,000	3,100	
		3,000	R		
		Towne Point Road			

3					
2,900	5,300	200			
		R	T	L	
		<hr/>			
		L	T	R	
		1,400	4,000	5,900	1,600
		400			
		1,400	R		

4					
4,900					
		T			
		<hr/>			
		L	T	R	
		4,200	9,300		
		4,600	R		
		Cedar Lane			

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 2



1			R	100	
100	2,100	100	T	100	
			L	200	
R	T	L			
	100	L	L	T	R
	100	T	100	2,000	200
	100	R			

2			R	1,400	
1,200	1,200	V/G Blvd	T	100	
			L	100	
R	T		Wyatt Dr		
			L	T	R
				900	

3			R		
	1,300		T		
			L		
			VA 164 Ramp		
	900	L	L	T	R
		T			
			V/G Blvd		

4			R		
			T	2,600	
			L	800	
			W Norfolk Rd		
	900	T	L	R	
	2,500	R	1,000	600	

5			R	200	
200	100	200	T	1,000	
			L	400	
R	T	L	W Norfolk Rd		
	200	L	L	T	R
	600	T	2,200	100	700
	700	R			

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 3



1			R	800	
200	500	700	T	3,000	
			L	2,000	
R	T	L			
Cleveland St			L	T	R
	300	L			
	3,100	T	100	100	700
	200	R			

2			T	1,300
4,500		1,200		
R		L		
Cleveland St				
	4,500	T		

3			R	1,500
600		400	T	700
R		L		
Cleveland St				
	5,200	L		
	500	T		
		R		

4			R	700
100	2,100	1,800	T	500
			L	1,000
R	T	L		
Woodrow St				
	200	L		
	1,200	T		
	200	R		
			1,664 Ramp	

Legend

x,xxx Average Daily Volumes

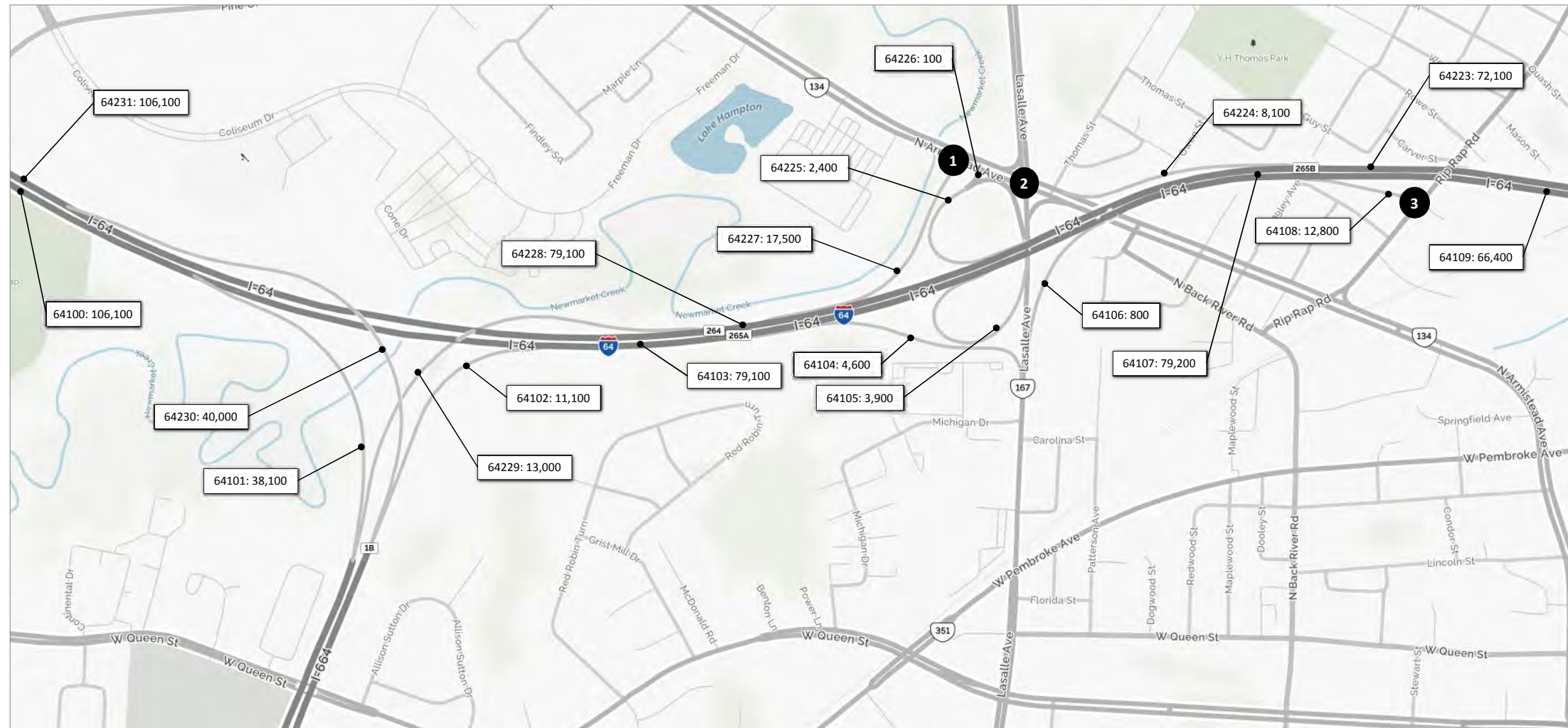
DRAFT

Hampton Roads Crossing Study SEIS

**2028 No Build
Weekday Daily Volumes
VA 164 Corridor**

April 7, 2016

Sheet 4



1						
	R	T	L	R	T	L
				13,400		
				13,300		
<i>Armistead Ave</i>			L	T	R	
						100
		16,300	T			
		4,200	R			

2						
	R	T	L	R	T	L
				2,300		
				14,500		
				800		
<i>Armistead Ave</i>			L	T	R	
		1,100	L			200
		9,300	T		2,000	
		6,000	R		7,700	

3			
	T		T
	3,300		
<i>I-64 Ramp</i>		L	R
	8,700		2,400
	4,100	R	

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-64 Corridor**

March 11, 2016

Sheet 1



1	2,000	3,400	3,800	T	5,300	
				L	1,500	
Settlers Land ing Rd				L		R
		12,600	T			3,200
		2,000	R	900		

2				T	6,800	
				L	5,200	
Settlers Land ing Rd						
		13,100	T			
		6,500	R			

3				R	5,900	
				T	7,800	
Settlers Land ing Rd				L		R
		5,600	L			4,200
		7,500	T	4,200		

4	2,100	100	2,800	T	1,700	
				L	3,100	
S. Mallery St						
		2,100	T			
		1,500	R			

5	1,100	100	3,700	R	3,500	
				T	3,400	
S. Mallery St				L		R
		1,000	L			100
		3,600	T	300	500	
		100	R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-64 Corridor**

March 11, 2016

Sheet 2



1			
	2,700	6,200	T 1,300 L 2,100
	R	L	
	4th View St		
	3,200	T	
	800	R	

2			
			R 6,000 T 2,800
	4th View St		
	2,300	L	L
	7,100	T	R 2,400
			600

3			
	900	10,600	US 460
	R	T	
			L T
			6,900 4,600

Legend

x,xxx Average Daily Traffic

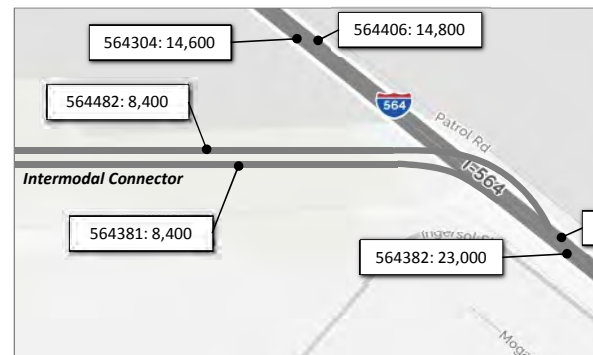
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-64 Corridor**

March 11, 2016

Sheet 3



1		Bainbridge Ave		R	T	L
2,700	5,600					
R	T	Bellinger Blvd		U	L	T
		100	U			
		2,500	L	100	100	5,500



Legend

x,xxx Average Daily Traffic

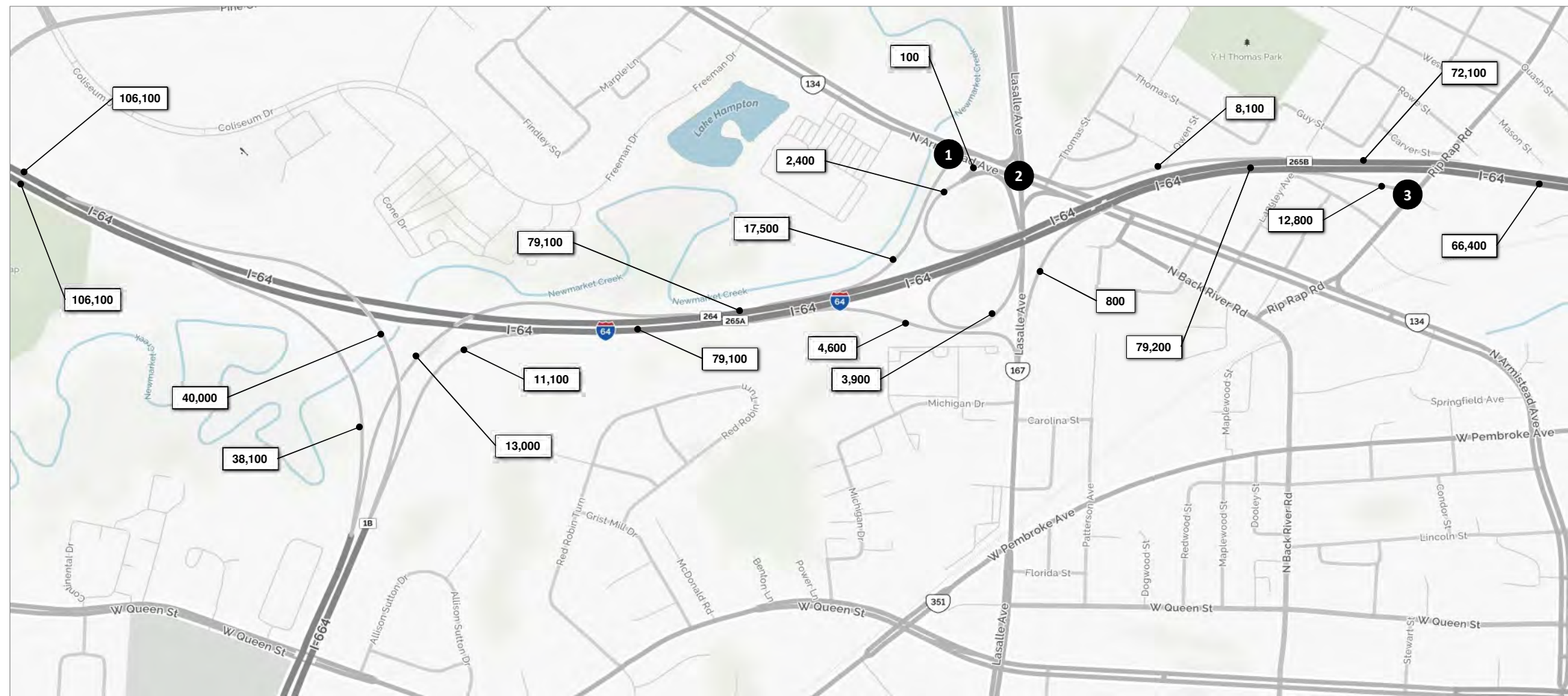
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-64 Corridor**

March 11, 2016

Sheet 4



1			<i>R</i>		
	<i>T</i>	<i>L</i>	<i>T</i>	13,400	
			<i>L</i>	13,300	
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>
					100
	16,300	<i>T</i>			
	4,200	<i>R</i>			

2			<i>R</i>	2,300	
	<i>T</i>	<i>L</i>	<i>T</i>	14,500	
			<i>L</i>	800	
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>
					200
	1,100	<i>L</i>			
	9,300	<i>T</i>	7,700	2,000	
	6,000	<i>R</i>			

3					
	<i>T</i>				
<i>I-64 Ramp</i>			<i>L</i>		<i>T</i>
	8,700				2,400
	4,100	<i>R</i>			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

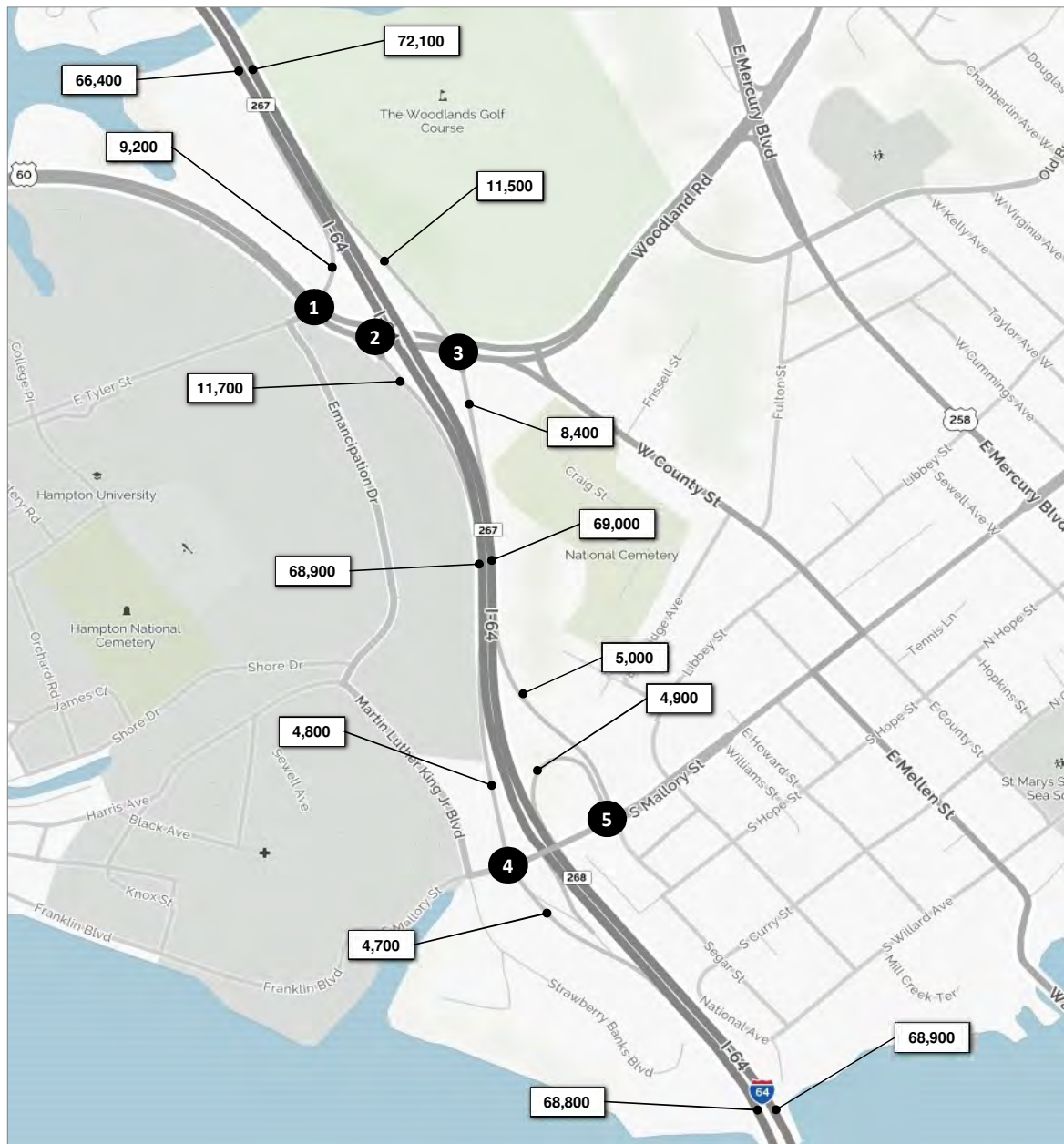
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-64 Corridor**

March 11, 2016

Sheet 1



1	2,000	3,400	3,800	T 5,300	
	R	T	L	L 1,500	R
Settlers Land ing Rd				900	3,200
		12,600	T		
		2,000	R		

2				T 6,800	
Settlers Land ing Rd				L 5,200	
		13,100	T		
		6,500	R		

3				R 5,900	
Settlers Land ing Rd				T 7,800	
		5,600	L		
		7,500	T	4,200	4,200

4	2,100	100	2,600	T 1,700	
	R	T	L	L 3,100	
S. Mallory St					
		2,100	T		
		1,500	R		

5	1,100	100	3,700	R 3,500	
	R	T	L	T 3,400	
S. Mallory St				L 100	
		1,000	L		
		3,600	T	300	500
		100	R		100

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

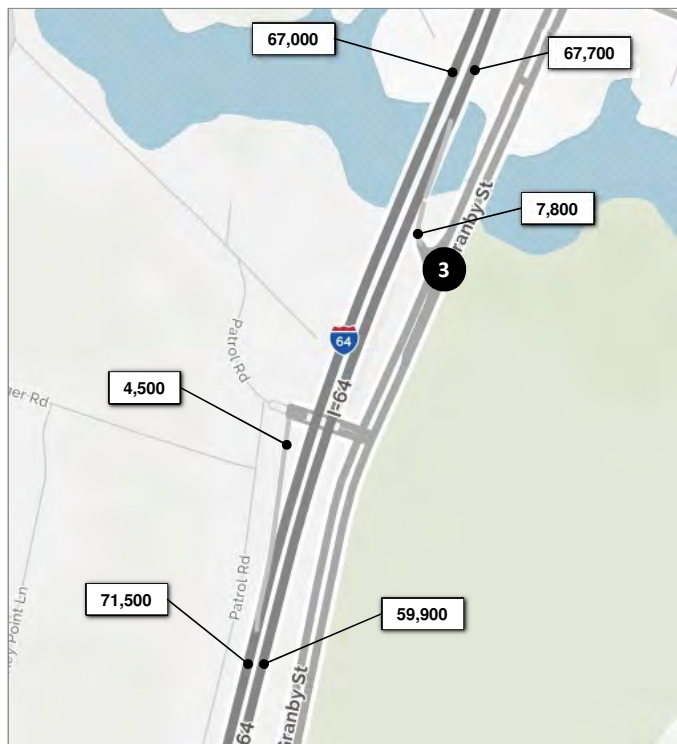
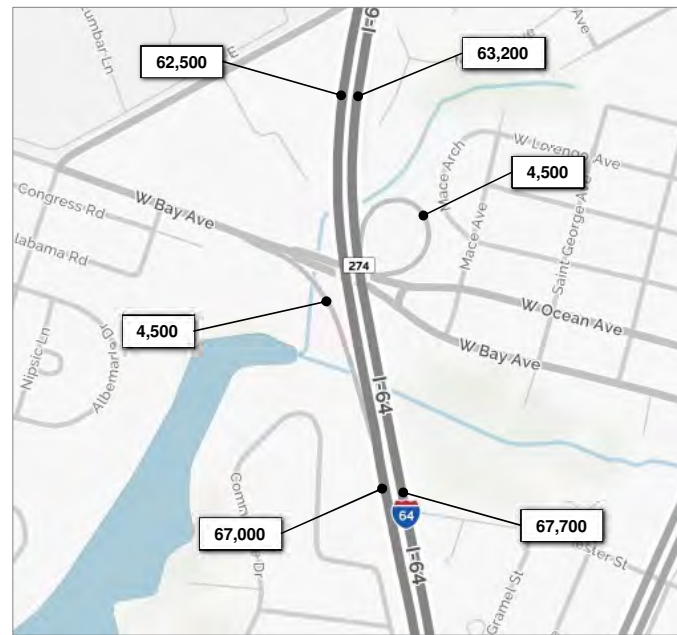
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-64 Corridor**

March 11, 2016

Sheet 2



1	2,700	6,200	T 1,300
	R	L	L 2,100
4th View St			
	3,200	T	
	800	R	

2			R 6,000
			T 2,800
4th View St			
	2,300	L	L
	7,100	T	R 2,400
			600

3	900	10,600	US 460
	R	T	L T
			L 6,900
			T 4,600

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

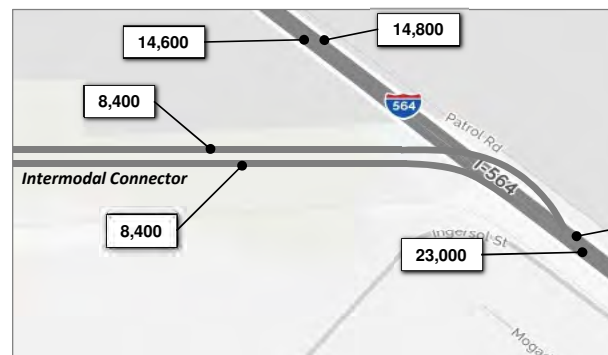
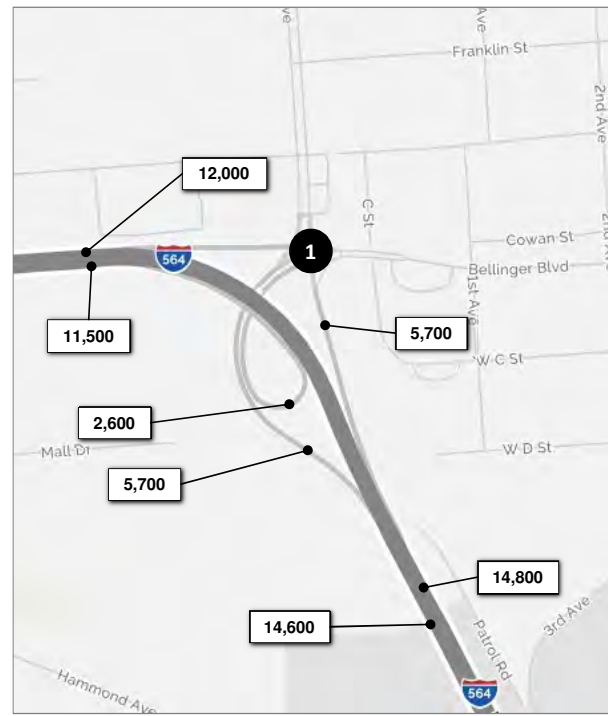
DRAFT

Hampton Roads Crossing Study SEIS

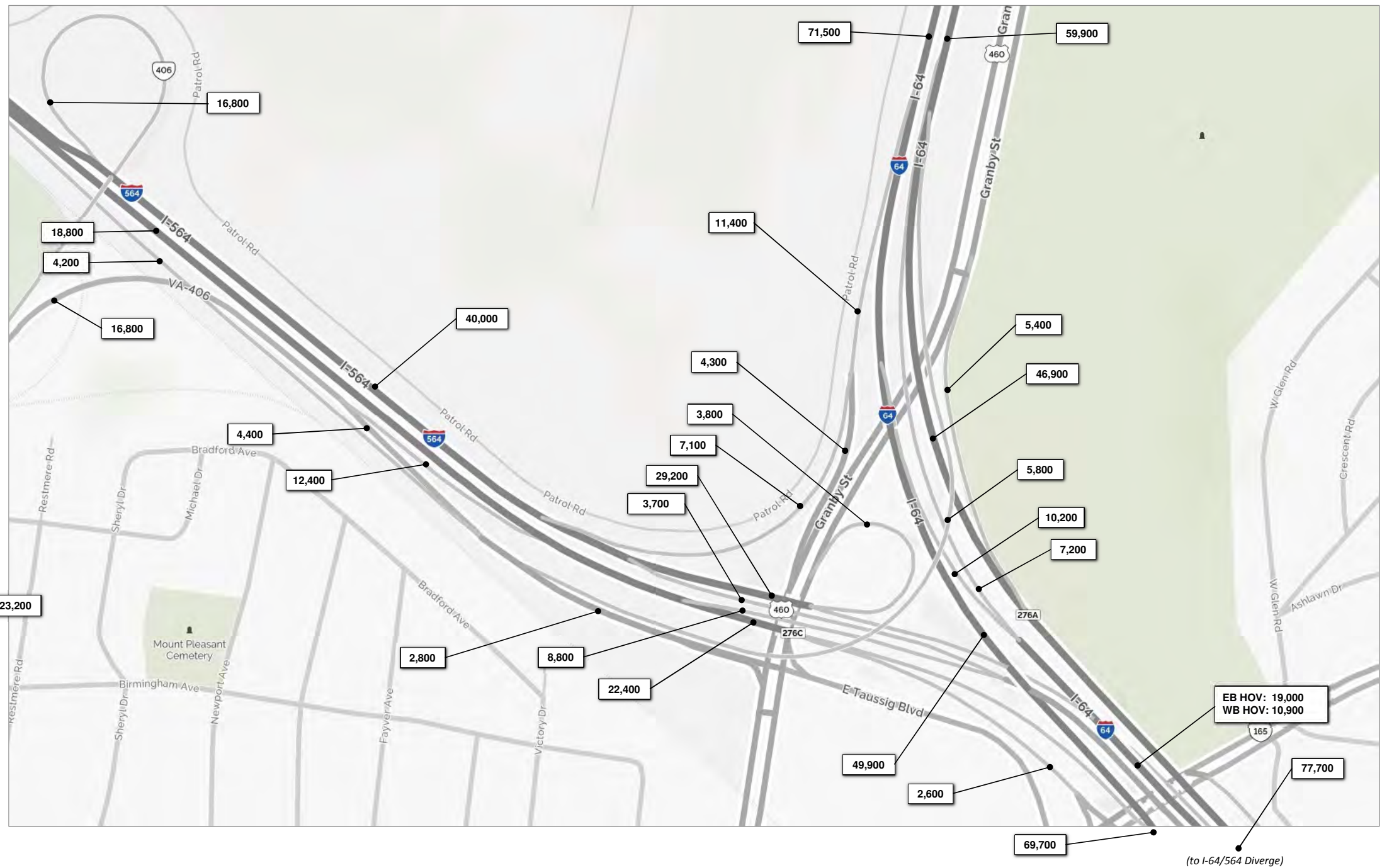
**2040 Alternative A
Weekday Daily Volumes
I-64 Corridor**

March 11, 2016

Sheet 3



1					
	2,700	5,600	Bainbridge Ave	R	T
				L	
			Bellinger Blvd	U	L
		100			T
		2,500	U		
			L		
				100	
					100
					5,500



Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

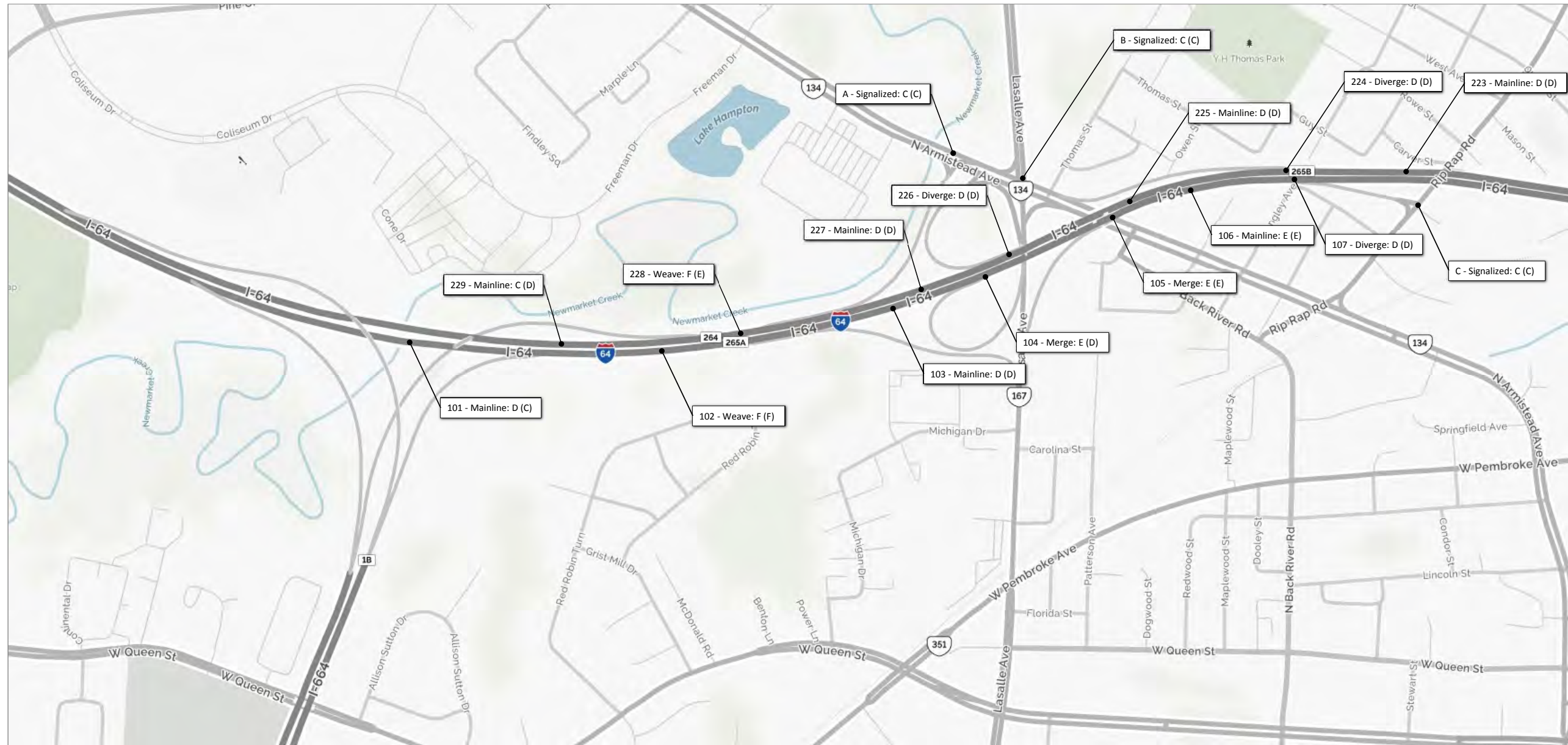
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-64 Corridor**

March 11, 2016

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound
 200 series I-64 Westbound
 300 series I-564 Eastbound
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
 I-64 Corridor**

March 14, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
I-64 Corridor**

March 14, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

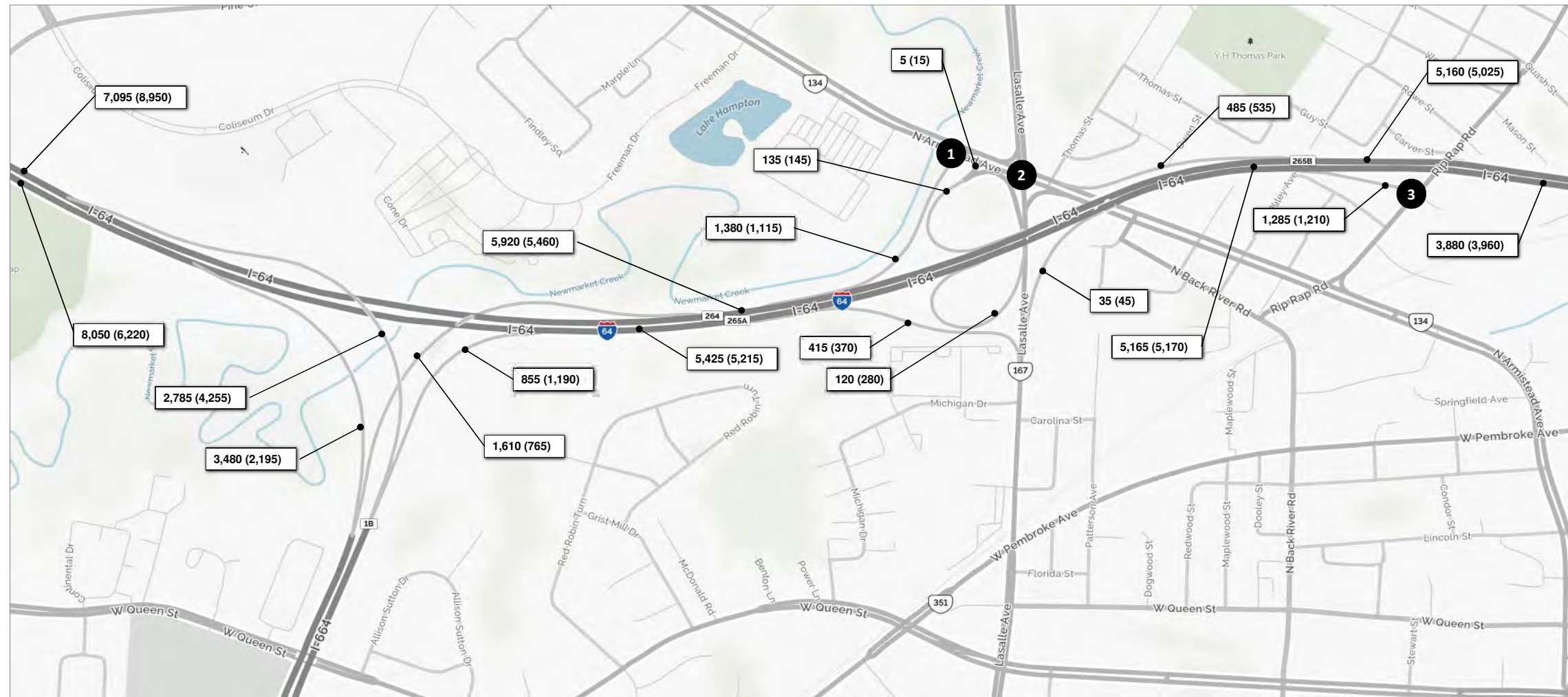
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
I-64 Corridor**

March 14, 2016

Sheet 3



1					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
				855 (1,235)	
				1,035 (875)	
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>
					5 (15)
	860 (1,200)		<i>T</i>		
	345 (240)		<i>R</i>		

2					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
				220 (140)	
				910 (1,220)	
				45 (65)	
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>
					5 (40)
	45 (75)		<i>L</i>	160 (160)	
	560 (655)		<i>T</i>	545 (610)	
	255 (470)		<i>R</i>		

3					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
<i>I-64 Ramp</i>			<i>L</i>	<i>R</i>	<i>T</i>
					120 (245)
	745 (840)		<i>L</i>		
	540 (370)		<i>R</i>		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Peak Hour Volumes
I-64 Corridor**

March 11, 2016

Sheet 1



1					
	R	T	L	T	R
35 (60)		335 (225)	270 (315)	490 (545)	215 (65)
Settlers Land ing Rd				L	R
		1,115 (1,455)	310 (115)	30 (125)	90 (400)

2				T	L
Settlers Land ing Rd				705 (610)	300 (200)
		665 (1,330)	810 (840)		

3				R	T
Settlers Land ing Rd				575 (285)	790 (505)
		120 (600)	545 (730)	L	R
				215 (305)	215 (380)

4				T	L
S. Mallory St				290 (50)	465 (330)
	R	T	L		
95 (20)		5 (10)	50 (85)	80 (335)	145 (345)

5				R	T	R
S. Mallory St				260 (220)	540 (310)	5 (5)
	R	T	L	L	T	R
200 (40)		0 (0)	230 (305)	15 (30)	60 (35)	
		30 (205)				
		95 (205)				
		5 (10)				

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative A
Peak Hour Volumes
I-64 Corridor
 March 11, 2016 Sheet 2



1	280 (80)	280 (345)	T	110 (110)
	R	L	L	245 (100)
4th View St				
	65 (625)	T		
	60 (70)	R		

2			R	535 (525)
			T	295 (170)
4th View St				
	40 (485)	L	L	R
	315 (685)	T	60 (40)	95 (90)

3	90 (70)	1,070 (740)	US 460	
	R	T	L	T
			435 (555)	180 (335)

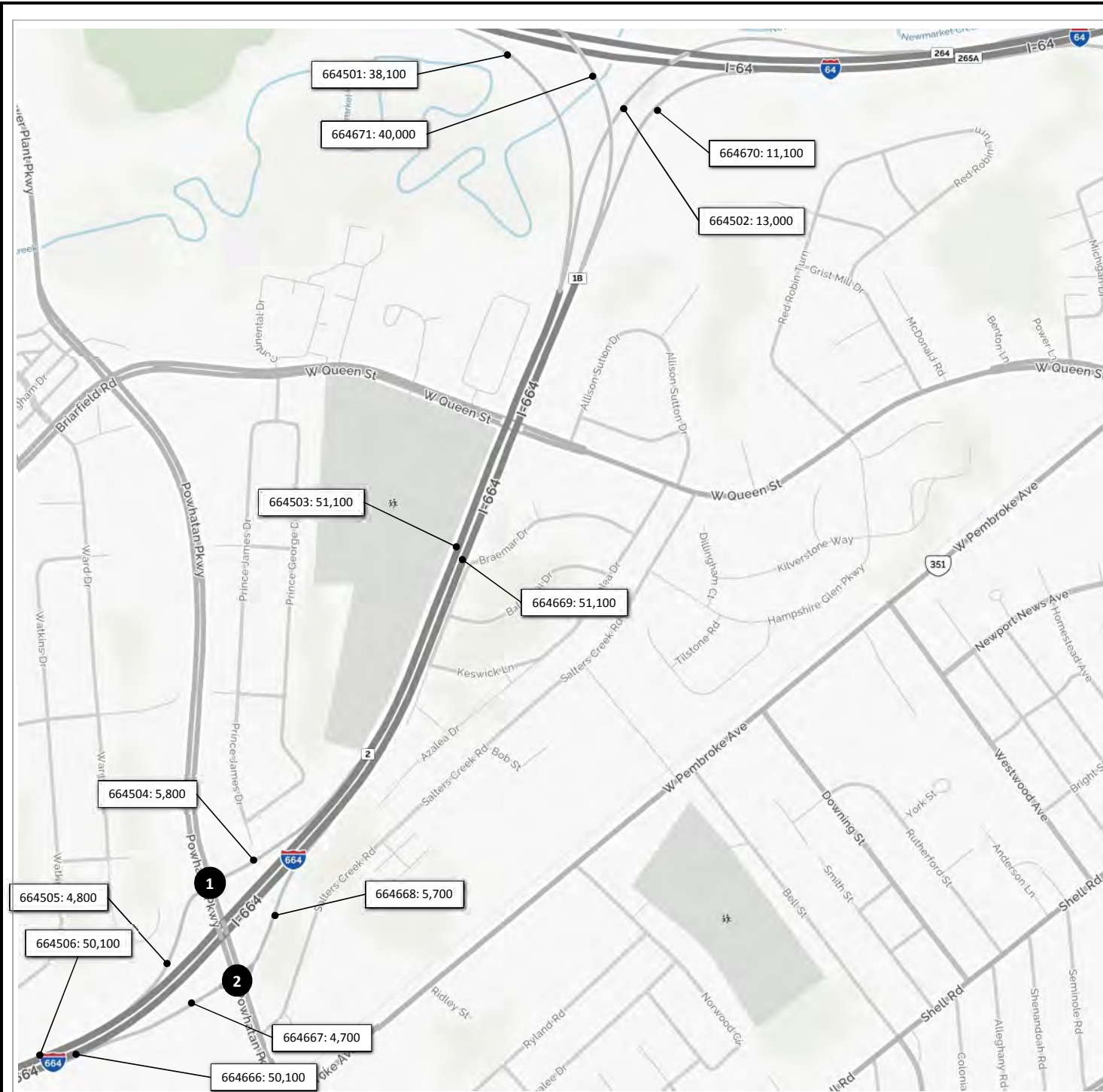
Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative A
Peak Hour Volumes
I-64 Corridor

March 11, 2016

Sheet 3



1			
R	1,200	L	4,600
		T	5,900
		L	2,800
		Powhatan Pkwy	
		L	700
		T	9,000
		I-664 Ramp	
		T	5,100
		R	2,000

2			
		L	5,000
		T	6,600
		I-664 Ramp	
		L	2,100
		R	2,600
		Powhatan Pkwy	
		L	700
		T	9,000

Legend

x,xxx Average Daily Traffic

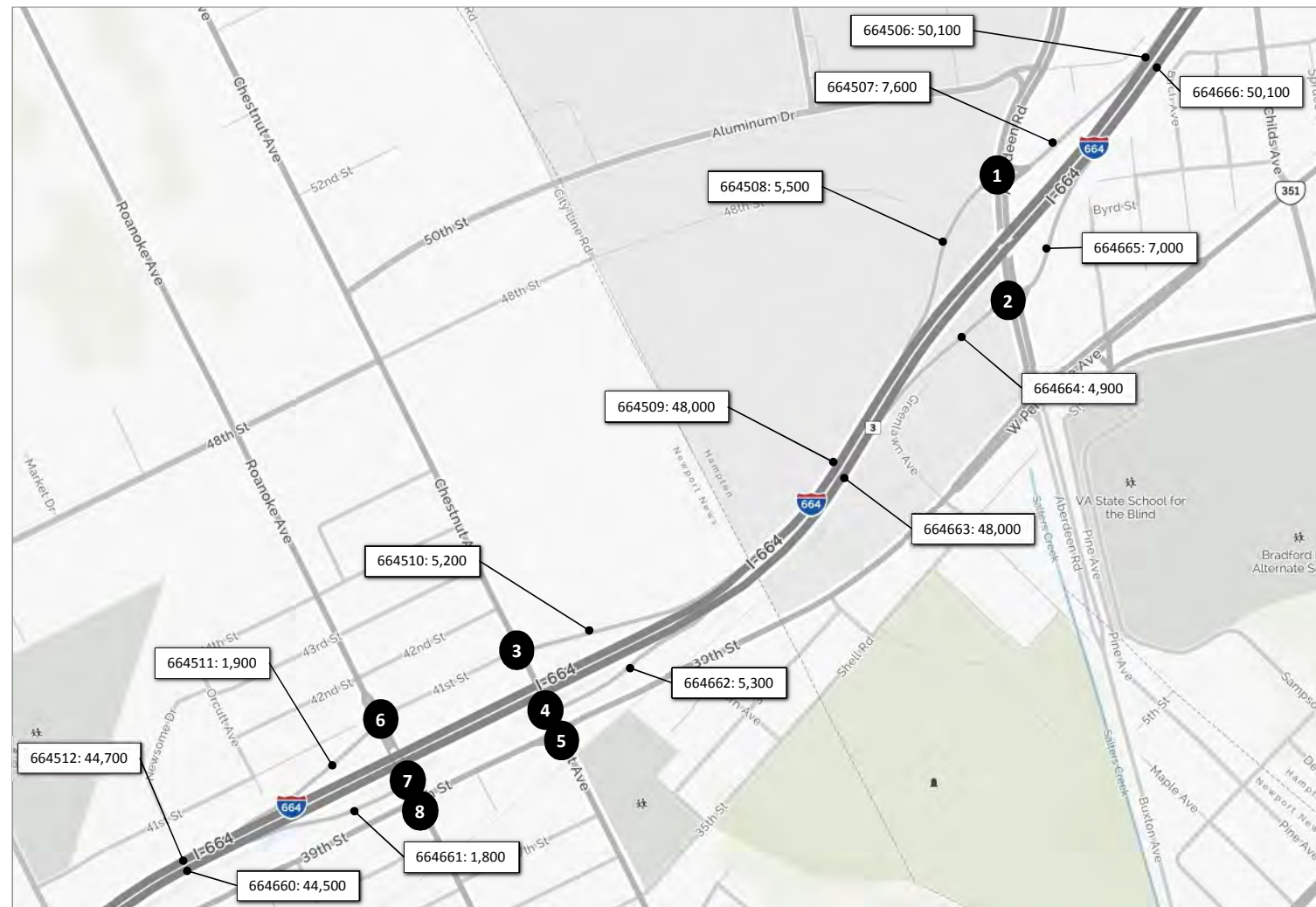
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 1



1					
5,500		2,100	T	10,500	
R	T	L	L	1,100	
			Aberdeen Road		
11,600		T			
4,400		R			

2					
			I-64 Ramp	R	2,400
			Aberdeen Road	T	7,400
			L	R	
4,600		L	L	4,200	
9,100		T	T	700	

3					
2,000		3,200	R	2,500	
R	T	L	T		
Chestnut Avenue			L	T	R
		L			
4,400		T			
300		R			200

4					
			R	3,900	
			T	2,500	
			L		
			Chestnut Avenue		
			L	T	R
1,400		L			
6,400		T			
		R			

5					
800		2,900	R	500	
R	T	L	T	3,100	
Chestnut Avenue			L	400	
		L	L	T	R
800		L			
3,200		T	2,500	2,900	400
2,400		R			

6					
100		100	R	200	
R	T	L	T	1,800	
Roanoke Avenue			L	400	
		L	L	T	R
		L			
600		T			
1,400		R			

7					
			R	1,200	
			L		
			Roanoke Avenue		
			L	T	R
		L			
		L	1,200		
700		T			
		R			600

8					
300		4,900	R	500	
R	T	L	T	600	
Roanoke Avenue			L	300	
		L	L	T	R
		L			
200		L			
700		T	300	4,900	400
400		R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 2



1					
400	11,300	T	3,900	35th Street	
R	T	L	7,900		
				Huntington Ave	

6					
4,900	400	R	700	36th Street	
T	L	L	200		
				Jefferson Ave	
4,700	700	T	5,100	200	
200	R	R			

2					
9,100	10,100			34th Street	
T	L				
				Huntington Ave	
5,700	400	T	R		

7					
5,100	200			35th Street	
T	L	T	R		
				Jefferson Ave	
700	500	L	T	4,600	200
300	R	R			

3						
500	9,500	600	R	500	28th Street	
R	T	L	T	600		
				Huntington Ave		
500	400	T	R			

8						
4,700	900			27th Street		
T	L	T	R			
				Jefferson Ave		
1,800	800	L	T	3,100		
900	R	R				

4					
1,400	11,100	T	5,700	26th Street	
R	T	L	3,300		
				Huntington Ave	

9						
1,200	4,400	Jefferson Ave	R	500	26th Street	
R	T	L	T	2,100		
				L		
				1,500	2,600	

5						
1,800	100	9,700			23rd Street	
R	T	L				
				Huntington Ave		
5,600	400	T	R			

10						
3,900	1,200			25th Street		
R	T	L	T	R		
				Jefferson Ave		
1,000	2,200	L	T	3,100	300	
1,000	R	R				

Legend

x,xxx Average Daily Traffic

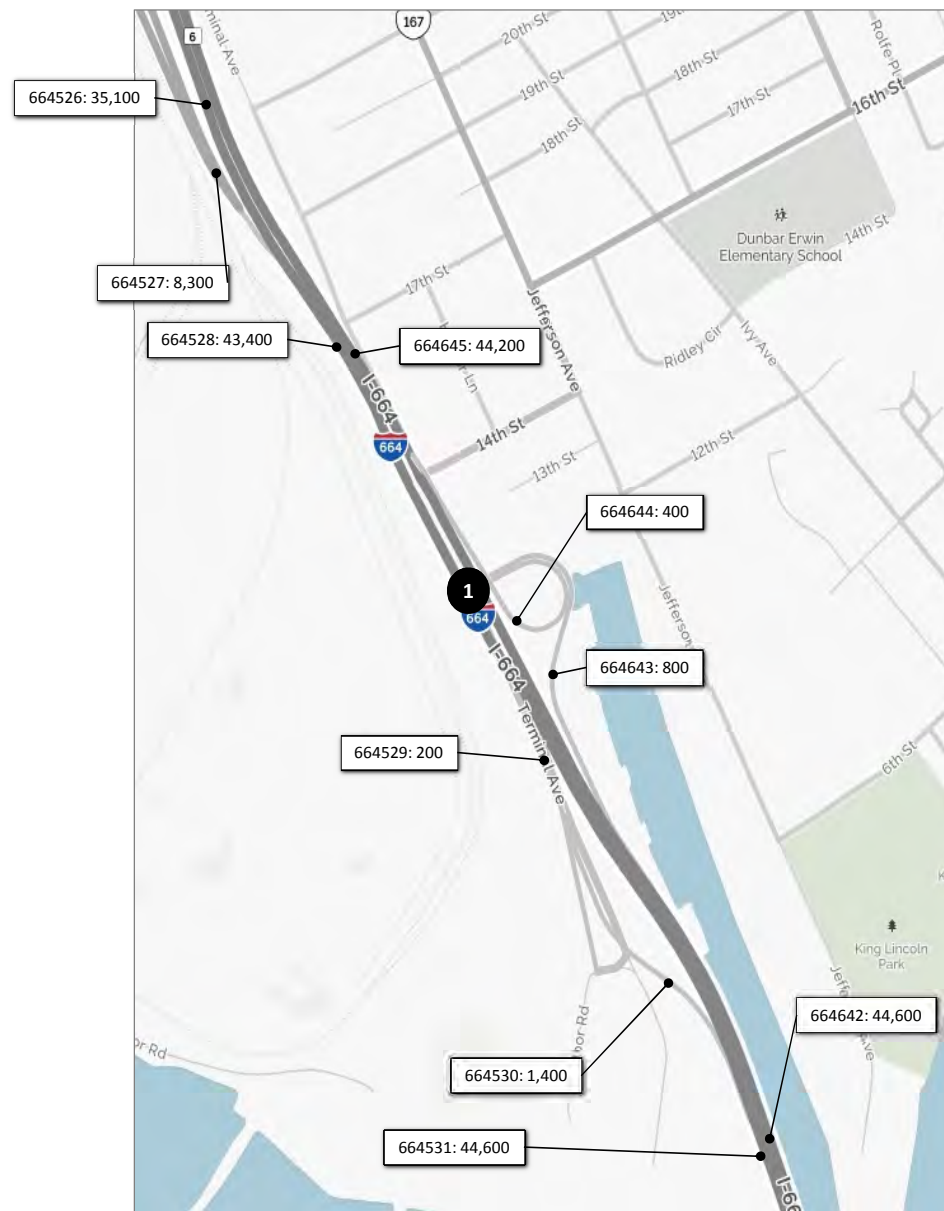
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 3



1	4,000	300	R 600
	T	L	L 200
		Terminal Ave	T 400
			R 100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 4



1			R	200	
			T	13,000	
			L	400	
R	T	L			
	1,400	L			
	24,000	T			
	900	R			
			L	T	R
			300	400	1,000

2			T	13,600	
			L	6,500	
US 17					
	13,000	T			
	12,000	R			

Legend

x,xxx Average Daily Traffic

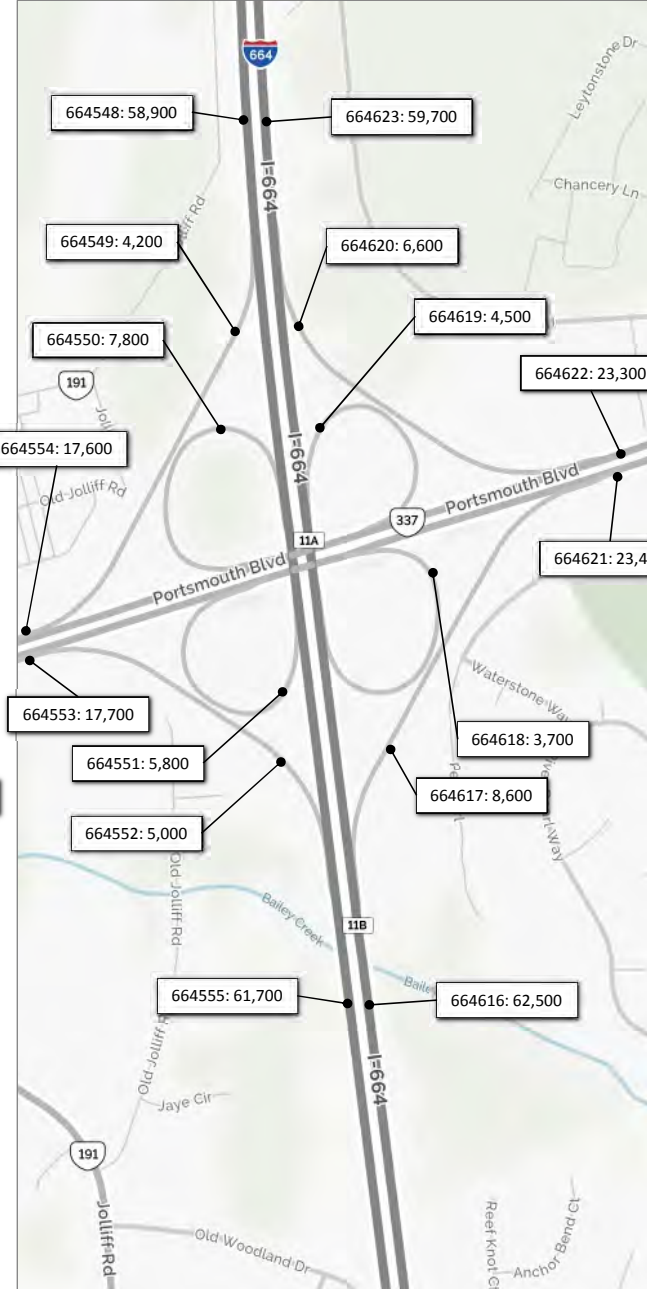
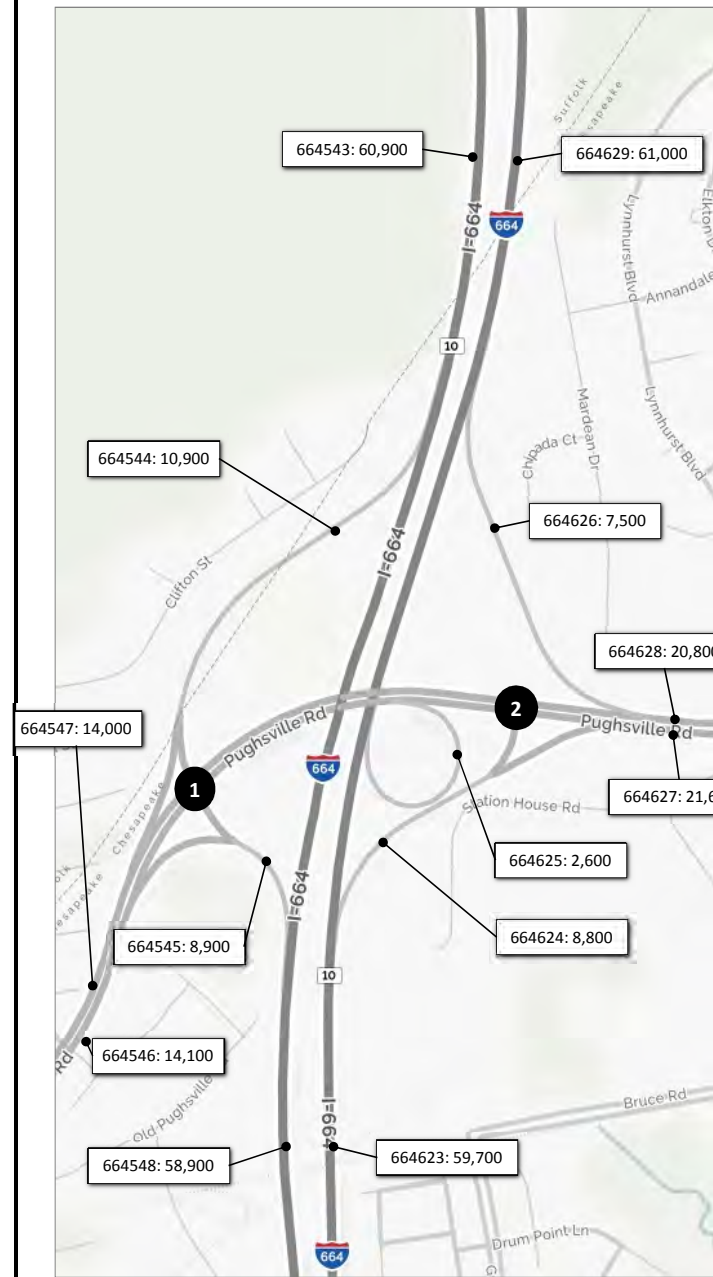
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 5



1	3,700	7,200	T 10,300	
	R	L	L 5,800	
			Pughsville Road	
		11,000	T	
		3,100	R	

2			R 7,500	
			T 13,300	
			L	R
Pughsville Road			2,800	6,000
		15,600	T	
		2,600	R	

3	3,100	1,900	T 4,500	
	R	L	L 2,400	
			Dock Landing Road	
		4,100	T	
		3,400	R	

4			R 2,100	
			T 4,800	
			L	R
Dock Landing Road			2,100	3,000
		2,000	L	
		4,000	T	

Legend

x,xxx Average Daily Traffic

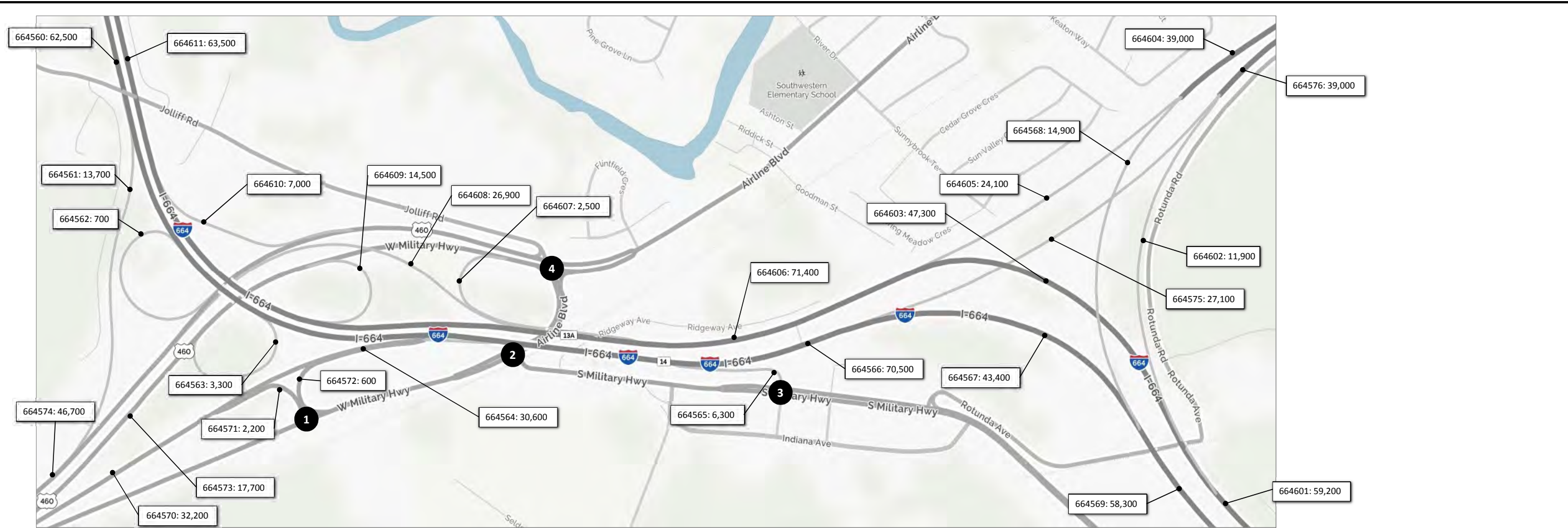
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 6



1			
100	2,100	R 500	
		T 3,500	
R	L		
W. Military Hwy			
100	L		
4,400	T		

2			
		T 3,200	
		L 3,800	
		L	R
		W. Military Hwy	
		6,300	T
		200	R
		800	4,300

3			
100	6,200	T 5,000	
R	L		
S. Military Hwy			
		4,000	T

4					
1,200	3,100	1,500	R 1,100		
			T 5,200		
			L 1,300		
			L	T	R
			2,300	L	
			4,100	T	
			2,600	R	
			7,400	1,700	1,500

Legend

x,xxx Average Daily Traffic

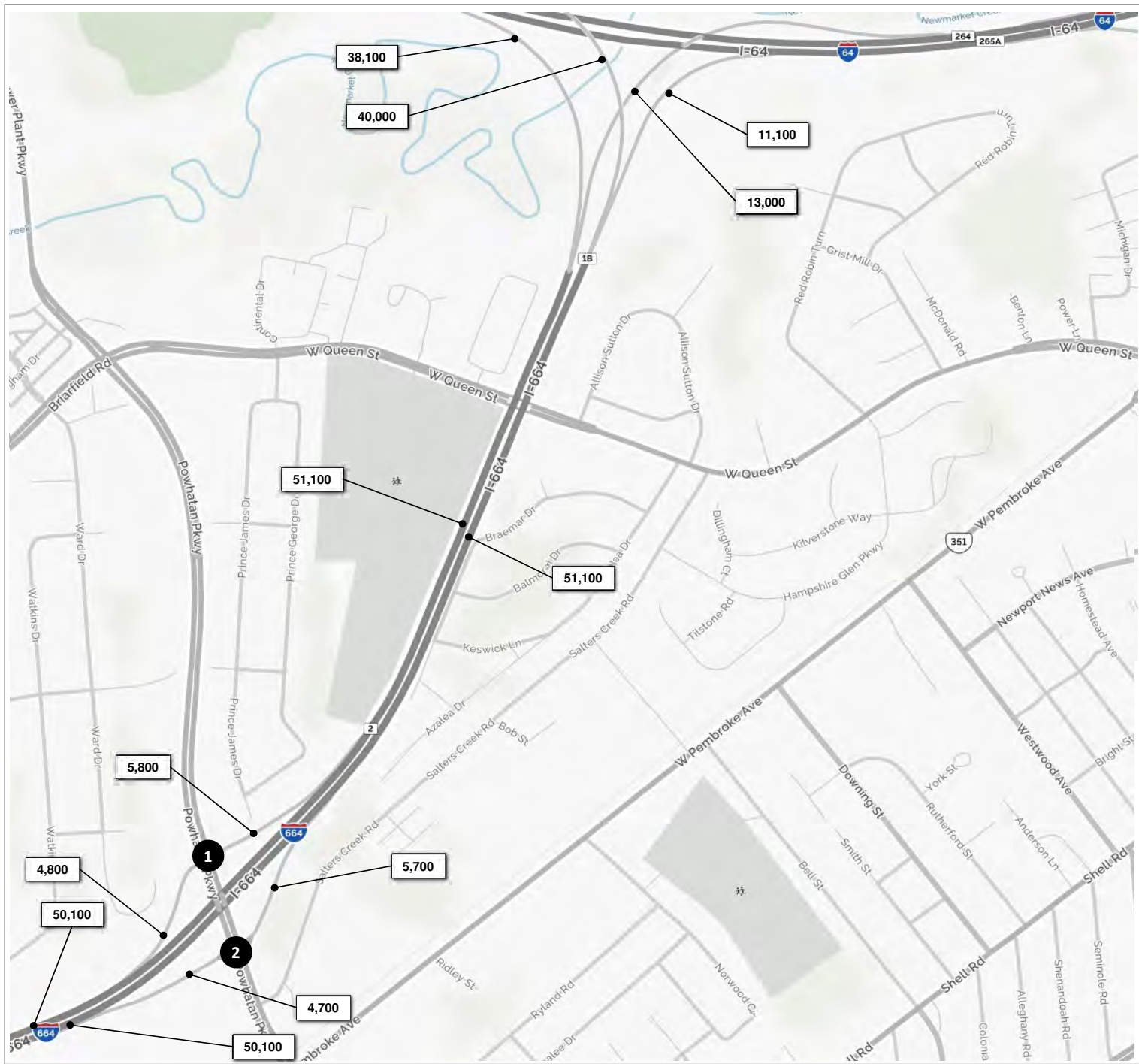
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 7



1				
	1,200	4,600	T 5,900	
R		L	L 2,800	
			Powhatan Pkwy	
	5,100	T		
	2,000	R		
			I-664 Ramp	

2					
		I-664 Ramp	R 5,000		
			T 6,600		
		Powhatan Pkwy			
	700	L	L	R	
	9,000	T	2,100	2,600	

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 1



1					
5,500		2,100	T	10,500	
R	T	L	L	1,100	
			Aberdeen Road		
	11,600	T			
	4,400	R			
			I-664 Ramp		

2					
			I-64 Ramp	R	2,400
				T	7,400
			Aberdeen Road		
	4,600	L	L	R	
	9,100	T	4,200	700	

3					
2,000		3,200	R	2,500	
R	T	L	L		
			Chestnut Avenue		
		L			
	4,400	T			
	300	R			200

4					
			R	3,900	
			T	2,500	
			L		
			Chestnut Avenue		
	1,400	L	L	T	R
	6,400	T			
		R			

5					
800		2,900	R	500	
R	T	L	T	3,100	
			Chestnut Avenue		
			L	400	
	800	L	L	T	R
	3,200	T		2,900	
	2,400	R	2,500	2,900	400

6					
100		100	R	200	
R	T	L	T	1,800	
			Roanoke Avenue		
			L	400	
		L	L	T	R
	600	T			
	1,400	R			

7					
			R	1,200	
			L		
			Roanoke Avenue		
			L	T	R
		L			
	700	T	1,200		
		R			600

8					
300		4,900	R	500	
R	T	L	T	600	
			Roanoke Avenue		
			L	300	
		L	L	T	R
	200	L			
	700	T	300	4,900	400
	400	R			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 2



1					
	400	11,300		T	3,900
R			T	L	7,900
35th Street					
Huntington Ave					

2					
		9,100	10,100		
		T	L		
34th Street					
Huntington Ave					
		5,700	T		
		400	R		

3					
	500	9,500	600	R	500
R			L	T	600
28th Street					
Huntington Ave					
		500	T		
		400	R		

4					
	1,400	11,100		T	5,700
R			T	L	3,300
26th Street					
Huntington Ave					

5					
	1,800	100	9,700		
R		T	L		
23rd Street					
Huntington Ave					
		5,600	T		
		400	R		

6					
	4,900	400		R	700
			L	T	200
36th Street					
Jefferson Ave					
		4,700	L		
		700	T		
		200	R		
				T	5,100
				R	200

7					
	5,100	200			
		T	L		
35th Street					
Jefferson Ave					
		700	L		
		500	T		
		300	R		
				T	4,600
				R	200

8					
	4,700	900			
		T	L		
27th Street					
Jefferson Ave					
		1,800	L		
		800	T		
		900	R		
				T	3,100

9					
	1,200	4,400		R	500
R			T	L	2,100
26th Street					
Jefferson Ave					
			L		
			T		
			R		
				L	1,500
				T	2,600

10					
	3,900	1,200			
		T	L		
25th Street					
Jefferson Ave					
		1,000	L		
		2,200	T		
		1,000	R		
				T	3,100
				R	300

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

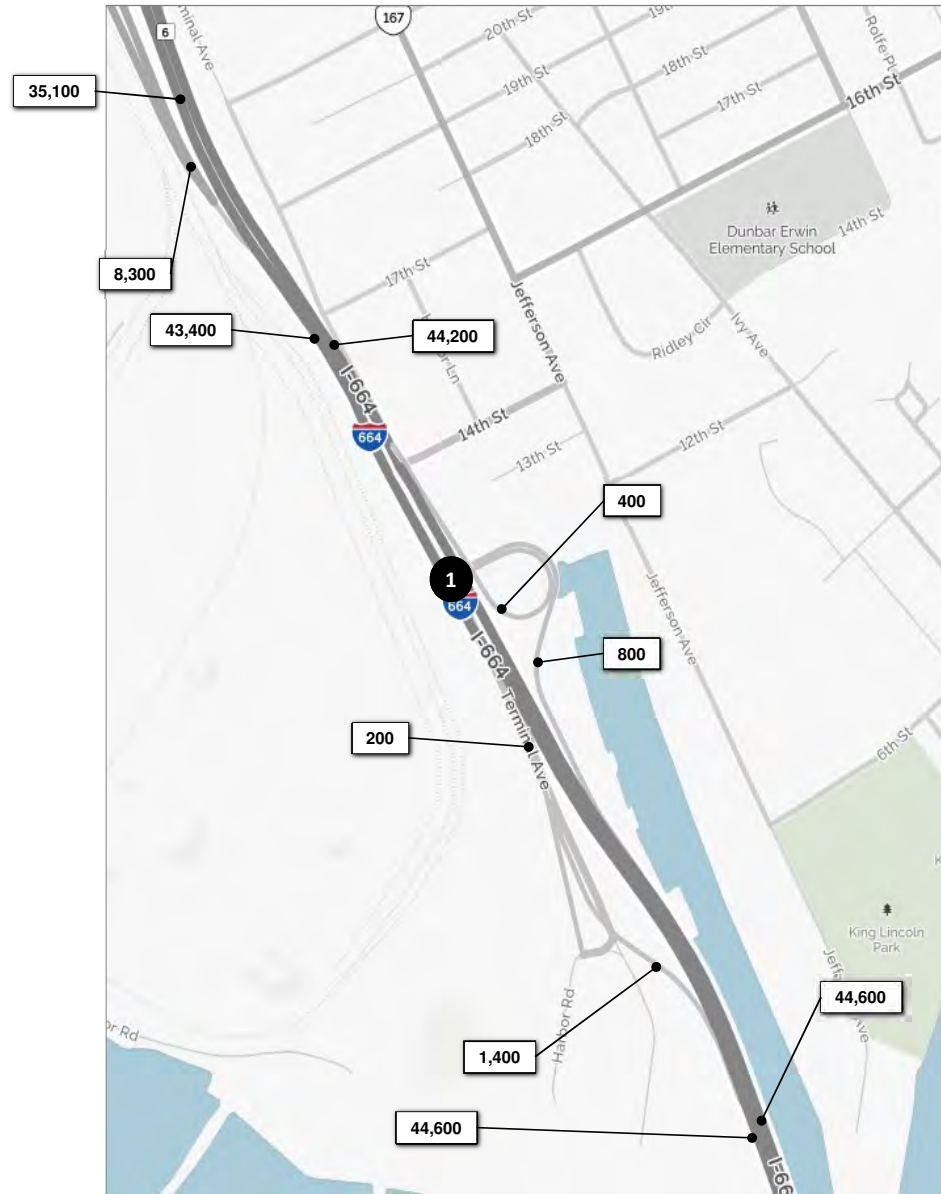
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 3



1	4,000	300	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 4



1			<i>R</i>	200		
	<i>T</i>			13,000		
	<i>L</i>			400		
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>	
	1,400	<i>L</i>				
	24,000	<i>T</i>	300	400	1,000	
	900	<i>R</i>				

2			<i>T</i>	13,600	
<i>US 17</i>			<i>L</i>	6,500	
	13,000	<i>T</i>			
	12,000	<i>R</i>			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

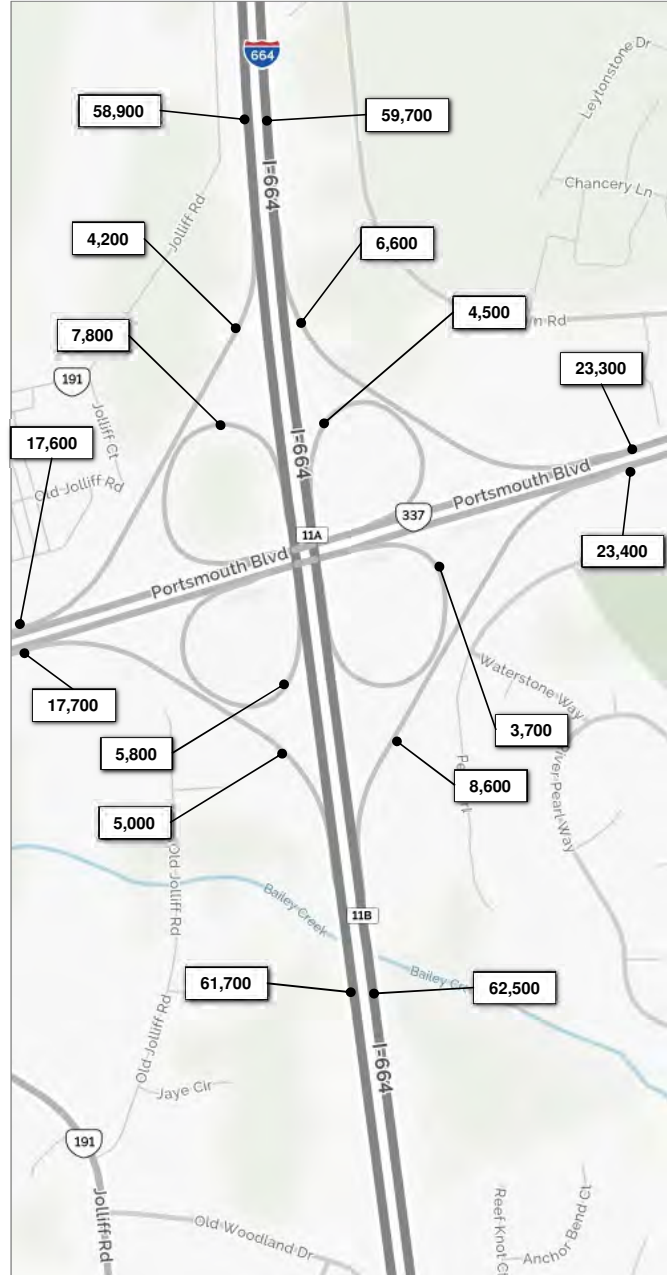
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 5



1	3,700	7,200	T 10,300	
	R	L	L 5,800	
			Pughsville Road	
			11,000 T	
			3,100 R	

2			R 7,500	
			T 13,300	
Pughsville Road			L	R
			15,600 T	2,800
			2,600 R	6,000

3	3,100	1,900	T 4,500	
	R	L	L 2,400	
			Dock Landing Road	
			4,100 T	
			3,400 R	

4			R 2,100	
			T 4,800	
Dock Landing Road			L	R
			2,000 L	3,000
			4,000 T	2,100

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 6



1			
100	2,100	R 500	
		T 3,500	
R	L		
W. Military Hwy			
100	L		
	4,400	T	

2			
		T 3,200	
		L 3,800	
W. Military Hwy		L	R
	6,300	T	4,300
	200	R	800

3			
100	6,200	T 5,000	
R	L		
S. Military Hwy			
	4,000	T	

4					
1,200	3,100	1,500	R 1,100		
			T 5,200		
			L 1,300		
R	T	L			
		L	L	T	R
	2,300	L	7,400	1,700	1,500
	4,100	T			
	2,600	R			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

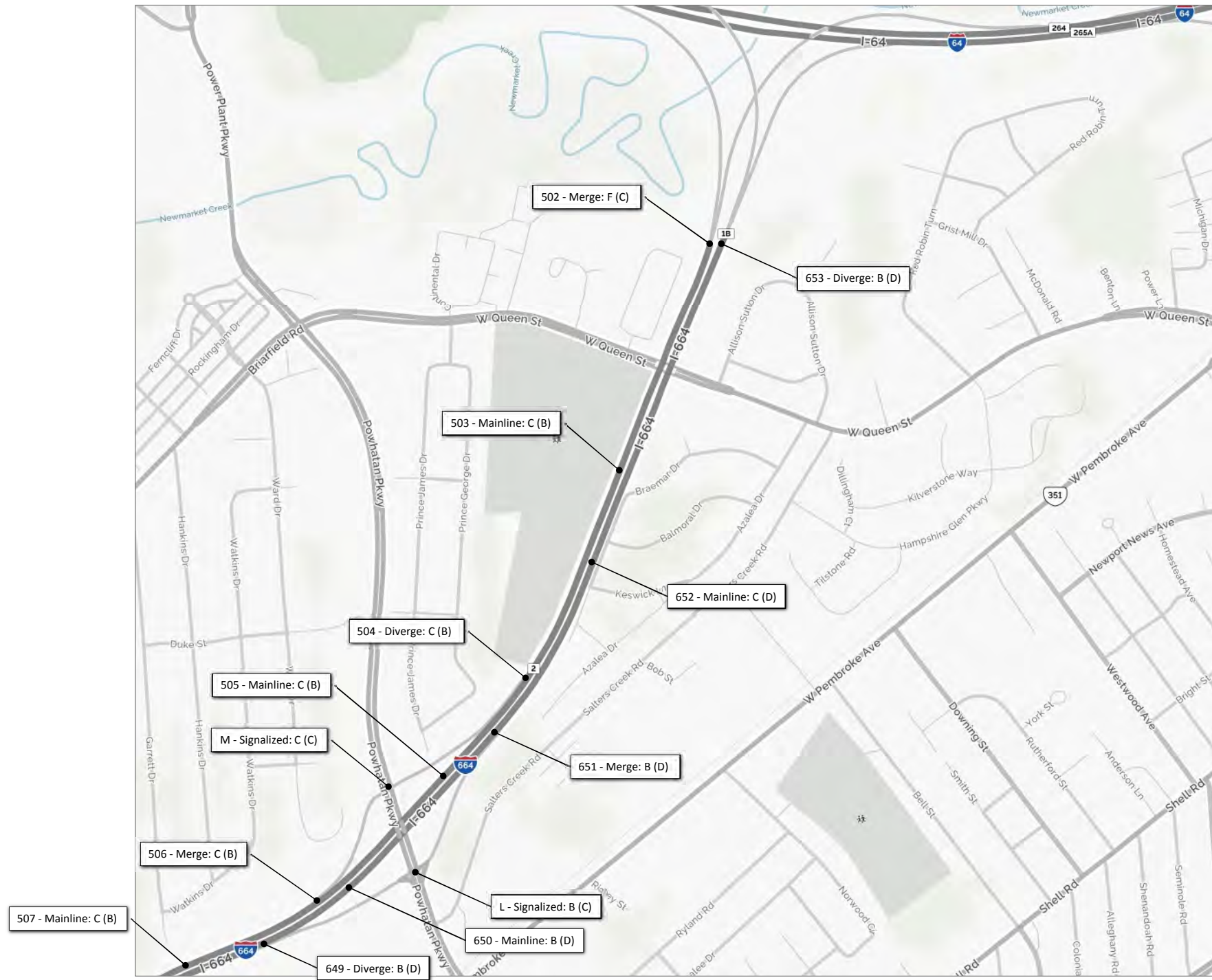
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
I-664 Corridor**

March 11, 2016

Sheet 7



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
 I-664 Corridor**

March 14, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service
 Numbered items correspond to freeway segments, evaluated using HCS
 500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound
 Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
 I-664 Corridor**

March 14, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

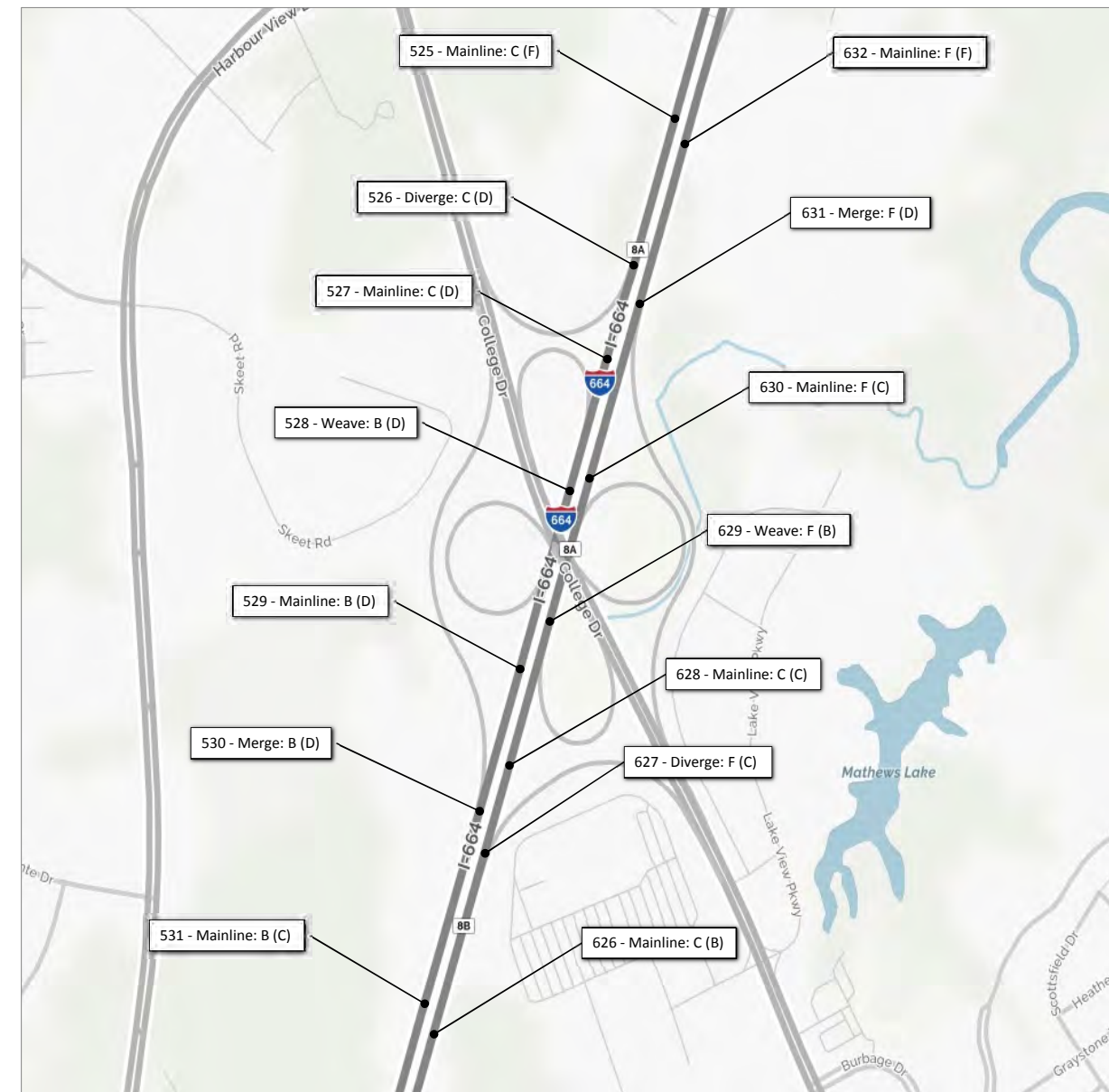
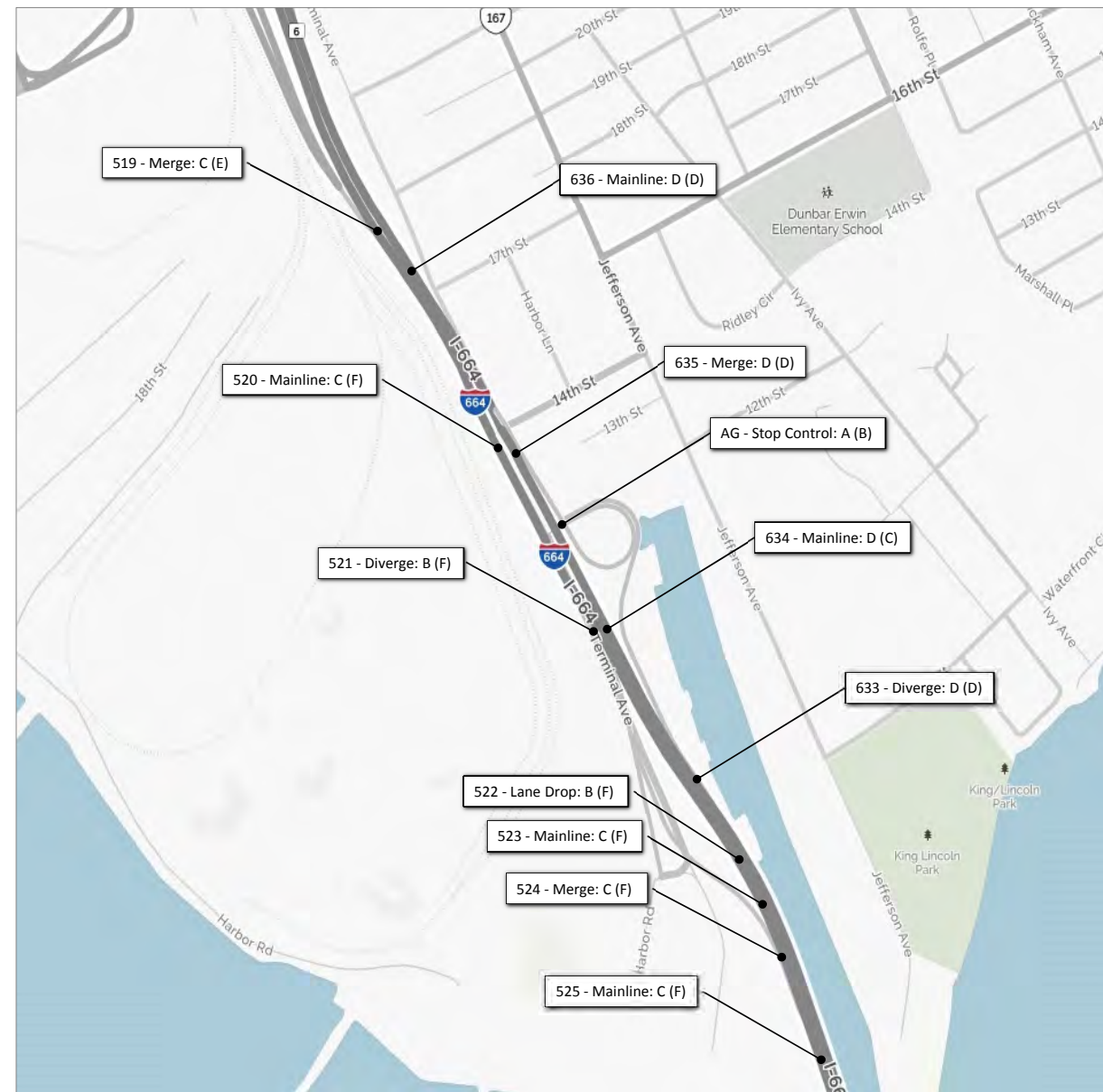
DRAFT

Hampton Roads Crossing Study SEIS

2040 Alternative A Level of Service

I-664 Corridor

March 14, 2016 Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

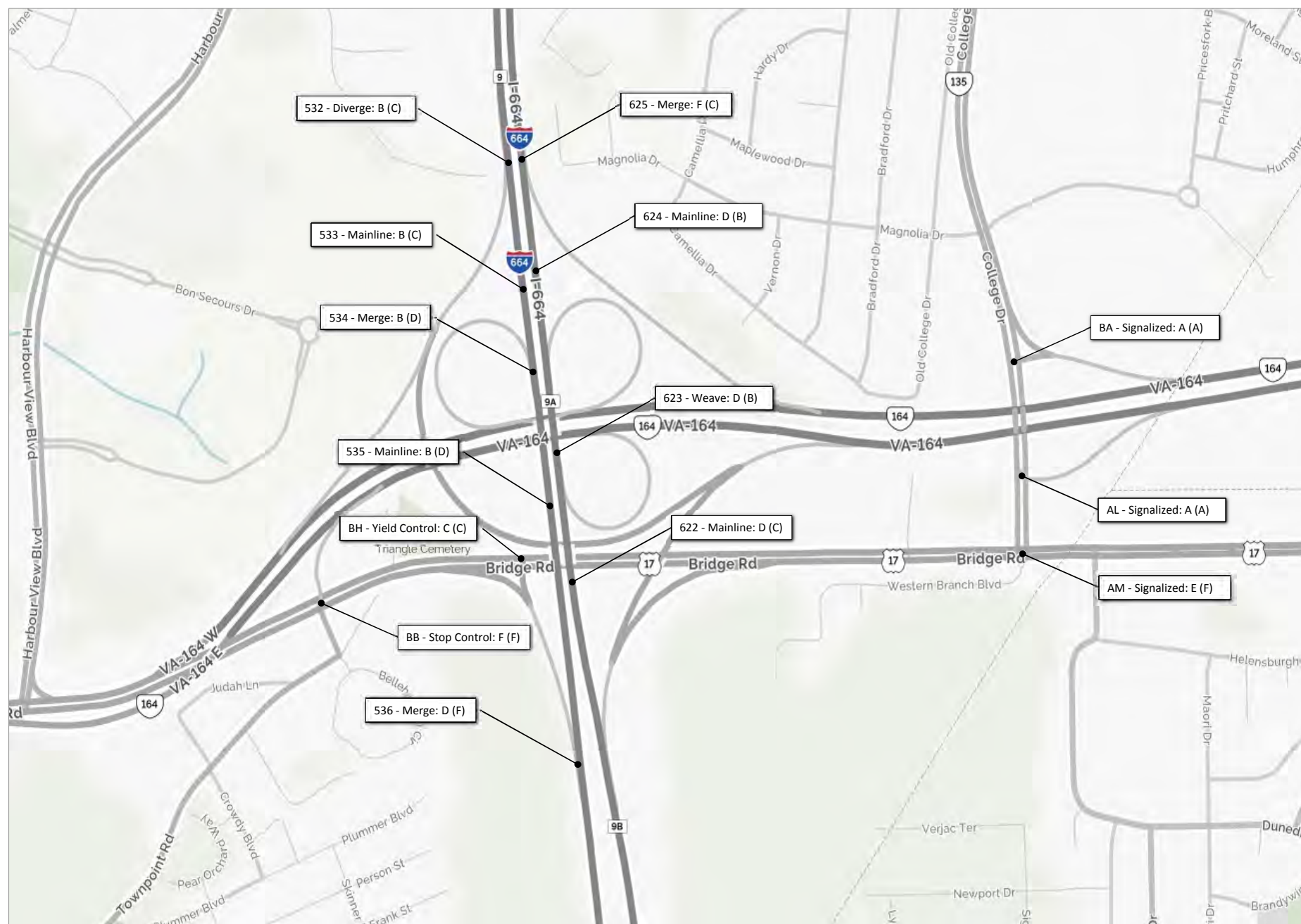
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
I-664 Corridor**

March 14, 2016

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

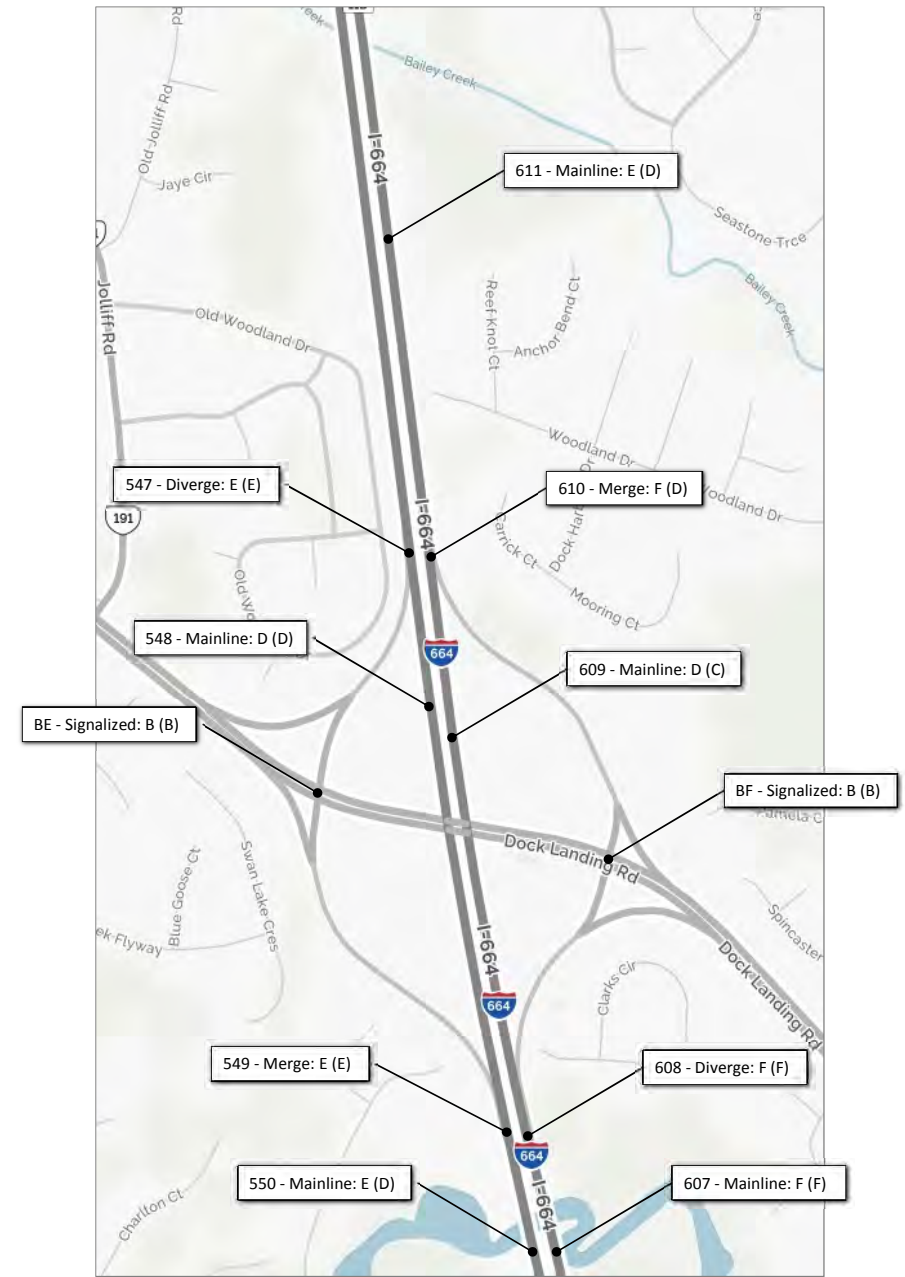
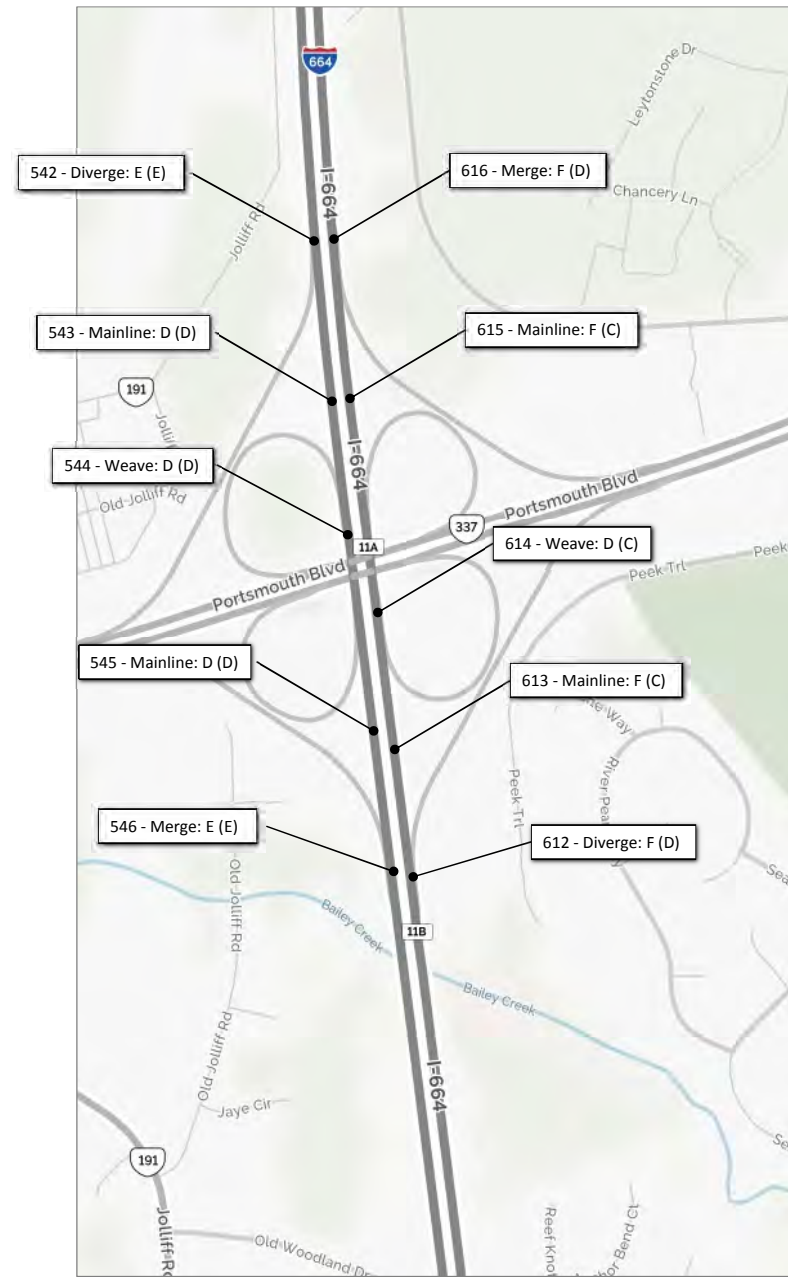
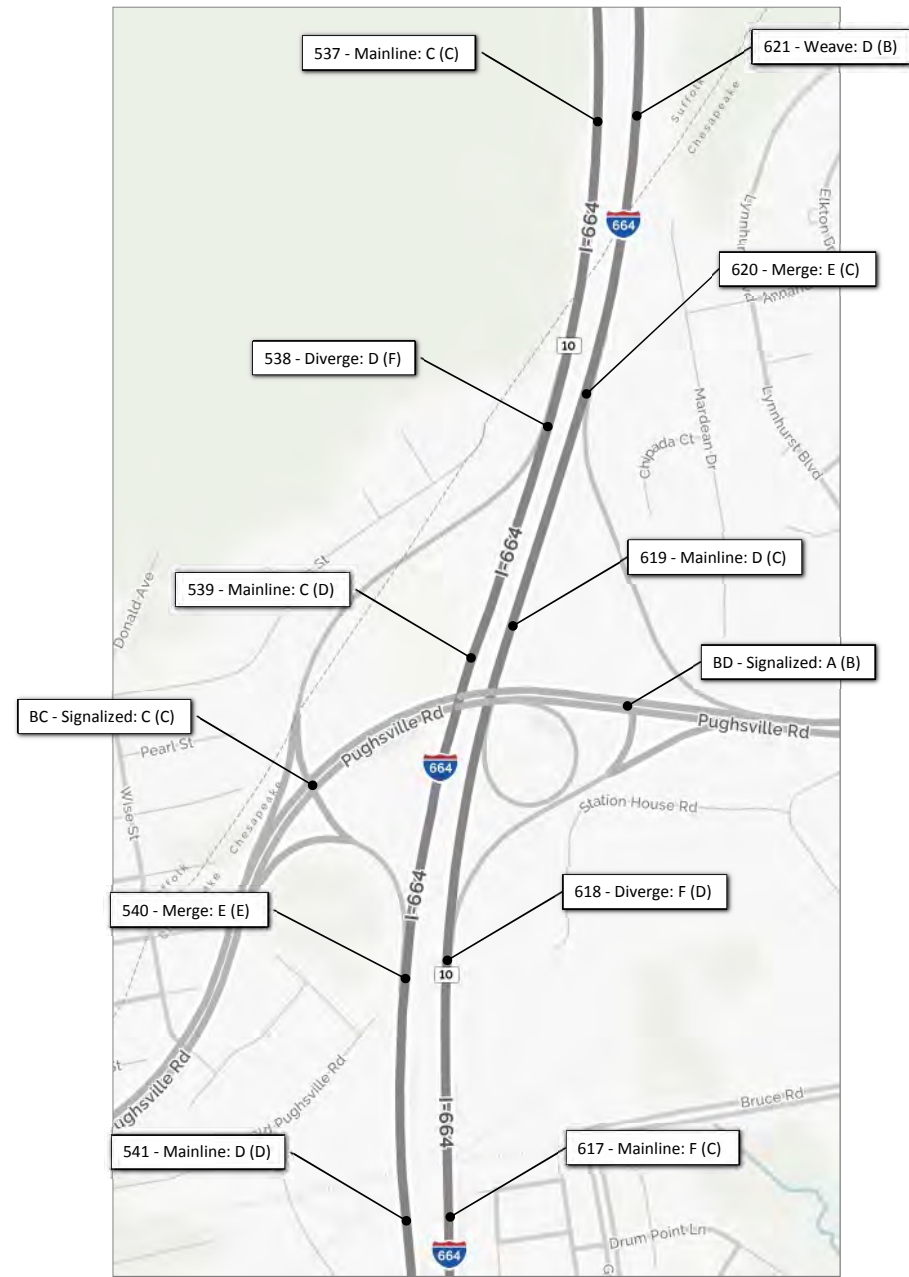
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
 I-664 Corridor**

March 14, 2016

Sheet 5



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
I-664 Corridor**

March 14, 2016

Sheet 6



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

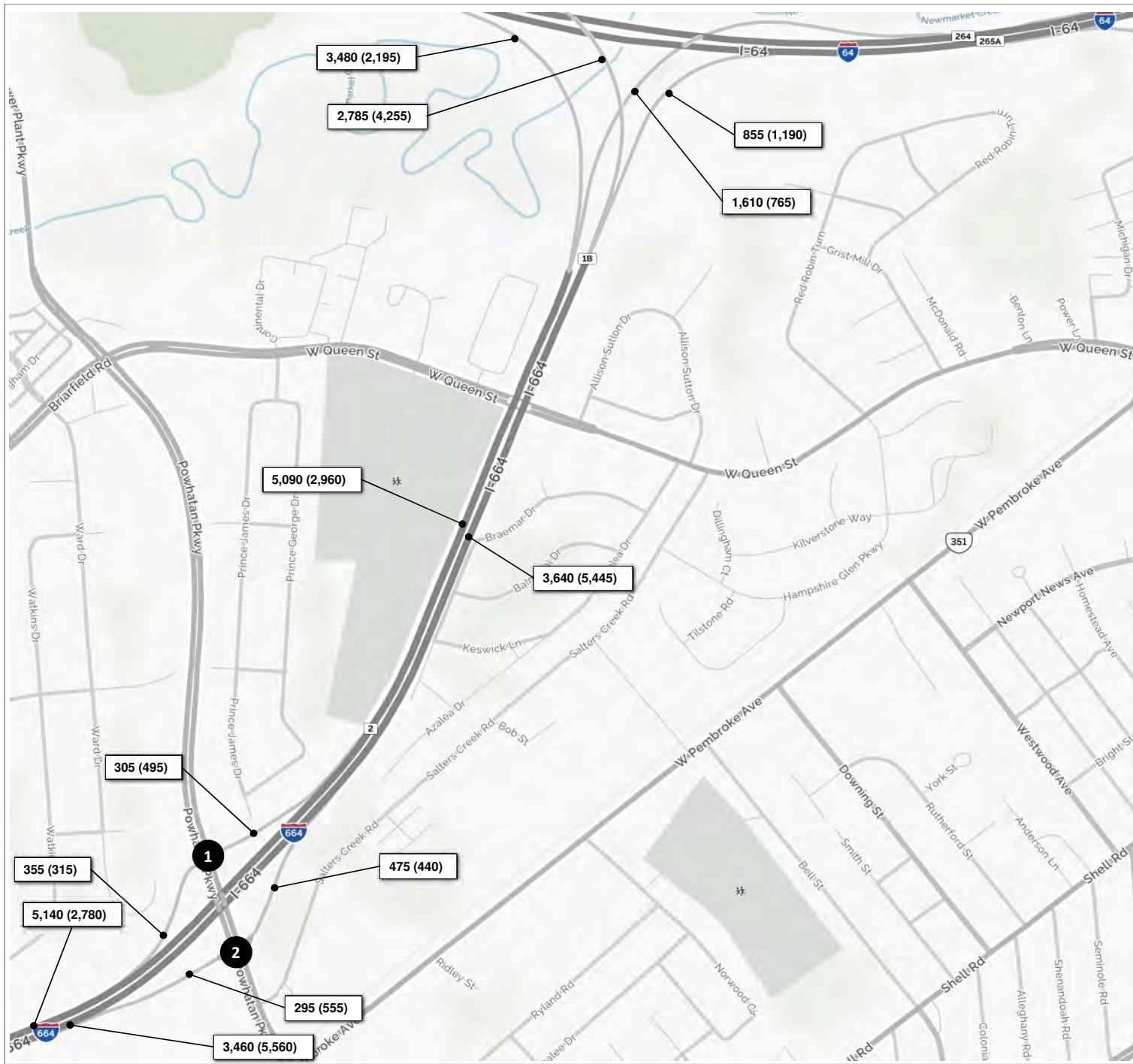
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
 I-664 Corridor**

March 14, 2016

Sheet 7



1			
	75 (95)	230 (400)	T 295 (580) L 220 (175)
	R	L	Powhatan Pkwy
	245 (435)	T	
	135 (140)	R	I-664 Ramp

2			
		I-664 Ramp	R 420 (395) T 450 (520)
	Powhatan Pkwy		
	55 (45)	L	L 65 (235)
	420 (790)	T	R 230 (320)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

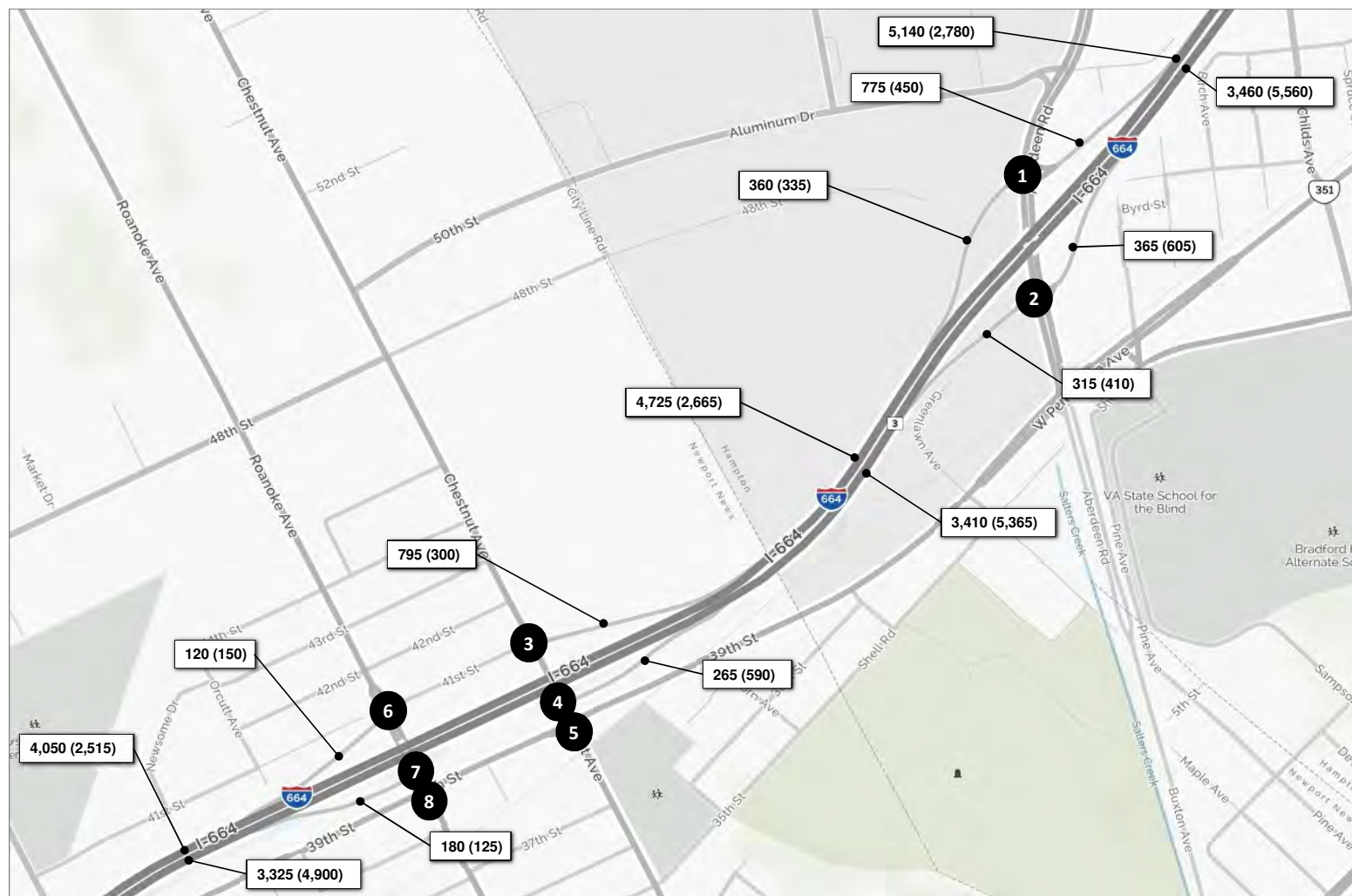
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Peak Hour Volumes
I-664 Corridor**

March 11, 2016

Sheet 1



1	615 (290)	160 (160)		T	595 (840)	
	R	T	L	L	90 (95)	
			Aberdeen Road			
	525 (1,085)		T			
	270 (240)		R			
			I-664 Ramp			

2				R	160 (165)	
				T	445 (630)	
			I-64 Ramp			
			Aberdeen Road			
	205 (440)		L			
	480 (805)		T			
			L		240 (305)	
			R			75 (105)

3	270 (115)	525 (185)		R		
	R	T	L	L	110 (225)	
			Chestnut Avenue			
			L			
	265 (365)		T			
	40 (20)		R			
			L			20 (25)

4				R	200 (475)	
				T	110 (225)	
			Chestnut Avenue			
			L			
	65 (115)		L			
	745 (460)		T			
			R			

5	50 (65)	275 (205)	20 (55)	R	30 (50)	
	R	T	L	L	165 (295)	
			Chestnut Avenue			
			L			
	35 (85)		L			
	245 (275)		T			
	465 (100)		R			
			L			20 (35)

6	5 (10)	25 (5)	10 (5)	R	10 (15)	
	R	T	L	L	115 (135)	
			Roanoke Avenue			
			L			
	10 (10)		L			
	60 (50)		T			
	80 (65)		R			

7				R	55 (140)	
				L		
			Roanoke Avenue			
			L			
			L			
	70 (55)		T			
			R			
			L		85 (90)	
			R			95 (35)

8	20 (25)	705 (285)	30 (30)	R	10 (35)	
	R	T	L	L	25 (90)	
			Roanoke Avenue			
			L			
	15 (25)		L			
	60 (50)		T			
	90 (15)		R			
			L			20 (25)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Peak Hour Volumes
I-664 Corridor**

March 11, 2016

Sheet 2



1	55 (20)	1,020 (1,410)							
	R	T	L			T	395 (110)	L	805 (290)
35th Street									
Huntington Ave									

2		1,245 (500)	580 (1,200)						
		T	L						
34th Street									
Huntington Ave									
	255 (790)			T					
	40 (25)			R					
Jefferson Ave									

3	55 (10)	815 (965)	35 (55)						
	R	T	L			R	55 (20)	T	35 (30)
28th Street									
Huntington Ave									
	25 (50)			T					
	20 (35)			R					
Jefferson Ave									

4	100 (65)	620 (1,370)							
	R	T				T	730 (275)	L	580 (95)
26th Street									
Huntington Ave									

5	350 (30)	5 (10)	235 (1,410)						
	R	T	L						
23rd Street									
Huntington Ave									
	120 (835)			T					
	15 (75)			R					
Jefferson Ave									

6	325 (480)	25 (45)							
	T	L				R	45 (40)	T	15 (10)
36th Street									
Jefferson Ave									
	305 (410)			L				T	230 (505)
	205 (40)			T				R	5 (20)
	10 (10)			R					

7	330 (485)	20 (15)							
	T	L							
35th Street									
Jefferson Ave									
	20 (70)			L				T	215 (455)
	10 (45)			T				R	10 (15)
	20 (35)			R					

8	270 (490)	45 (90)							
	T	L							
27th Street									
Jefferson Ave									
	115 (135)			L				T	155 (295)
	65 (150)			T				R	0 (0)
	75 (155)			R					

9	95 (125)	250 (520)							
	R	T							
26th Street									
Jefferson Ave									
				L				T	120 (245)
				T				R	90 (155)

10	190 (425)	70 (130)							
	R	T	L						
25th Street									
Jefferson Ave									
	25 (65)			L				T	185 (335)
	130 (180)			T				R	15 (25)
	40 (130)			R					

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

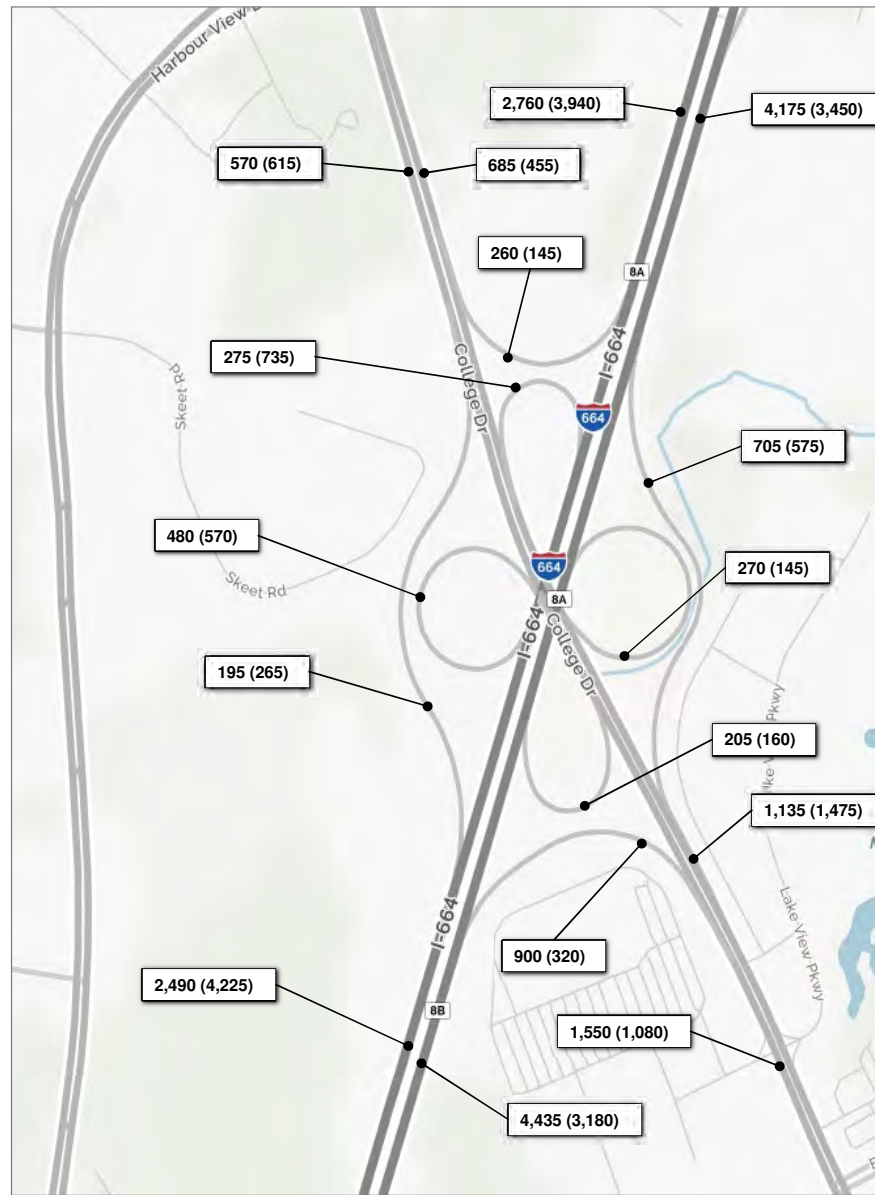
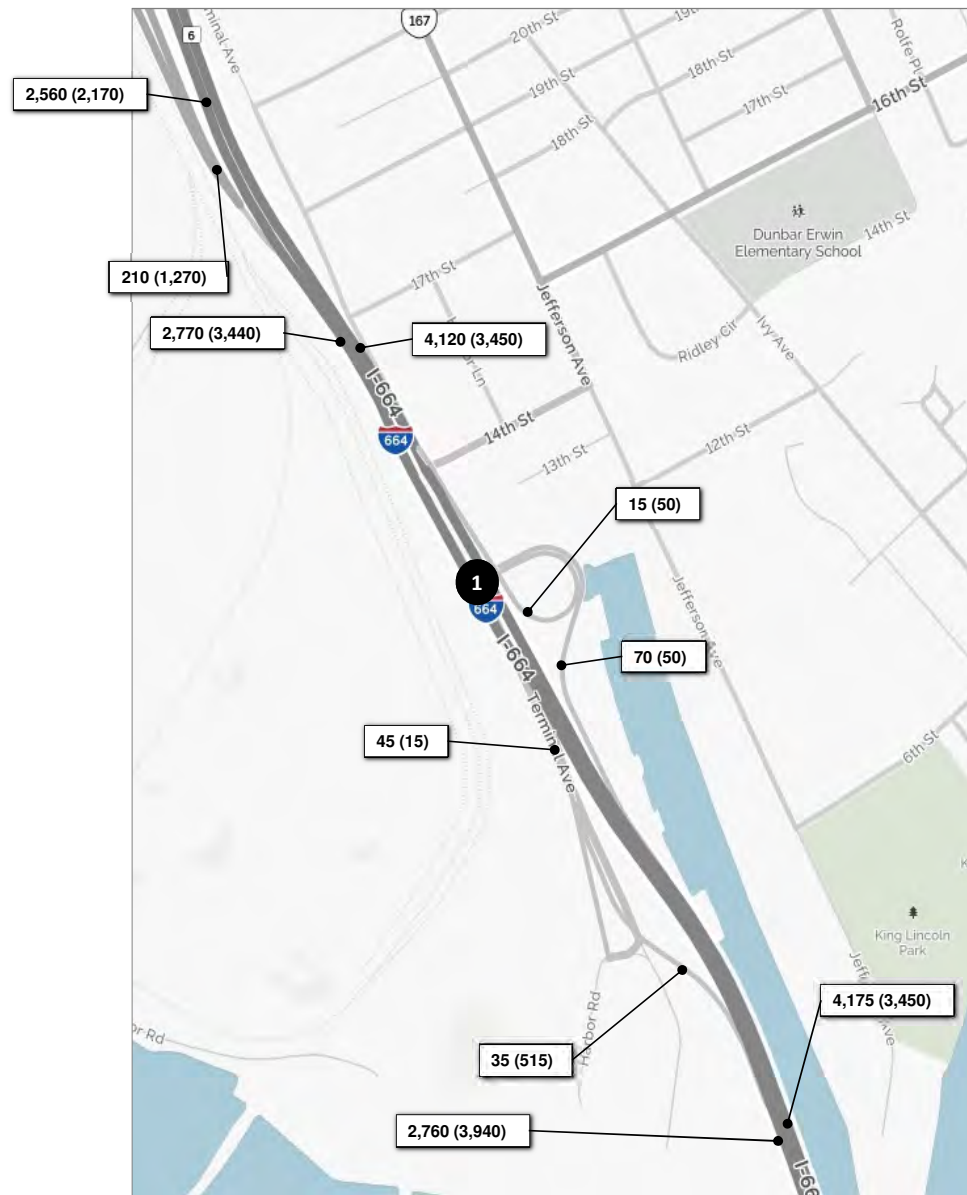
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Peak Hour Volumes
I-664 Corridor**

March 11, 2016

Sheet 3



1	115 (615)	10 (40)	R	40 (40)
	T	L	L	30 (10)
		Terminal Ave	T	R
			35 (25)	5 (10)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Peak Hour Volumes
I-664 Corridor**

March 11, 2016

Sheet 4



1			R	25 (15)		
			T	420 (1,025)		
			L	35 (50)		
	US 17					
	90 (85)	L				
	1,600 (1,455)	T	35 (35)	55 (20)		105 (90)
	50 (130)	R				

2						
			T	480 (1,090)		
			L	440 (465)		
	US 17					
	825 (815)	T				
	880 (730)	R				

3						
			R	425 (515)		
			L	90 (140)		
	VA 164 Ramp					
	915 (1,720)	T		700 (1,060)		

4						
			T	745 (1,380)		
			L	260 (480)		
	VA 164 Ramp					
			T	700 (1,060)		
			R	95 (80)		

5						
			R	330 (620)		
			T	490 (845)		
			L	10 (15)		
	US 17					
	425 (700)	R				
	5 (5)	T				
	315 (675)	L				
	460 (510)	L				
	765 (775)	T	5 (10)	5 (10)		5 (15)
	10 (15)	R				

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

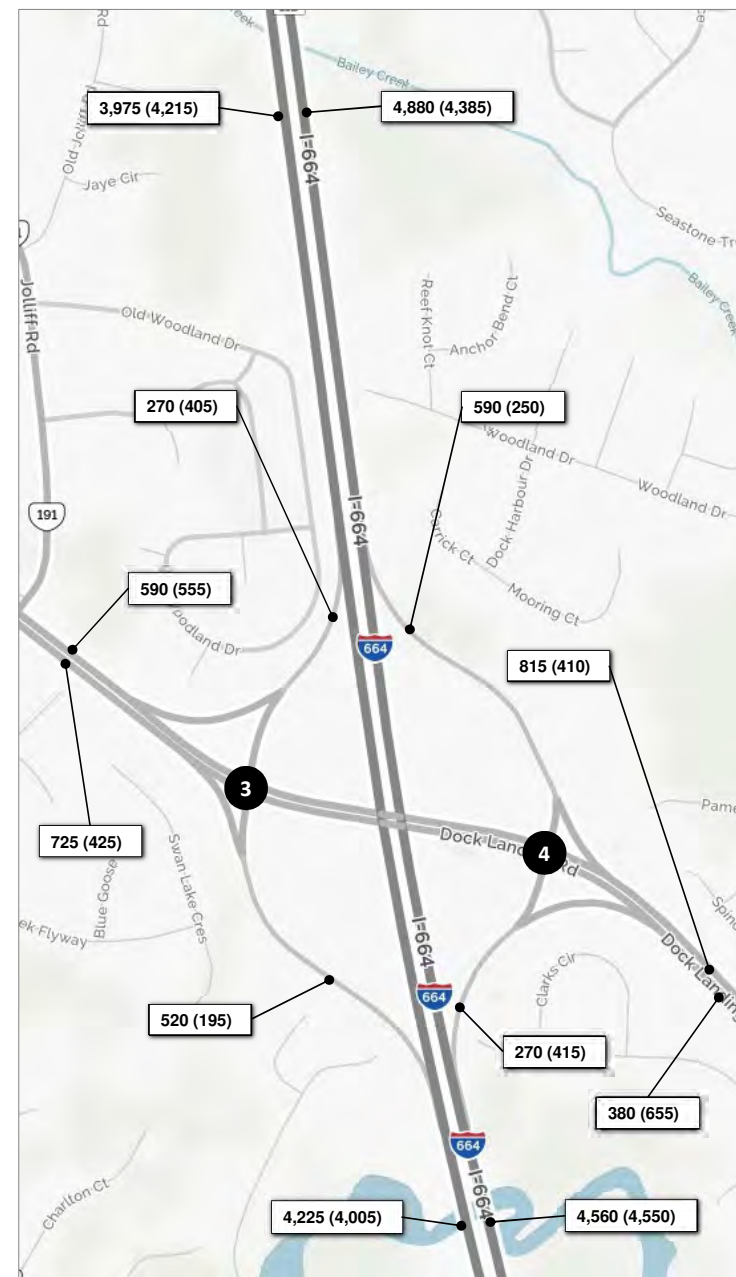
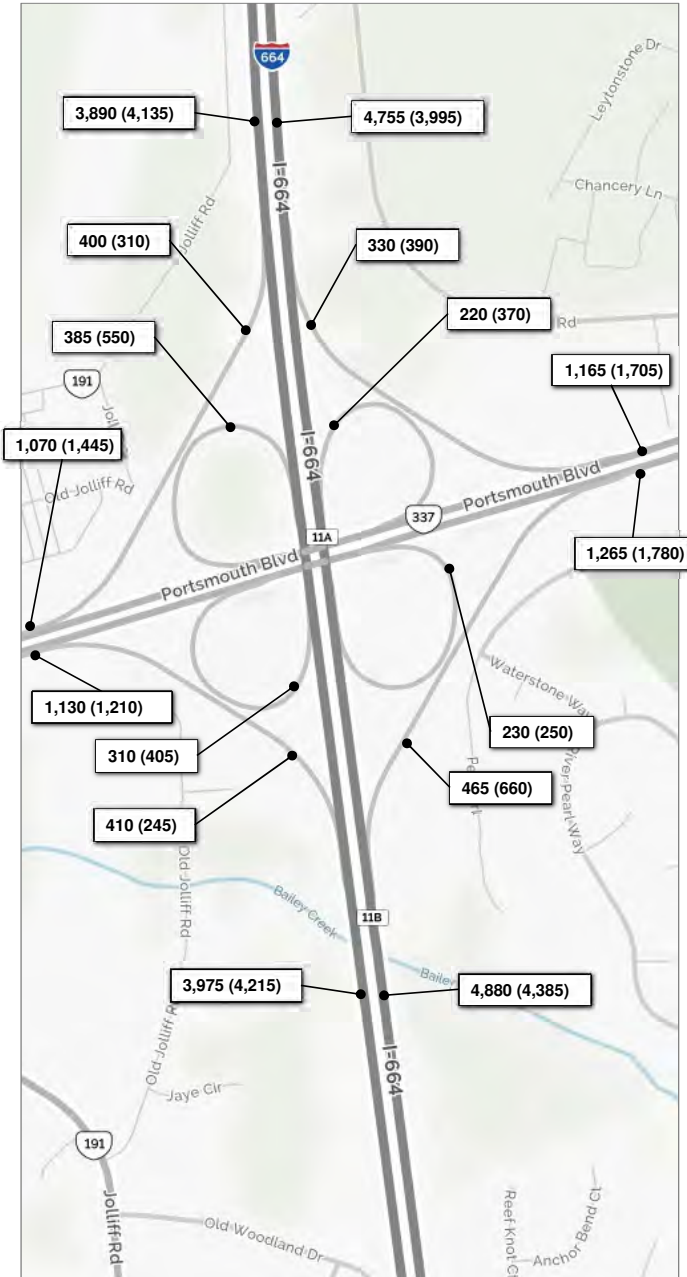
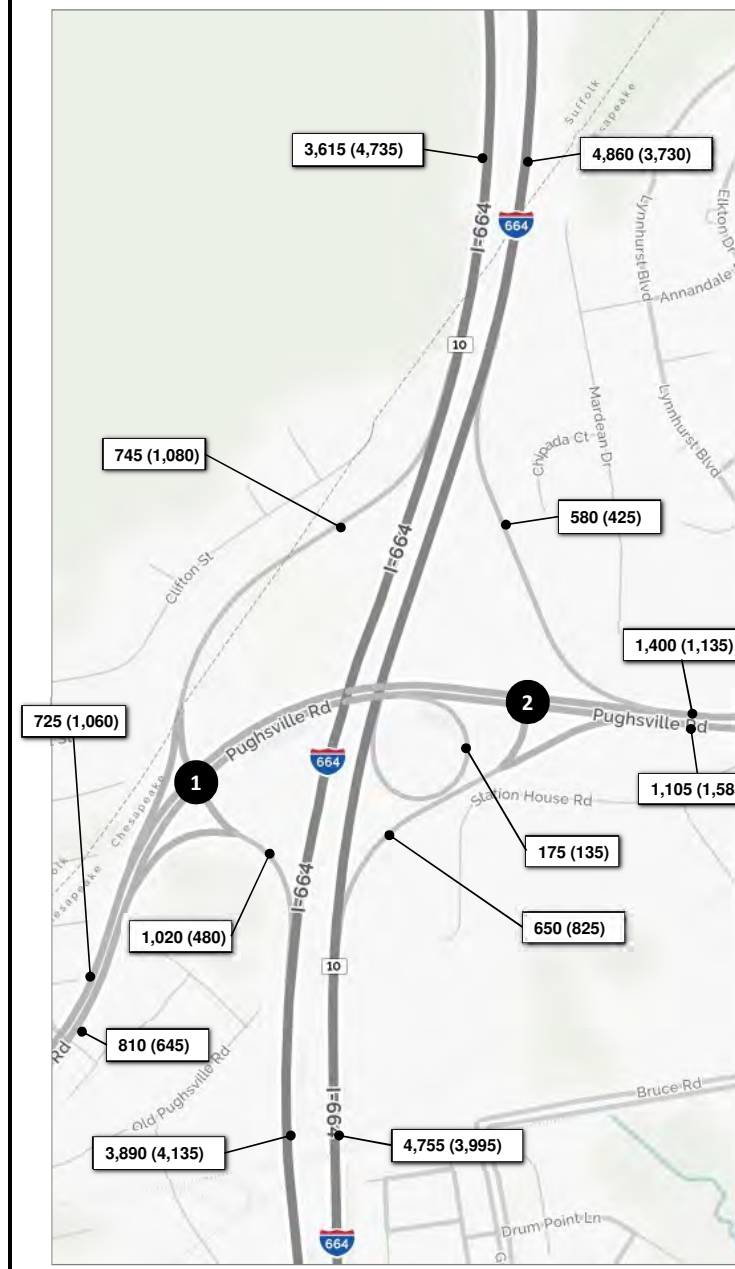
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Peak Hour Volumes
I-664 Corridor**

March 11, 2016

Sheet 5



1	395 (410)	350 (670)	T	330 (650)
	R	L	L	610 (335)
Pughsville Road				
	400 (500)	T		
	410 (145)	R		

2			R	580 (425)
			T	820 (710)
Pughsville Road				
	575 (1,035)	T	L	R
	175 (135)	R	L	530 (550)
			L	120 (275)

3	200 (240)	70 (165)	T	390 (315)
	R	L	L	275 (115)
Dock Landing Road				
	480 (345)	T		
	245 (80)	R		

4			R	275 (105)
			T	540 (305)
Dock Landing Road				
	315 (145)	L	L	145 (290)
	235 (365)	T	L	125 (125)

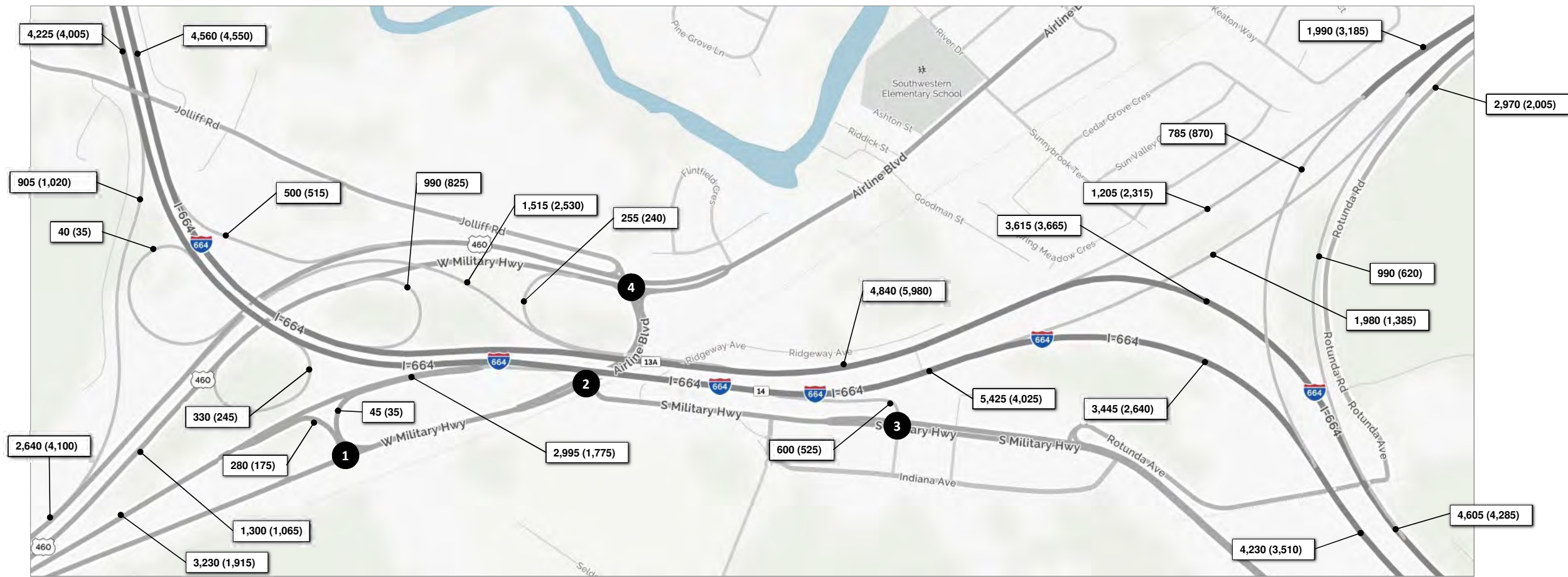
Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative A
Peak Hour Volumes
I-664 Corridor

March 11, 2016

Sheet 6



1		275 (170)		R 40 (30)	
5 (5)		L		T 265 (250)	
R		L			
W. Military Hwy		L			
5 (5)		L			
55 (350)		T			

2		T 275 (200)		R 225 (570)	
		L 500 (360)		L	
W. Military Hwy		L		R	
300 (505)		T		30 (80)	
30 (15)		R			

3		600 (525)		T 245 (635)	
10 (15)		L			
R		L			
S. Military Hwy		L			
530 (375)		T			

4		380 (160)		R 115 (80)	
80 (40)		L 130 (50)		T 365 (330)	
R		L		L 135 (100)	
		L		L T R	
		L		315 (730)	
		L		120 (235)	
		T		90 (110)	
		R			

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative A
Peak Hour Volumes
I-664 Corridor

March 11, 2016

Sheet 7



1			R	200		
			T	13,000		
			L	400		
R	T	L				
	1,400	L	L	T	R	
	24,000	T	300	400	1,000	
	900	R				

2						
			T	13,600		
			L	6,500		
US 17						
			13,000	T		
			12,000	R		

3						
			R	6,100		
			L	1,300		
			VA 164 Ramp			
20,900						
			T			
			14,700			

4						
			R	7,600		
			T	11,000		
			L	200		
			VA 164 Ramp			
16,300						
			T			
			14,700			
5,900						
			L			
			1,500			

5						
			R	7,600		
			T	11,000		
			L	200		
9,000						
			L	T	R	
			8,500	L	100	100
			11,400	T	100	100
			200	R	100	100

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

March 11, 2016

Sheet 1



1					
4,800	9,500	R	3,600		
		L	2,800		
R	T	<hr/>			
		L	T		
		2,800	10,800		
				Towne Point Road	

2					
8,200	4,100				
		L	T	R	
T	L				
5,000	L	L	T	R	
3,200	R	8,600	2,900		
				Towne Point Road	

3					
3,200	5,400	300	R	100	
			T	1,200	
R	T	L	L	800	
			L	T	R
	1,700	L	4,100	6,100	2,000
	500	T			
	1,400	R			

4					
	5,000				
	T				
	4,700	L		T	
	4,700	R		9,500	
				Cedar Lane	

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

March 11, 2016

Sheet 2



1			R	100	
100	2,500	100	T	100	
			L	300	
<hr/>			L	T	R
	100	L		2,500	300
	100	T			
	100	R			

2			R	2,000	
1,400	1,500	V/G Blvd	T	100	
			L	100	
<hr/>			L	T	R
				900	

3					
		1,800			
		L			VA 164 Ramp
<hr/>			L	T	R
	900	L			
		T			
		V/G Blvd			

4			T	2,800	
			L	1,100	
<hr/>			L		R
	1,400	T			700
	2,700	R			
			1,000		

5			R	200	
300	200	200	T	1,200	
			L	500	
<hr/>			L	T	R
	300	L		2,400	800
	1,100	T		100	
	700	R			

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

March 11, 2016

Sheet 3



1					
300	800	800	R	1,000	
			T	2,400	
			L	2,300	
R			T		
Cleveland St			L	T	R
	400	L			
	2,900	T	100	100	800
	200	R			

2					
4,300		1,500	T	1,400	
R			L		
Cleveland St					
	4,300	T			

3					
900		400	R	1,200	
R			L		
Cleveland St					
	5,300	L			
	500	T			
		R			

4					
100	700	2,300	R	700	
R			T		
Woodrow St			L	1,664 Ramp	
	300	L			
	1,500	T			
	200	R			

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

March 11, 2016

Sheet 4



1			R	200			
			T	13,000			
			L	400			
R	T	L					
	1,400	L	L	T	R		
	24,000	T	300	400	1,000		
	900	R					

2							
US 17							
			T	13,600			
			L	6,500			
			13,000	T			
			12,000	R			

3							
			R	6,100			
			L	1,300	VA 164 Ramp		
			T	14,700			
			20,900				

4							
			R	7,600			
			T	11,000			
			L	200			
			L	T	R		
			14,700	1,500			
			16,300	5,900			
			T	L			

5								
			R	7,600				
			T	11,000				
			L	200				
			L	T	R			
			100	100	100			
			9,000	100	7,200			
			R	T	L			
			8,500	L				
			11,400	T				
			200	R				

Legend

xx,xxx Weekday Daily Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

March 11, 2016

Sheet 1



1			
4,800	9,500	R	3,600
		L	2,800
R	T		
		L	T
		2,800	10,800
		Towne Point Road	

2			
8,200	4,100		
T	L		
5,000	L	L	T
3,200	R	8,600	2,900
		Towne Point Road	

3			
3,200	5,400	300	R
R	T	L	T
	1,700	L	100
	500	T	1,200
	1,400	R	800
		L	T
		4,100	6,100
		2,000	

4			
5,000			
T			
4,700	L		
4,700	R	Cedar Lane	T
			9,500

Legend

xx,xxx Weekday Daily Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

March 11, 2016

Sheet 2



1								
100	2,500	100	R	100				
			T	100				
			L	300				
					L	T	R	
					100	2,500	300	
					100			
					100			

2								
1,400	1,500	V/G Blvd	R	2,000				
			T	100				
			L	100				
							Wyatt Dr	
					L	T	R	
							900	

3								
		1,600						
			L					VA 164 Ramp
		900	L					
			T					
								V/G Blvd

4								
					T	2,800		
					L	1,100		
					L		R	
					1,400	T		
					2,700	R		
								1,000
								700

5								
300	200	200	R	200				
			T	1,200				
			L	500				
					L	T	R	
					300			
					1,100	T		
					700	R		
								2,400
								100
								800

Legend

xx,xxx Weekday Daily Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

March 11, 2016

Sheet 3



1					
300	600	600	R	1,000	
			T	2,400	
			L	2,300	
Cleveland St					
	400	L	L	T	R
	2,900	T	100	100	800
	200	R			

2					
4,300		1,500	T	1,400	
Cleveland St					
	4,300	T			

3					
900		400	R	1,200	
Cleveland St					
	5,300	L			
	500	T			
		R			

4					
100	700	2,300	R	700	
Woodrow St					
	300	L	L/64 Ramp		
	1,500	T			
	200	R			

Legend

xx,xxx Weekday Daily Volume

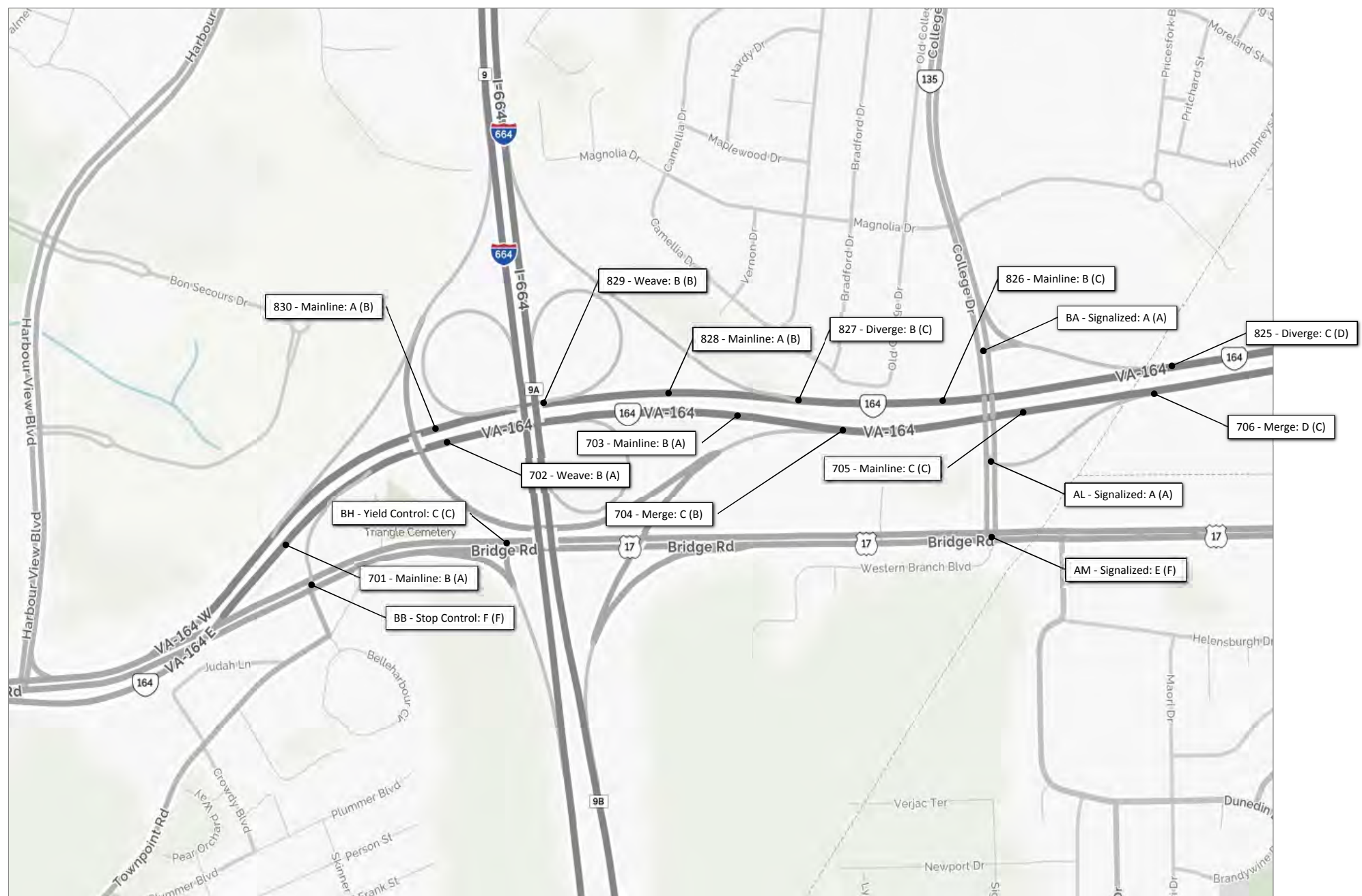
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Weekday Daily Volumes
VA 164 Corridor**

March 11, 2016

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
VA 164 Corridor**

March 14, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

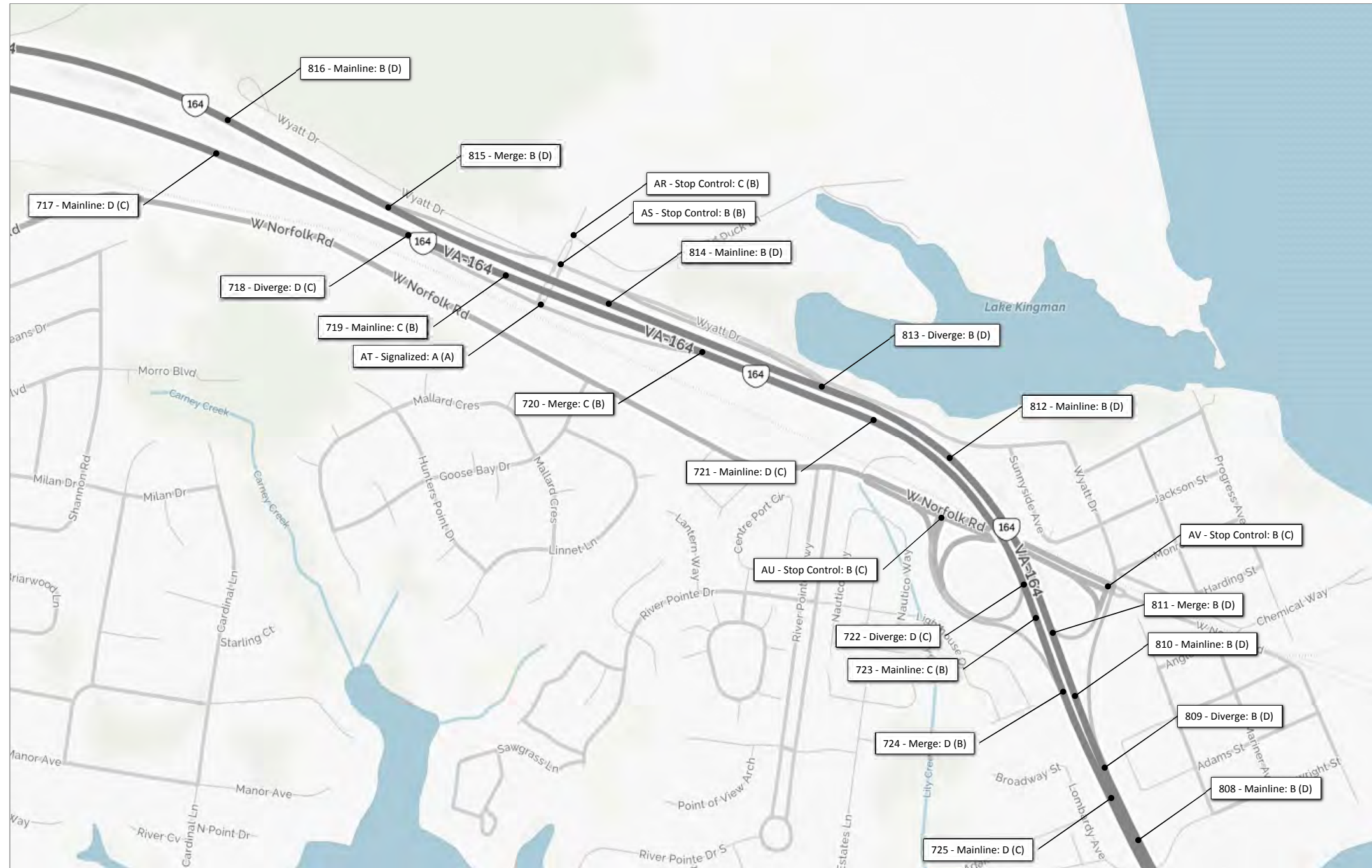
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
VA 164 Corridor**

March 14, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
VA 164 Corridor**

March 14, 2016

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A Level of Service
VA 164 Corridor**

March 14, 2016

Sheet 4



1					
			R	25 (15)	
			T	420 (1,025)	
			L	35 (50)	
	US 17				
	90 (85)	L			105 (90)
	1,600 (1,455)	T	35 (35)	55 (20)	
	50 (130)	R			

2					
			T	480 (1,090)	
			L	440 (465)	
	US 17				
	825 (815)	T			
	880 (730)	R			

3					
	915 (1,720)		R	425 (515)	
			L	90 (140)	
				VA 164 Ramp	
			T	700 (1,060)	

4					
	745 (1,380)				
		260 (480)	L		
				VA 164 Ramp	
			T	700 (1,060)	
					95 (80)

5					
	425 (700)		R	330 (620)	
		5 (5)	T	490 (845)	
		315 (675)	L	10 (15)	
	460 (510)	L			
	765 (775)	T	5 (10)	5 (10)	5 (15)
	10 (15)	R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Peak Hour Volumes
VA 164 Corridor**

March 11, 2016

Sheet 1



1	
510 (240)	835 (600)
R	T
<hr/>	
L	T
175 (205)	320 (1,080)
Towne Point Road	

2	
530 (710)	445 (185)
T	L
<hr/>	
L	T
140 (355)	355 (930)
195 (385)	R
Towne Point Road	

3	
295 (190)	645 (435)
R	T
<hr/>	
L	T
65 (185)	615 (530)
80 (10)	320 (290)
150 (145)	R
Cedar Lane	

4	
530 (485)	
T	
<hr/>	
L	T
615 (220)	825 (750)
445 (460)	R
Cedar Lane	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

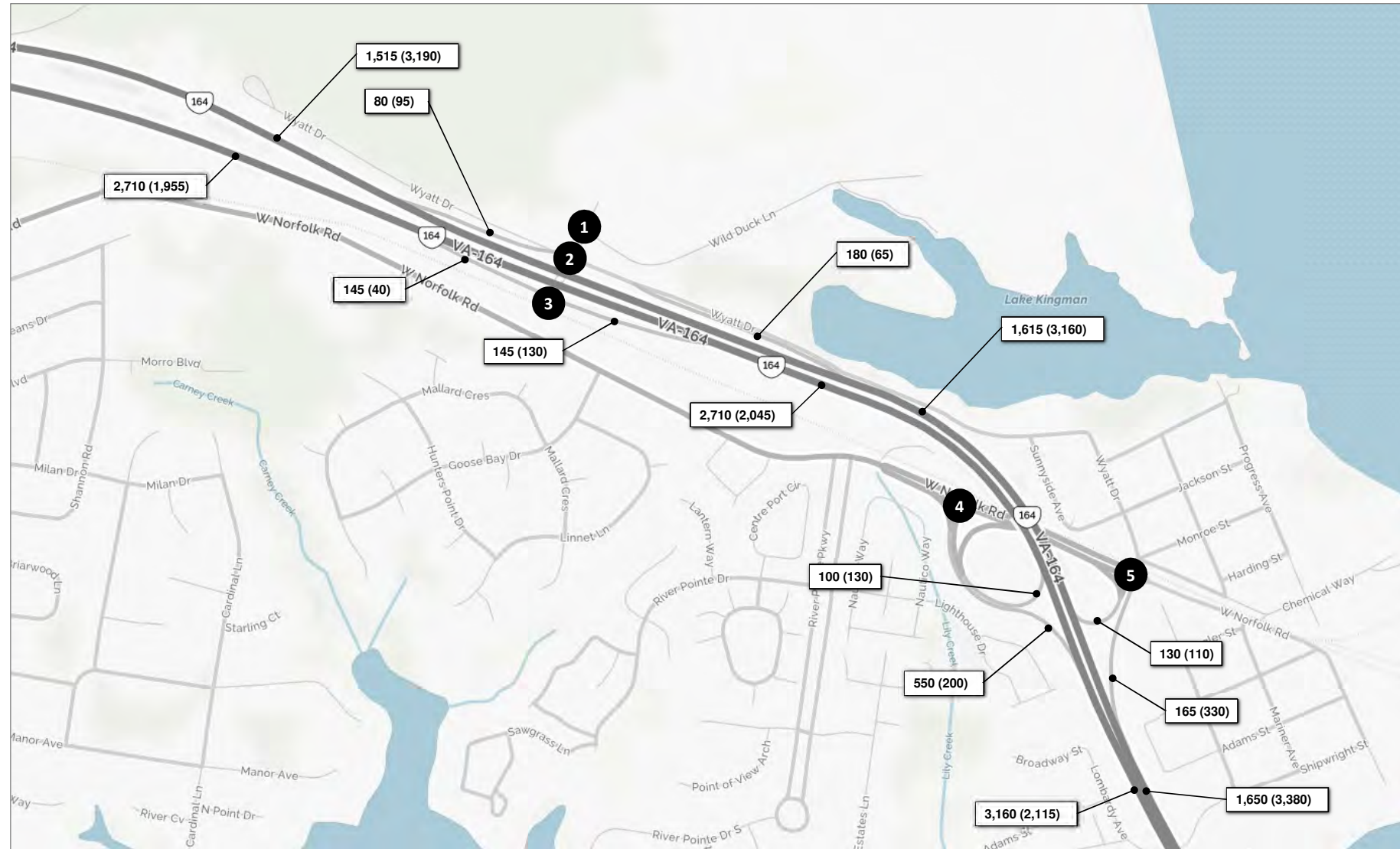
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Peak Hour Volumes
VA 164 Corridor**

March 11, 2016

Sheet 2



1	5 (5)	205 (195)	5 (0)	R	5 (5)		
				T	5 (0)		
				L	5 (15)		
						L	T
						5 (5)	300 (90)
						5 (5)	30 (15)
						5 (5)	R

2	75 (90)	140 (125)	V/G Blvd	R	190 (70)		
				T	5 (5)		
				L	5 (5)		
						L	T
						0 (0)	145 (40)
							R

3		145 (130)					
			L				VA 164 Ramp
						L	T
						145 (40)	0 (0)
						0 (0)	
							V/G Blvd

4							
				T	95 (285)		
				L	65 (100)		
						L	R
						165 (85)	65 (35)
						485 (100)	35 (95)

5	30 (15)	15 (15)	10 (10)	R	10 (10)		
				T	50 (90)		
				L	20 (50)		
						L	T
						80 (280)	80 (40)
						15 (35)	5 (10)
						120 (40)	
						95 (45)	
							R

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Peak Hour Volumes
VA 164 Corridor**

March 11, 2016

Sheet 3



1							
	5 (20)	30 (35)	65 (65)	R	120 (60)		
				T	140 (200)		
				L	170 (95)		
	R	T	L				
	Cleveland St			L	T	R	
		25 (15)	L				
		255 (285)	T	5 (5)	5 (5)	55 (90)	
		10 (10)	R				

2							
	335 (270)		275 (10)		T	95 (85)	
	R		L				
	Cleveland St						
		375 (440)	T				

3							
	50 (30)		35 (5)		R	65 (110)	
					T	45 (55)	
					L		
	R		L				
	Cleveland St						
		590 (430)	L				
		60 (20)	T				
			R				

4							
	5 (5)	50 (40)	155 (95)		R	40 (70)	
					T	25 (35)	
					L	45 (100)	
	R	T	L				
	Woodrow St						
		25 (30)	L				
		100 (50)	T				
		10 (15)	R				

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

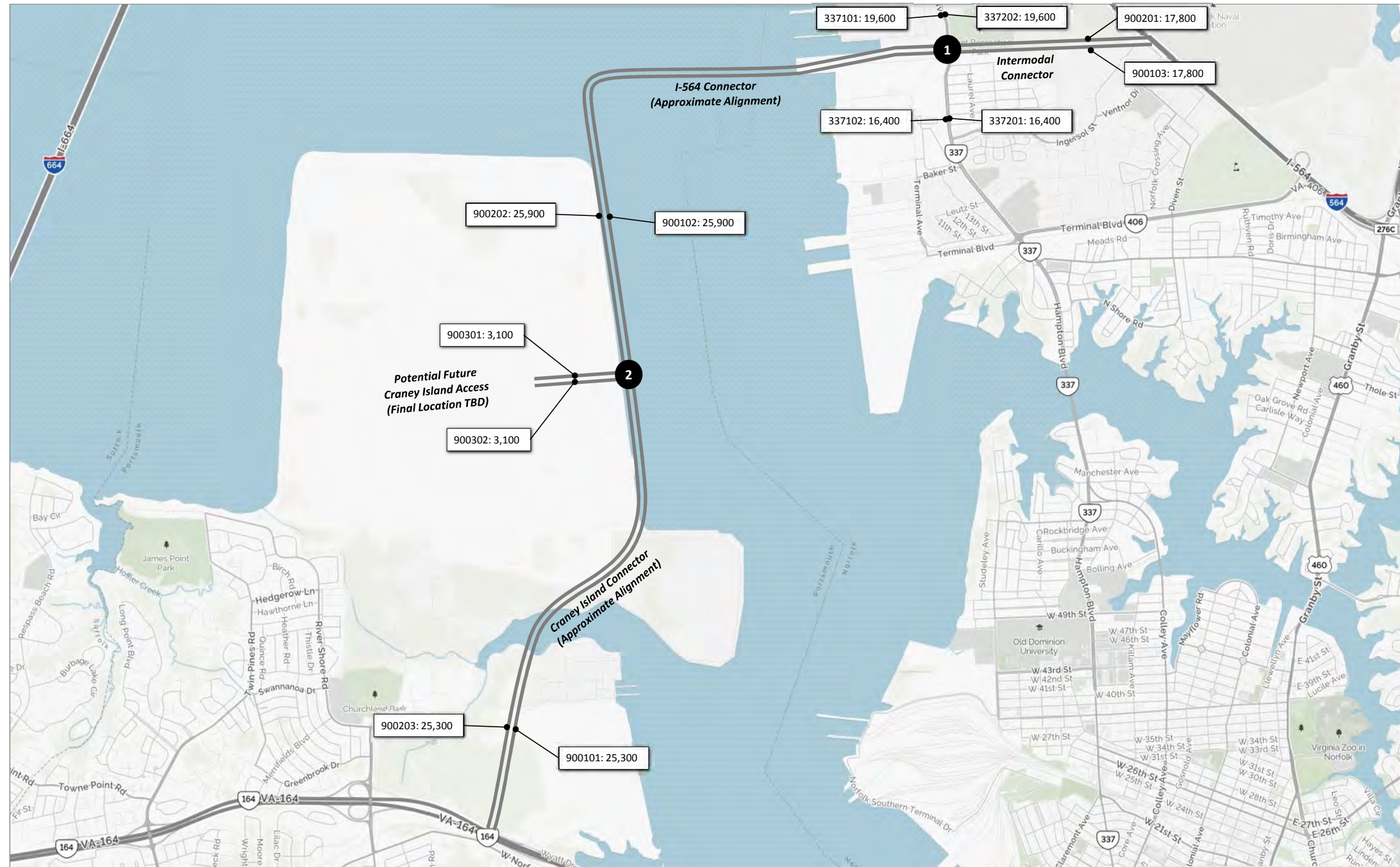
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative A
Peak Hour Volumes
VA 164 Corridor**

March 11, 2016

Sheet 4



1					
8,400	7,500	3,700	R	3,600	
			T	11,300	
			L	2,900	
	8,400	L	L	T	R
	11,500	T	6,200	7,500	2,500
	6,000	R			

2					
1,800	24,100				
			L	T	
	1,900	L	1,300	24,000	
	1,200	R			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Notes

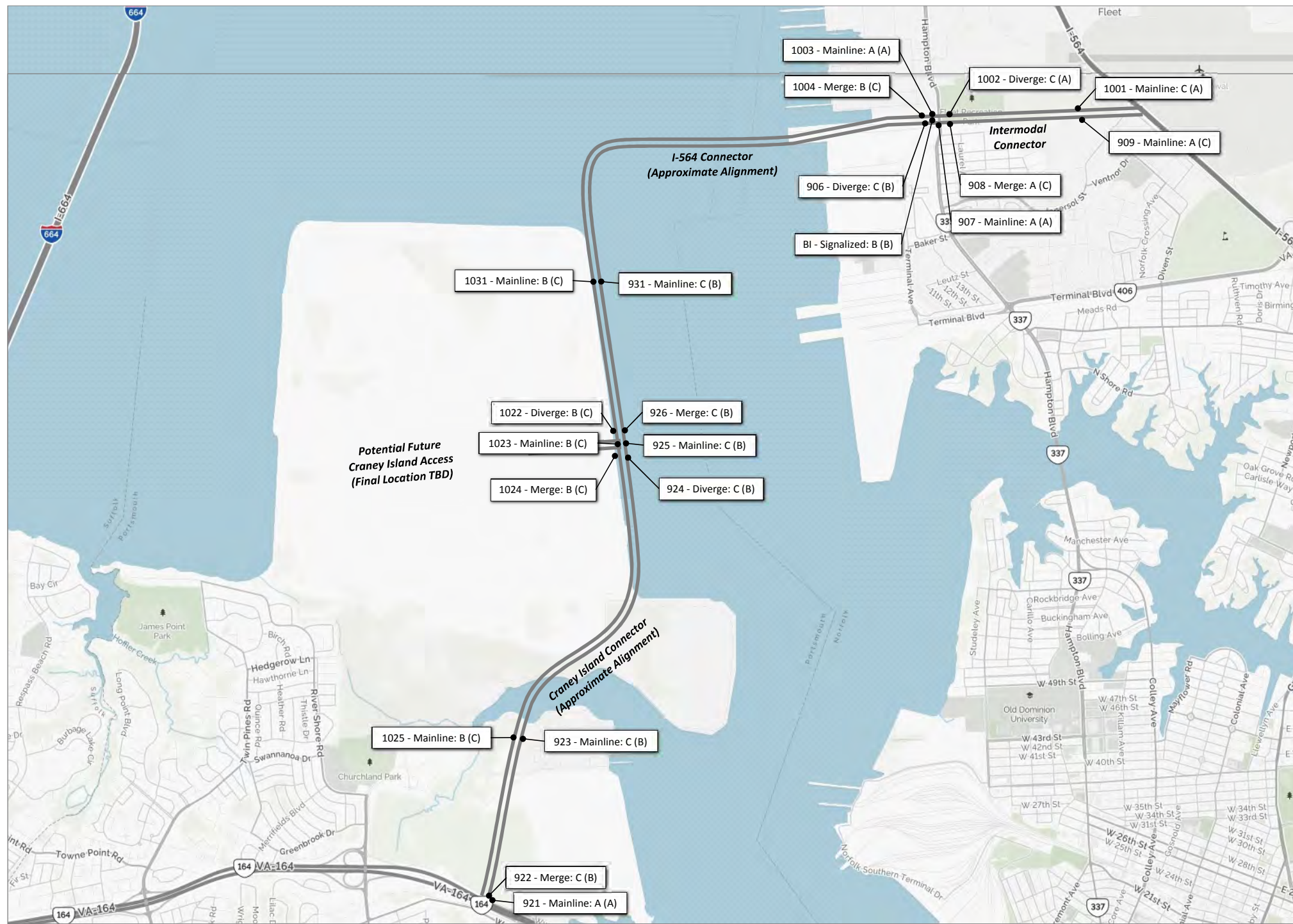
Exhibit is intended to show traffic volumes only.
 Craney Island Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

Hampton Roads Crossing Study

**2040 Alternative B
 Craney Island and 564 Connector
 Weekday Daily Volumes**

February 4, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

900 series James River Connectors Eastbound/Northbound
 1000 series James River Connectors Westbound/Southbound

Lettered items correspond to intersections, evaluated using Synchro

Notes

Exhibit is intended to show traffic volumes only.
 Crane Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Crane Island Connector Southern Terminus.

DRAFT

Hampton Roads Crossing Study

**2040 Alternative B
 James River Connectors
 Level of Service**

March 2, 2016

Sheet 1



1	235 (850)	195 (795)	60 (705)	R	650 (130)		
				T	1,070 (560)		
				L	315 (95)		
		865 (290)	L				
		755 (1,050)	T		345 (735)	915 (340)	180 (525)
		535 (340)	R				

2	105 (100)	1,545 (2,045)					
	R						
		115 (85)	L				
		20 (25)	R		45 (5)	2,040 (1,595)	

Legend
xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

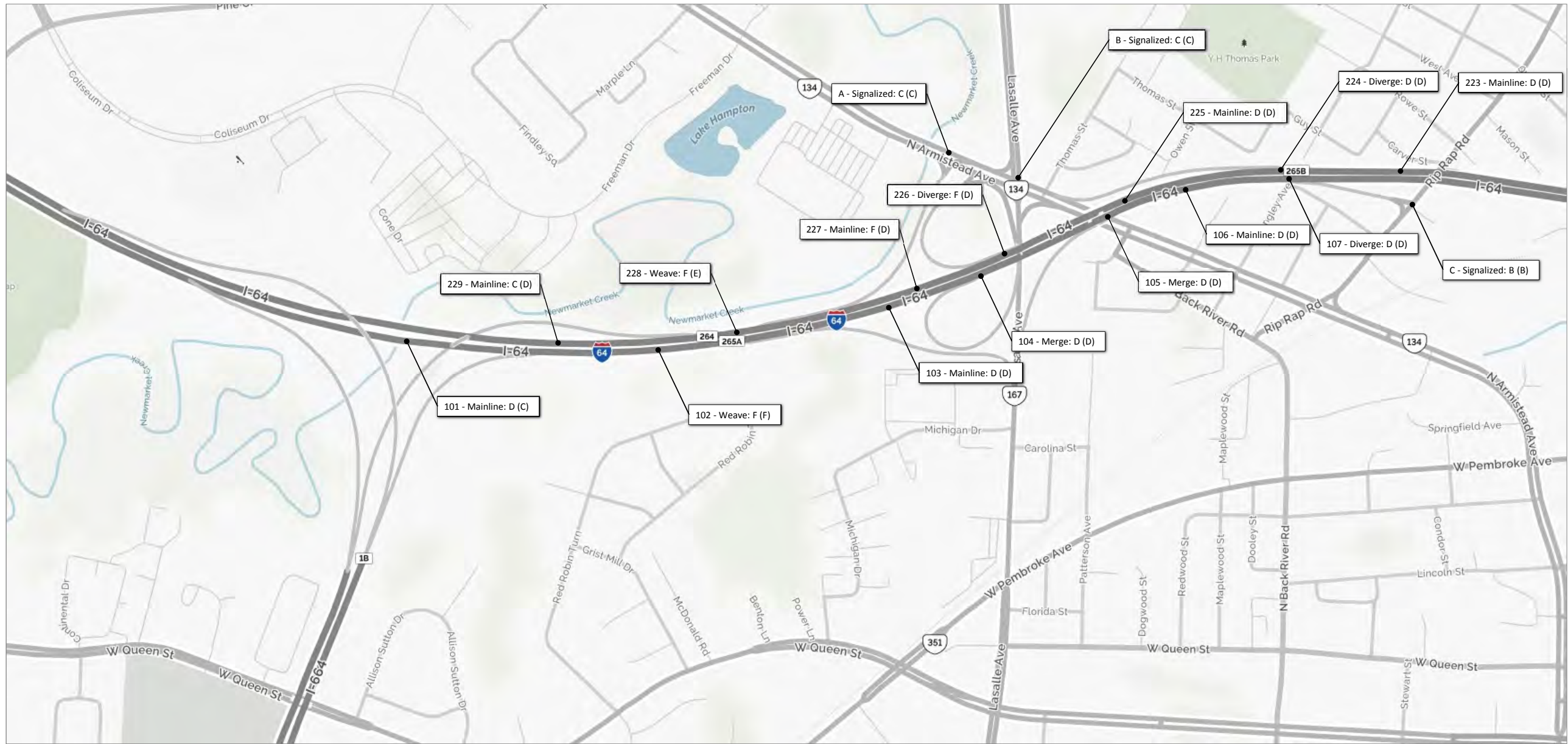
Notes

Exhibit is intended to show traffic volumes only.
Crane Island Connector and I-564 Connector final alignment to be determined.
Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
Refer to VA 164 Sheet 3 for detailed interchange volumes at Crane Island Connector Southern Terminus.

Hampton Roads Crossing Study
2040 Alternative B
Crane Island and 564 Connector
Peak Hour Volumes

February 1, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound
 200 series I-64 Westbound
 300 series I-564 Eastbound
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
 I-64 Corridor**

February 11, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
I-64 Corridor**

February 11, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
I-64 Corridor**

February 11, 2016

Sheet 3



Legend

X (X) AM (PM) Level of Service

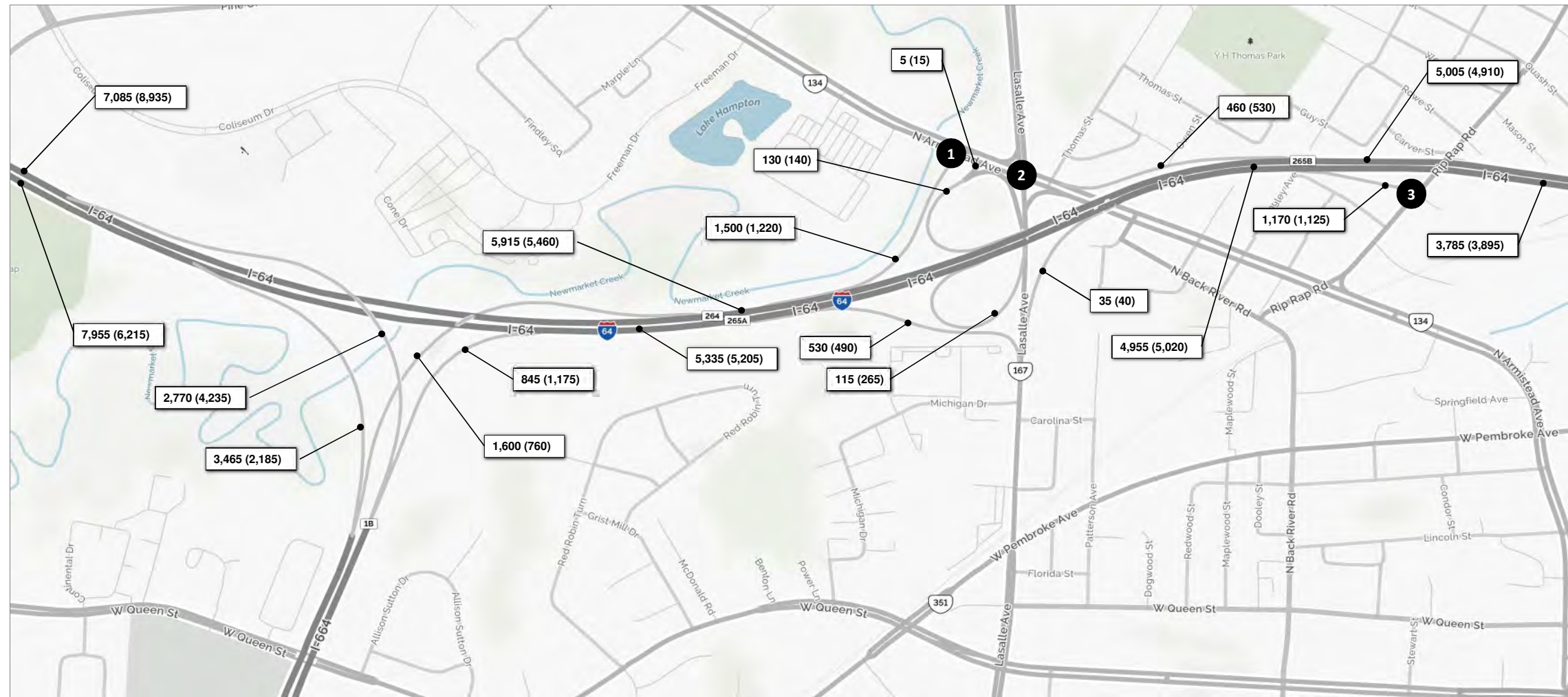
Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound
 200 series I-64 Westbound
 300 series I-564 Eastbound
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS	
2040 Alternative B Level of Service I-64 Corridor	
February 11, 2016	Sheet 4



1						
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>	<i>L</i>
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>	
	845 (1,180)		<i>L</i>			5 (15)
	340 (235)		<i>T</i>			
			<i>R</i>			

2						
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>	<i>L</i>
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>	
	475 (305)		<i>L</i>			5 (40)
	155 (230)		<i>T</i>			195 (190)
	35 (40)		<i>R</i>			565 (630)

3			
	<i>T</i>	<i>L</i>	<i>R</i>
<i>I-64 Ramp</i>		<i>Rip Rap Rd</i>	
	680 (780)		115 (235)
	490 (345)		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
I-64 Corridor**

February 1, 2016

Sheet 1



1						
	R	T	L	T	L	R
	35 (55)	335 (225)	335 (385)	440 (550)	215 (65)	
Settlers Land ing Rd						
	995 (1,320)			30 (125)		90 (400)
	310 (115)					

2						
				T	L	R
				655 (615)	320 (175)	
Settlers Land ing Rd						
	670 (1,340)					
	750 (765)					

3						
				R	L	R
				680 (335)	215 (305)	235 (415)
Settlers Land ing Rd						
	125 (610)					
	545 (730)					

4						
	R	T	L	T	L	R
	95 (20)	5 (10)	50 (80)	315 (75)	580 (385)	
S. Mallory St						
	80 (375)					
	180 (410)					

5						
	R	T	L	R	T	R
	200 (40)	0 (0)	200 (265)	265 (225)	680 (390)	5 (5)
S. Mallory St						
	35 (245)			15 (30)	60 (35)	
	90 (200)					
	5 (10)					

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
I-64 Corridor**

February 1, 2016

Sheet 2



1	275 (75)	280 (545)	T	120 (125)
	R	L	L	265 (105)
4th View St				
	65 (605)	T		
	70 (80)	R		

2			R	560 (530)
			T	315 (180)
4th View St				
	40 (465)	L	L	R
	315 (685)	T	70 (50)	100 (105)

3	110 (90)	1,060 (735)	US 460	
	R	T	L	T
			420 (535)	355 (1,070)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

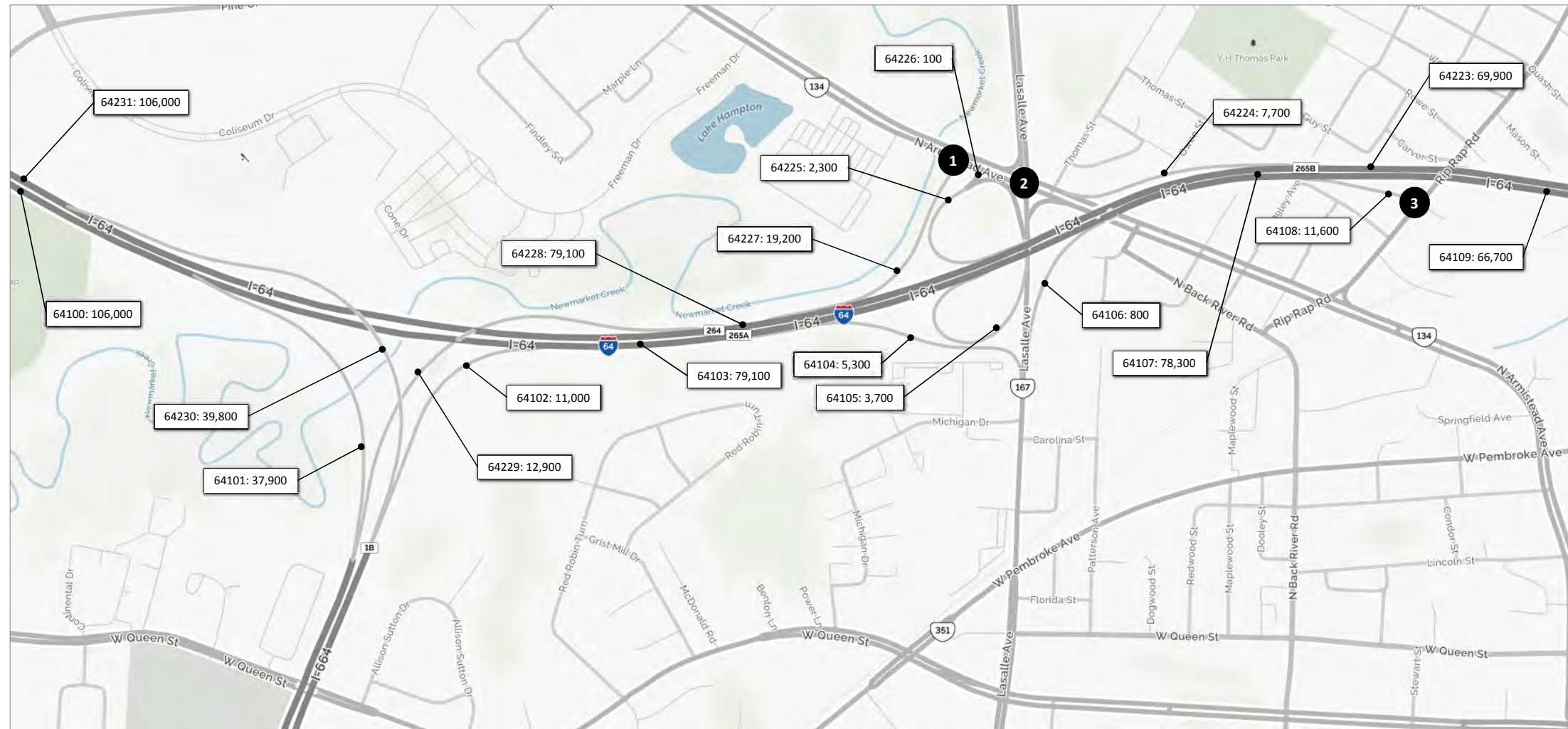
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
I-64 Corridor**

February 1, 2016

Sheet 3



1			<i>R</i>		
	<i>T</i>	<i>L</i>			
<i>R</i>	<i>T</i>	<i>L</i>			
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>
					100
	16,000	<i>T</i>			
	4,100	<i>R</i>			

2			<i>R</i>	2,300	
	<i>T</i>	<i>L</i>			
4,900	2,400	200			
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
<i>Armistead Ave</i>					
			1,000	<i>L</i>	
			9,100	<i>T</i>	
			6,000	<i>R</i>	8,500
					200

3		<i>R</i>		
	<i>T</i>			
	3,200			
<i>R</i>	<i>T</i>			
<i>I-64 Ramp</i>		<i>L</i>	<i>T</i>	
				2,300
	7,900	<i>L</i>		
	3,700	<i>R</i>		

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-64 Corridor**

February 4, 2016

Sheet 1



1	1,900	3,400	4,200	T 5,300	
	R	T	L	L 1,500	
		10,800	T		
		2,000	R	900	3,200
	Settlers Landing Rd			L	R

2				T 6,800	
				L 4,900	
		13,200	T		
		5,000	R		
	Settlers Landing Rd				

3				R 7,000	
				T 7,500	
		5,700	L		
		7,500	T	4,200	5,400
	Settlers Landing Rd			L	R

4	2,100	100	2,500	T 1,700	
	R	T	L	L 3,000	
		2,100	T		
		1,500	R		
	S. Mallory St				

5	1,100	100	3,200	R 3,100		
	R	T	L	T 3,300		
		1,200	L	L 100		
		3,300	T	300	500	
		100	R	300	100	
	S. Mallory St			L	T	R

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-64 Corridor**

February 4, 2016

Sheet 2



1	2,600	6,000	T 1,400	
	R	L	L 2,300	
4th View St				
	3,100	T		
	900	R		

2			R 6,400	
			T 3,000	
4th View St				
	2,300	L	L	R
	6,800	T	700	2,600

3	1,100	10,500	US 460	
	R	T	L	T
			6,300	5,200

Legend

x,xxx Average Daily Traffic

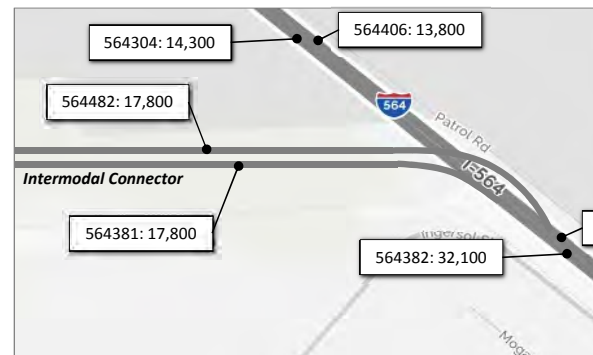
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-64 Corridor**

February 4, 2016

Sheet 3



1		Bainbridge Ave		R	T	L
3,300	5,600					
R	T	Bellinger Blvd		U	L	T
		100	U			
		3,000	L	100	100	5,400



Legend

x,xxx Average Daily Traffic

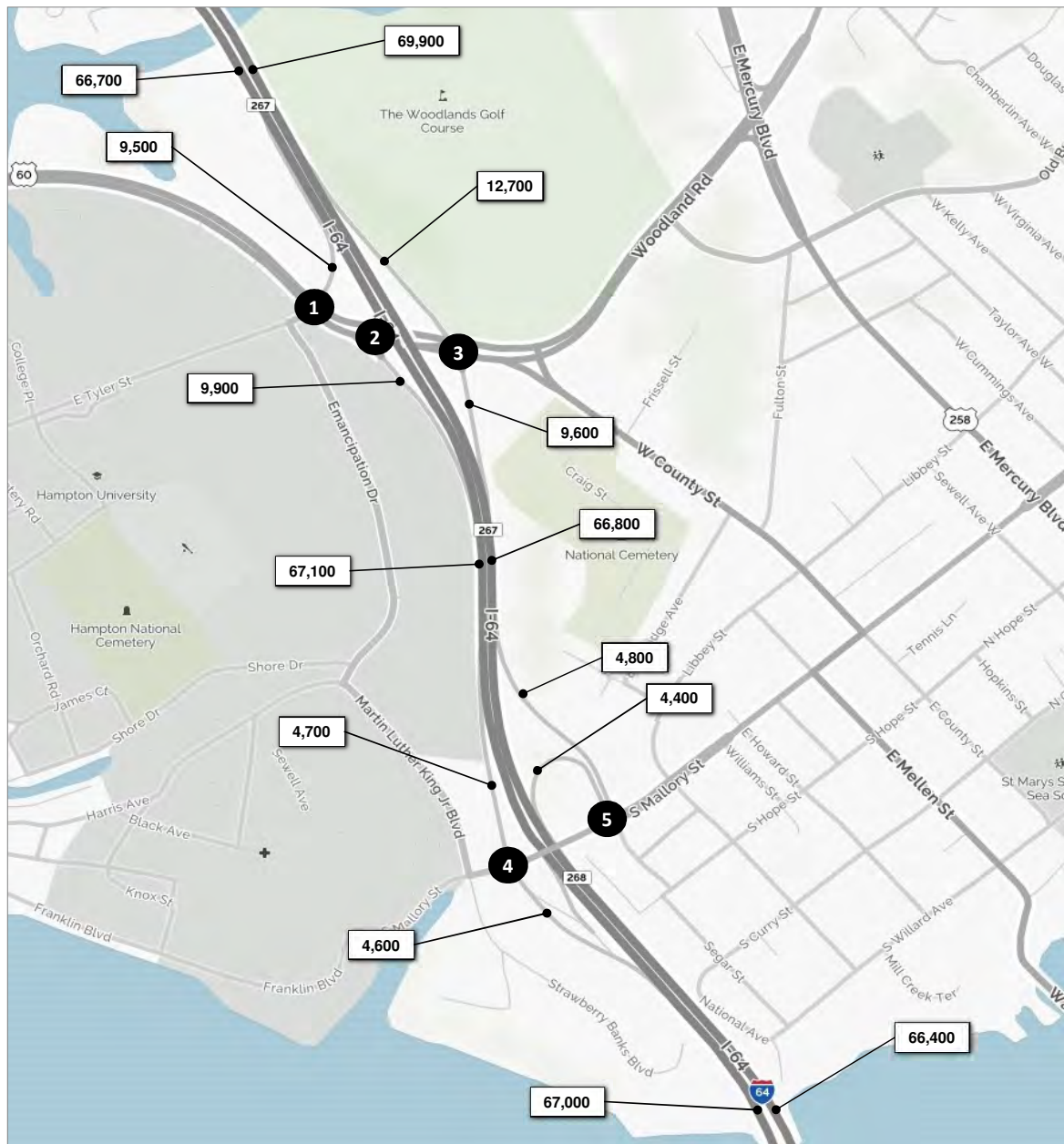
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-64 Corridor**

February 4, 2016

Sheet 4



1	1,900	3,400	4,200	T	5,300		
	R	T	L	L		R	
Settlers Land ing Rd							
		10,800	T	900		3,200	
		2,000	R				

2				T	6,800		
Settlers Land ing Rd							
		13,200	T				
		5,000	R				

3				R	7,000		
Settlers Land ing Rd				L		R	
		5,700	L			5,400	
		7,500	T	4,200			

4	2,100	100	2,500	T	1,700		
	R	T	L	L		R	
S. Mallery St							
		2,100	T				
		1,500	R				

5	1,100	100	3,200	R	3,100		
	R	T	L	T	3,300		
S. Mallery St				L		R	
		1,200	L				
		3,300	T	300	500	100	
		100	R				

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

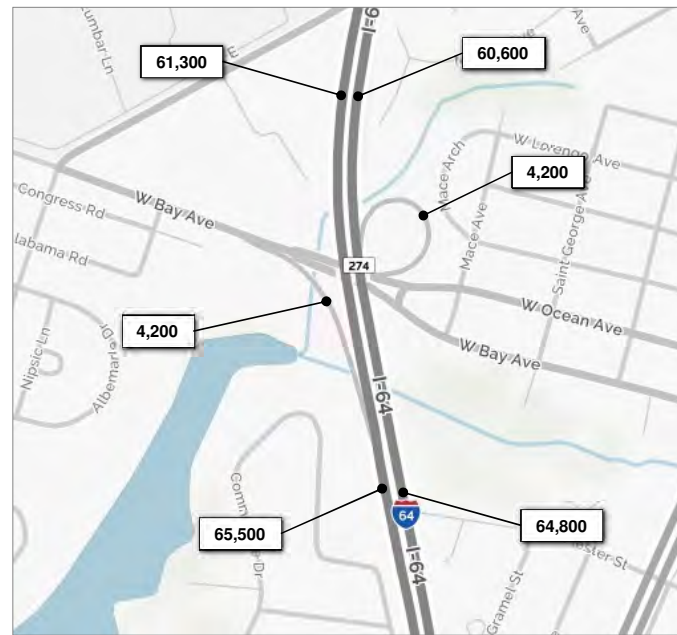
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-64 Corridor**

February 1, 2016

Sheet 2



1	2,600	6,000	T 1,400
	R	L	L 2,300
4th View St			
	3,100	T	
	900	R	

2			R 6,400
			T 3,000
4th View St			
	2,300	L	L
	6,800	T	R 2,600
			700

3	1,100	10,500	US 460
	R	T	L T
			L 6,300
			T 5,200

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

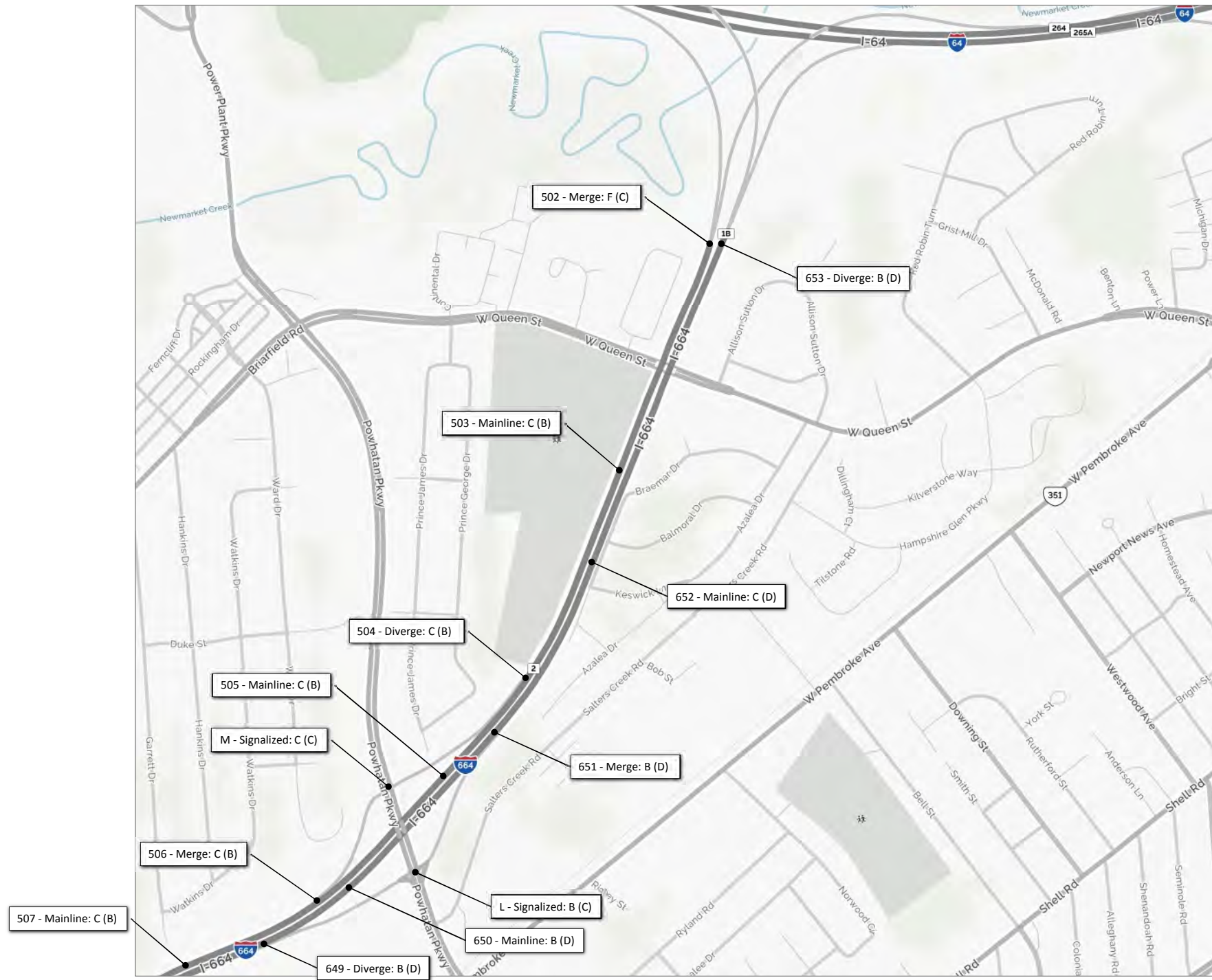
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-64 Corridor**

February 1, 2016

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
 I-664 Corridor**

February 9, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
 I-664 Corridor**

February 9, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

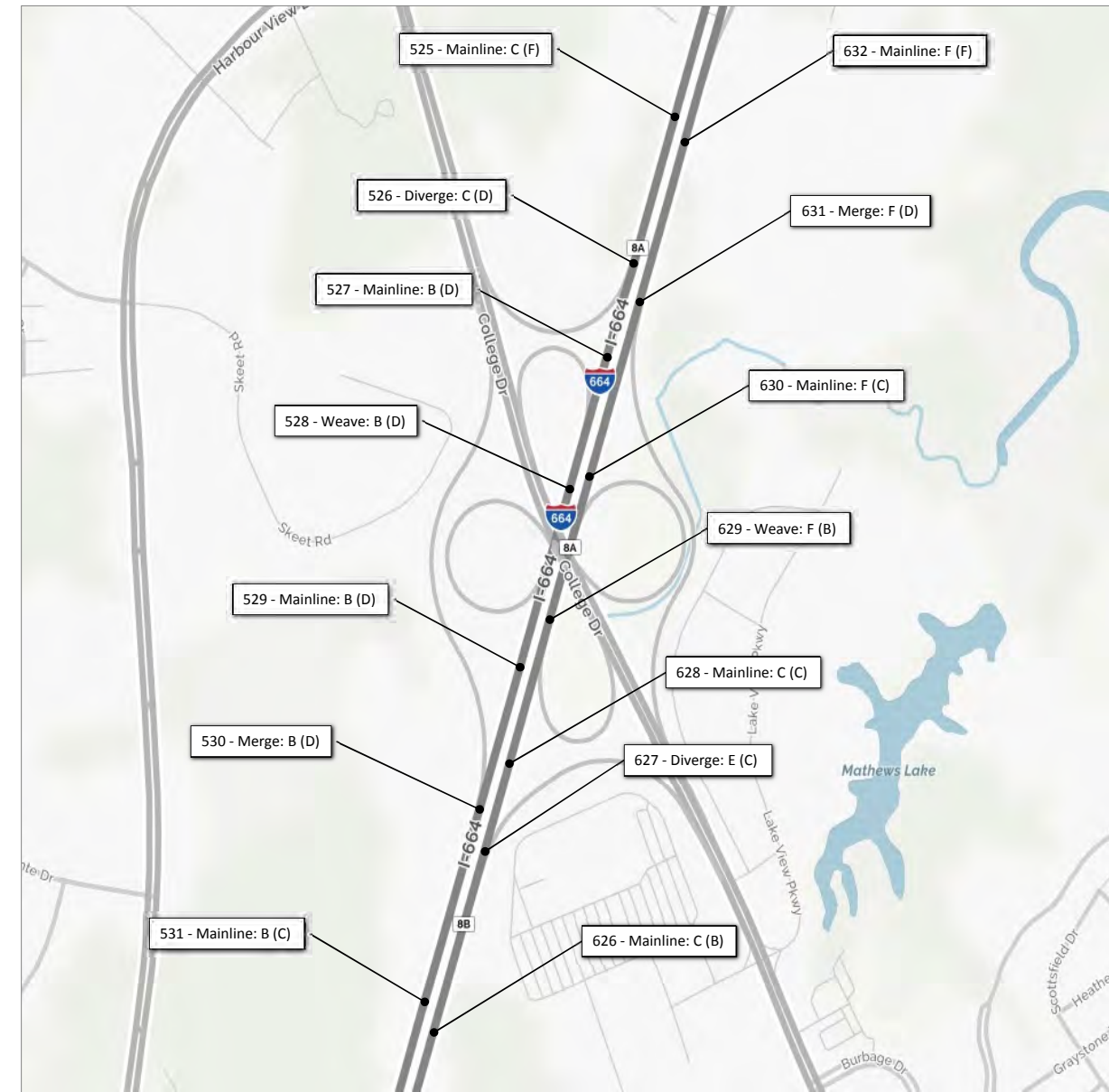
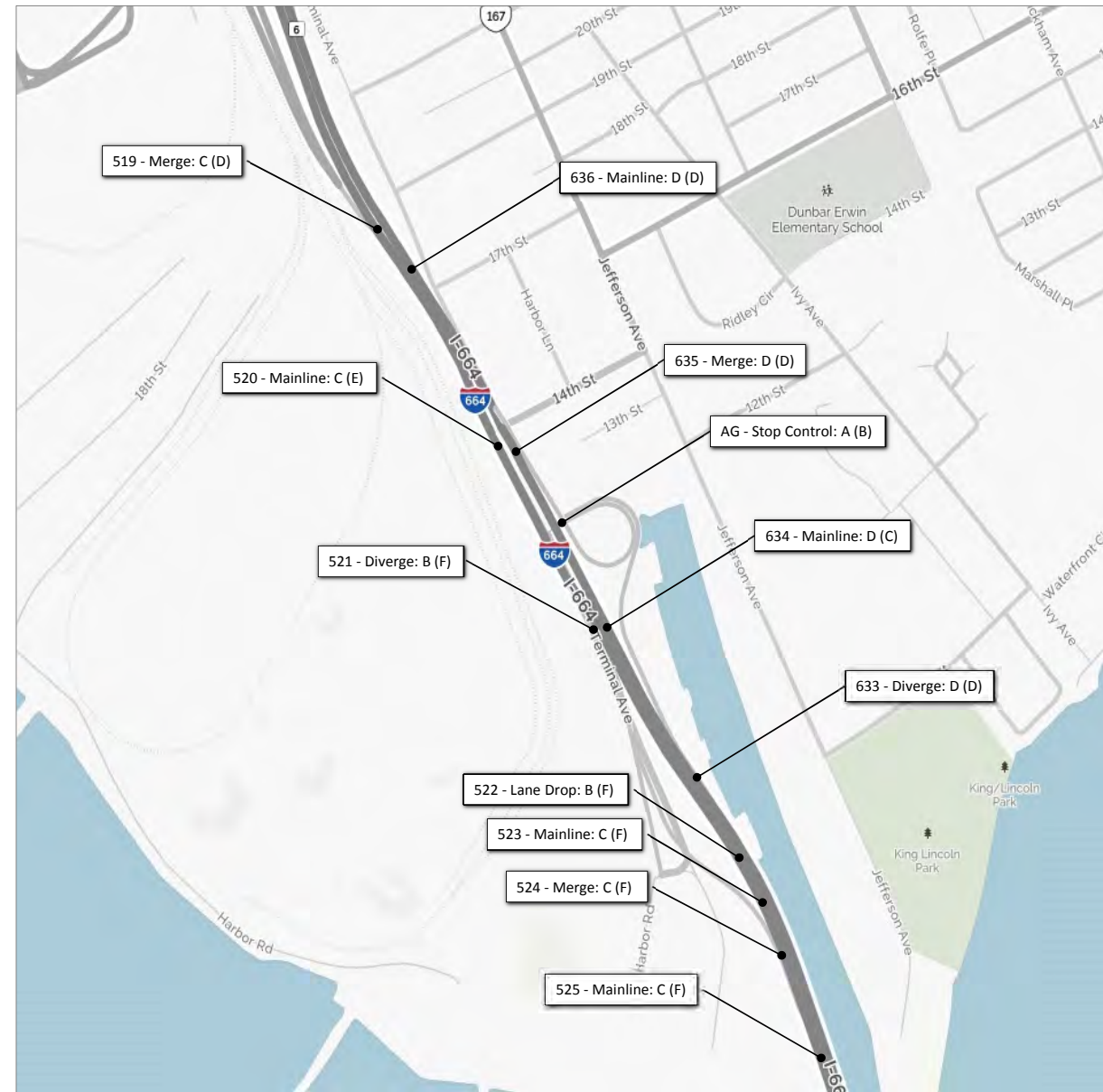
Hampton Roads Crossing Study SEIS

2040 Alternative B Level of Service

I-664 Corridor

February 9, 2016

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

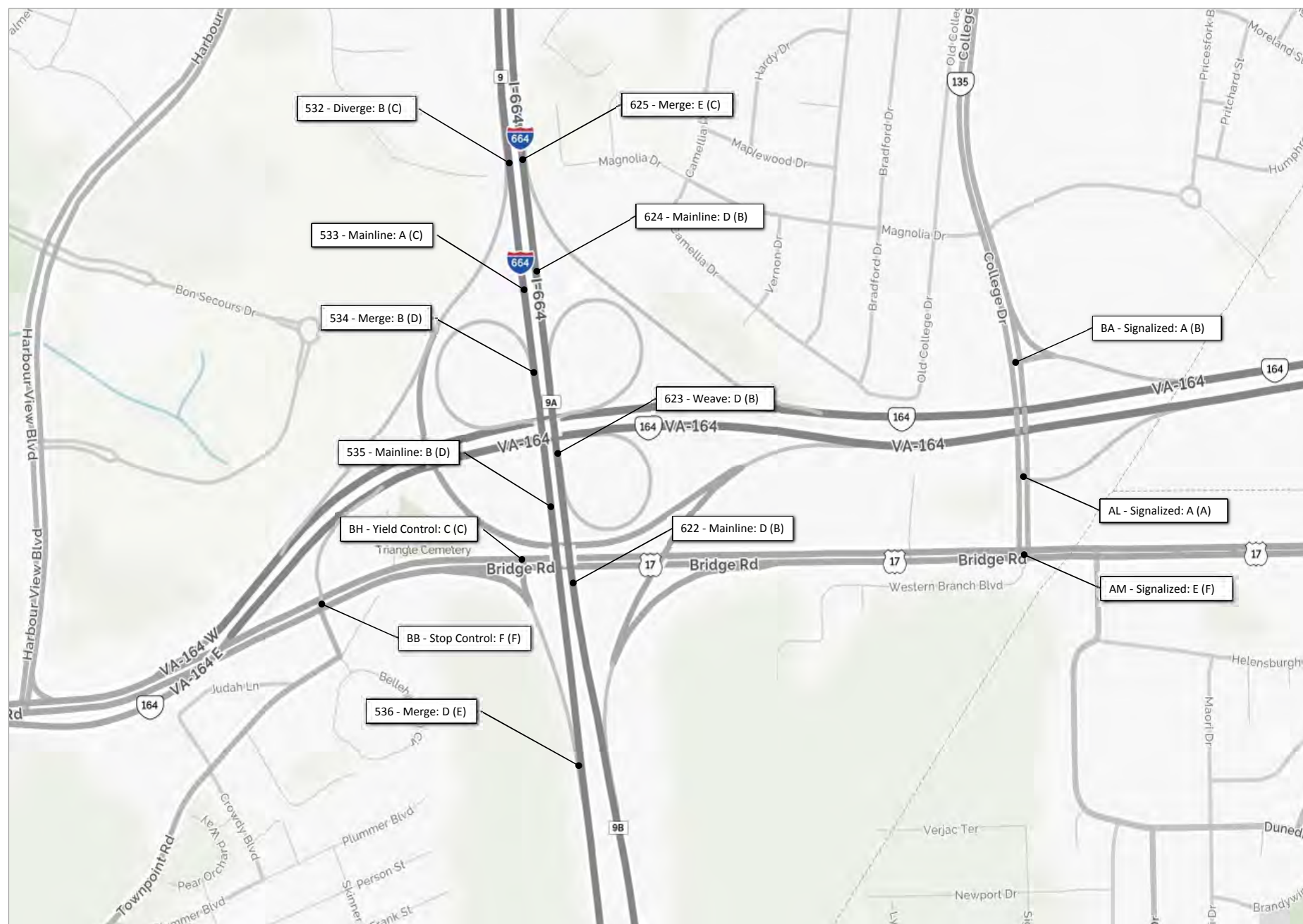
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
 I-664 Corridor**

February 9, 2016

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

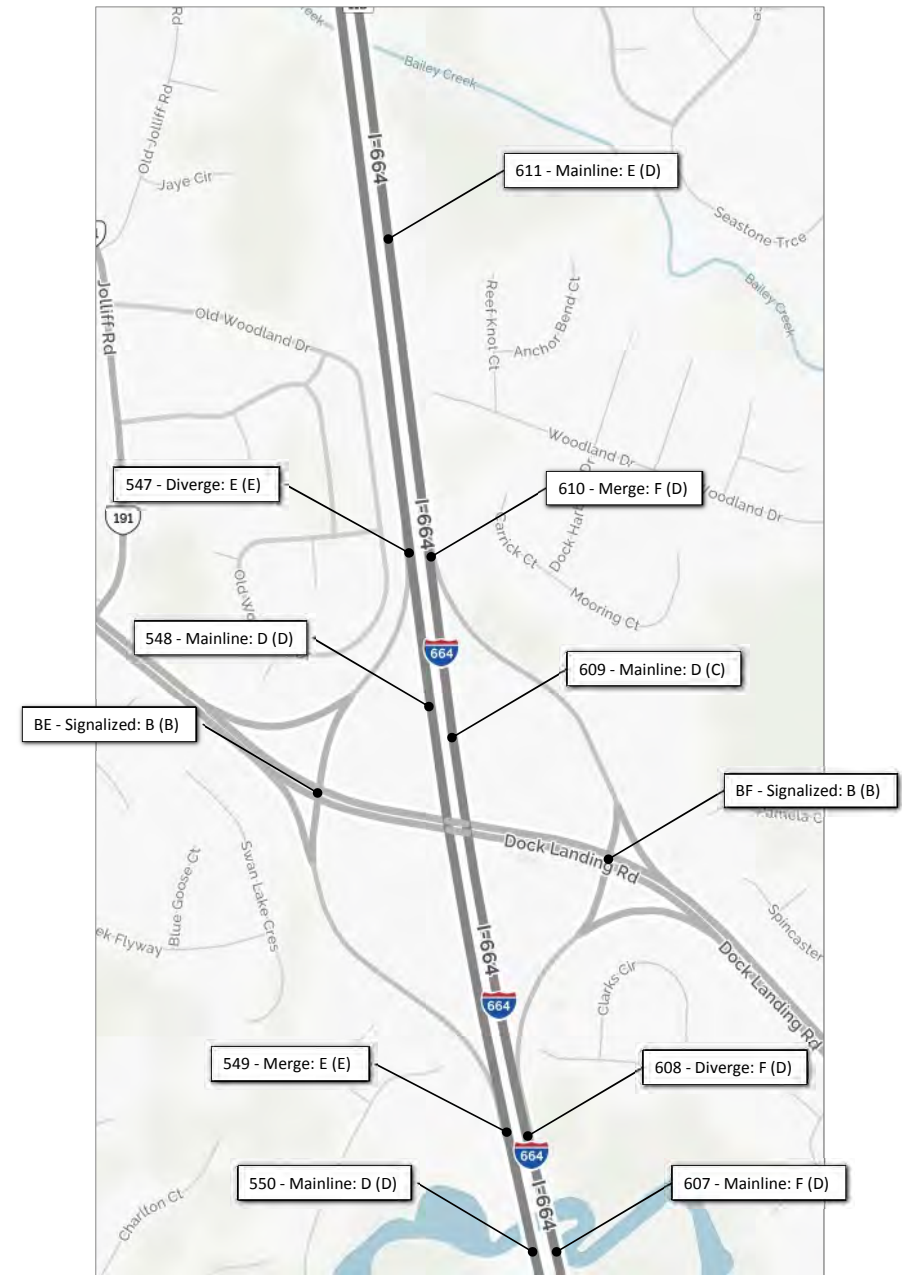
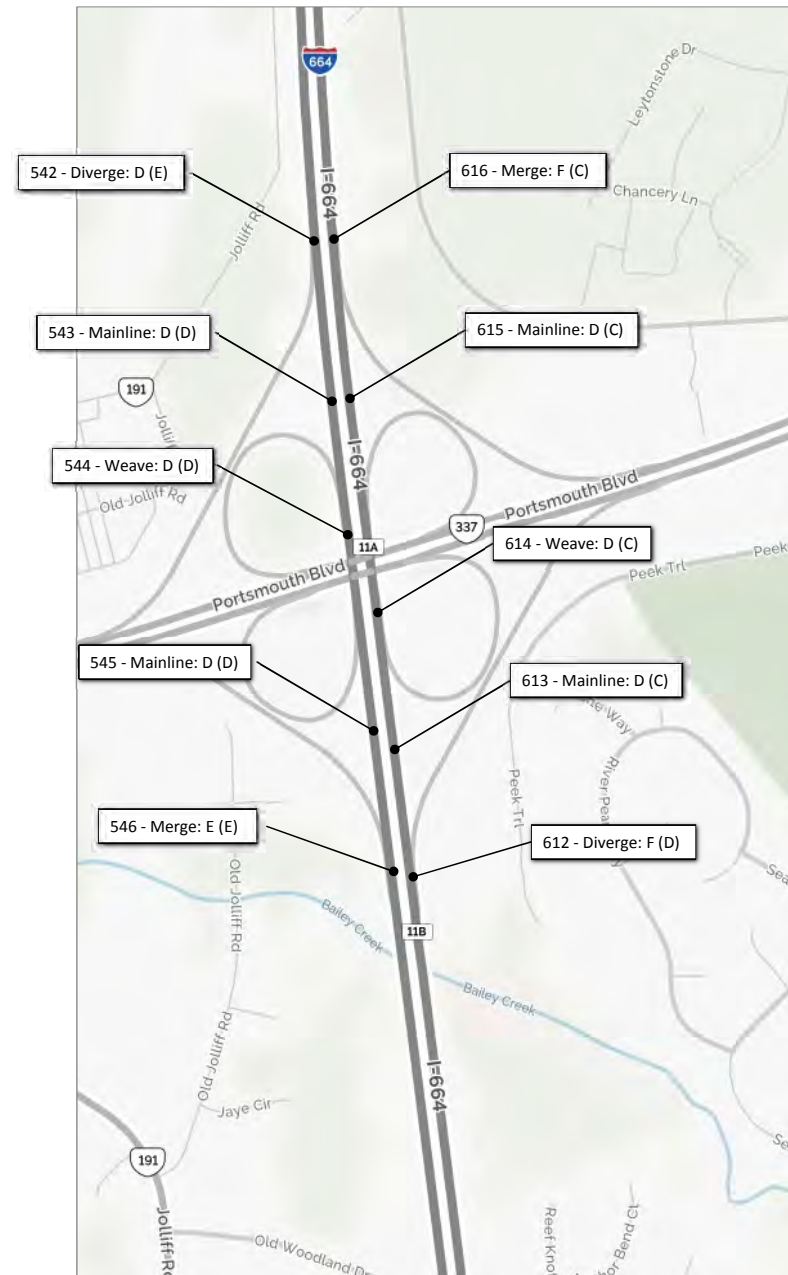
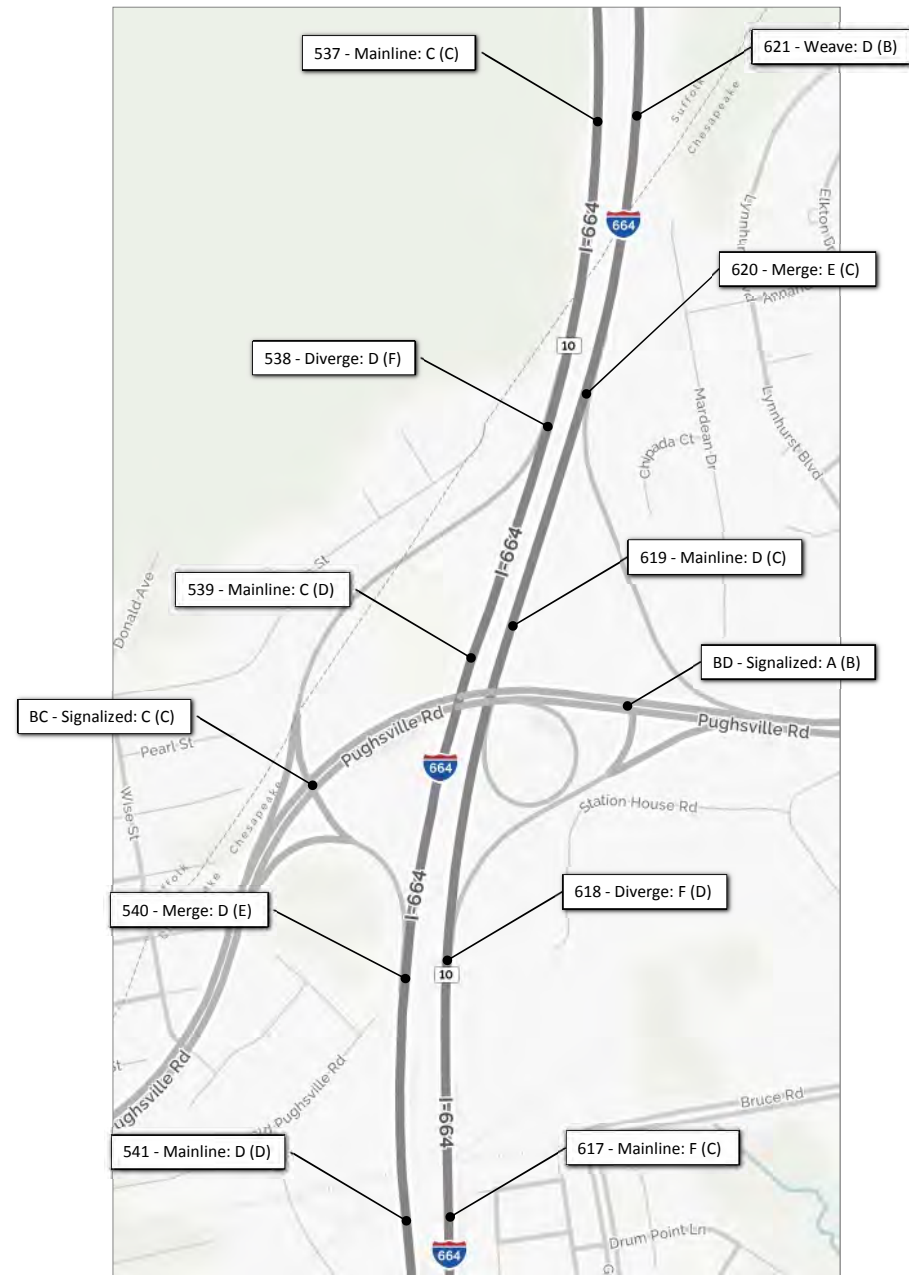
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
 I-664 Corridor**

February 9, 2016

Sheet 5



Legend

X (X) AM (PM) Level of Service
 Numbered items correspond to freeway segments, evaluated using HCS
 500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound
 Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
 I-664 Corridor**

February 9, 2016

Sheet 6



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

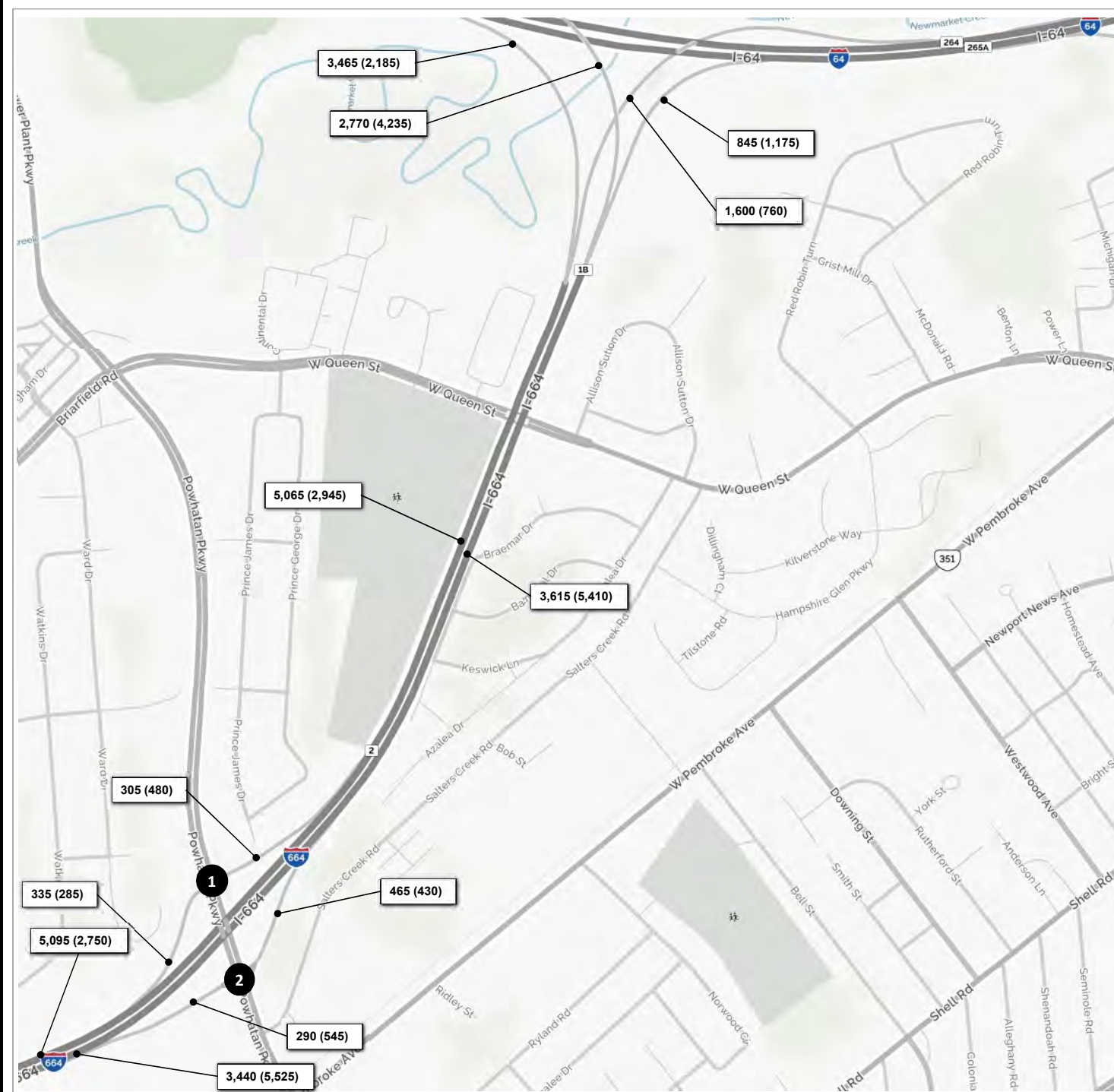
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
 I-664 Corridor**

February 9, 2016

Sheet 7



1	75 (95)	230 (385)	T 280 (565)	Powhatan Pkwy
	R	L	L 200 (150)	
	245 (435)	T		
	135 (135)	R		

2		I-664 Ramp	R 410 (385)	
		Powhatan Pkwy	T 415 (480)	
	55 (45)	L	L 65 (235)	R
	420 (775)	T		225 (310)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

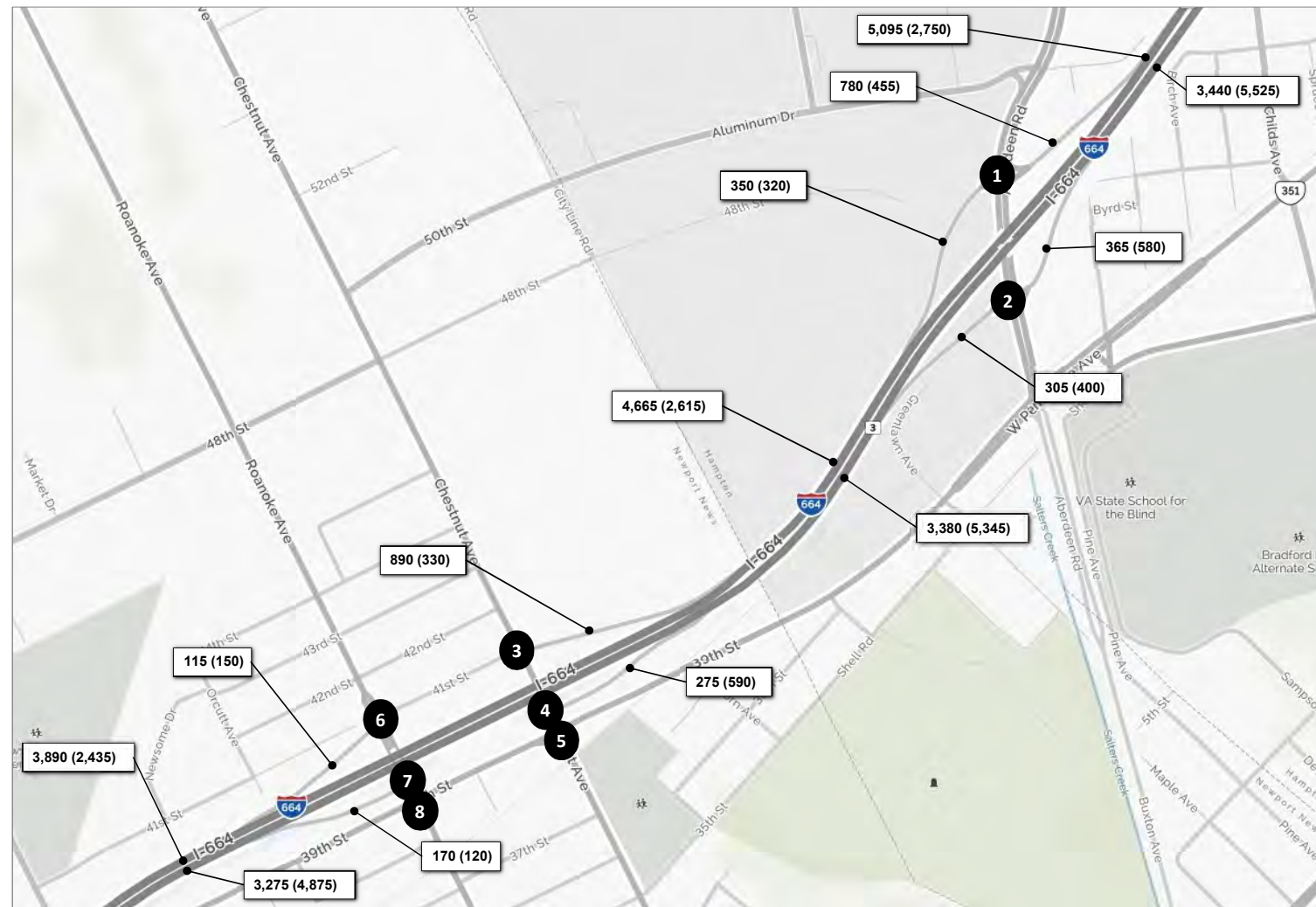
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
I-664 Corridor**

February 9, 2016

Sheet 1



1	620 (295)	160 (160)	T 590 (840)
	R	T	L 90 (90)
			Aberdeen Road
		525 (1,085)	T
		260 (230)	R
			I-664 Ramp

2			I-64 Ramp	R 165 (160)
			Aberdeen Road	T 450 (635)
		200 (420)	L	R
		485 (825)	T	L 230 (295)
				R 75 (105)

3	365 (150)	525 (180)	R	
	R	T	L 105 (225)	
			Chestnut Avenue	
		245 (355)	L	
		35 (15)	R	
			L T R	
				20 (25)

4			R 195 (450)
			T 105 (225)
		80 (140)	L
		710 (420)	T
			R
			Chestnut Avenue
		L	T R

5	50 (65)	265 (195)	20 (55)	R 30 (50)
	R	T	L	T 155 (270)
			Chestnut Avenue	L 20 (45)
		35 (85)	L	R
		210 (235)	T	L 95 (340)
		465 (100)	R	T 130 (310)
				R 20 (35)

6	5 (5)	20 (5)	10 (5)	R 5 (5)
	R	T	L	T 120 (155)
			Roanoke Avenue	L 15 (80)
		15 (20)	L	R
		95 (75)	T	L T R
		80 (65)	R	

7			R 60 (155)	
			L	
		105 (80)	L	
			T	
			R	
			Roanoke Avenue	
		L	T R	
				90 (35)

8	20 (25)	700 (285)	30 (30)	R 10 (35)
	R	T	L	T 30 (105)
			Roanoke Avenue	L 30 (30)
		20 (35)	L	R
		85 (65)	T	L 10 (25)
		90 (15)	R	T 215 (615)
				R 20 (25)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

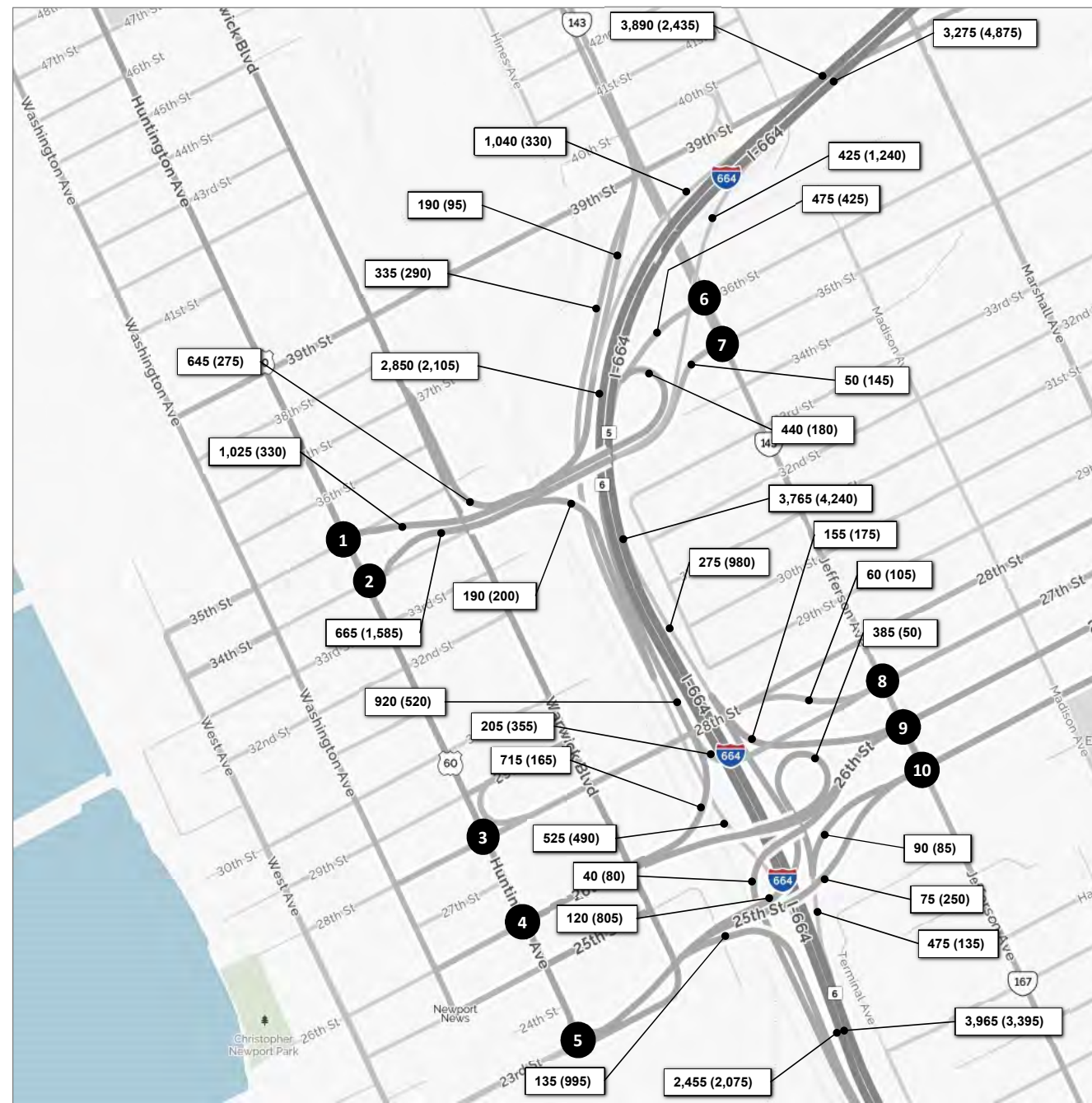
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
I-664 Corridor**

February 9, 2016

Sheet 2



1	R	90 (35)	T	1,270 (1,570)	Huntington Ave	T	425 (115)	35th Street	L	600 (215)
	T			L						

6	T	355 (525)	L	25 (45)	Jefferson Ave	R	45 (40)	36th Street	T	15 (10)
	L			R						

2	T	1,280 (990)	L	590 (1,195)	Huntington Ave	34th Street			
	R			T					

7	T	360 (530)	L	20 (15)	Jefferson Ave	T		35th Street	R	
	R			L						

3	R	55 (10)	T	805 (950)	Huntington Ave	R	55 (20)	28th Street	T	35 (30)
	T			L						

8	T	280 (510)	L	50 (100)	Jefferson Ave	T		27th Street	R	
	R			L						

4	R	100 (65)	T	630 (1,390)	Huntington Ave	T	670 (260)	26th Street	L	535 (85)
	T			L						

9	R	105 (135)	T	265 (350)	Jefferson Ave	R	35 (50)	26th Street	T	120 (120)
	L			L						

5	R	390 (35)	T	5 (10)	Huntington Ave	T	230 (1,365)	23rd Street	L	
	T			L						

10	R	200 (445)	L	70 (130)	Jefferson Ave	T		25th Street	R	
	T			L						

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

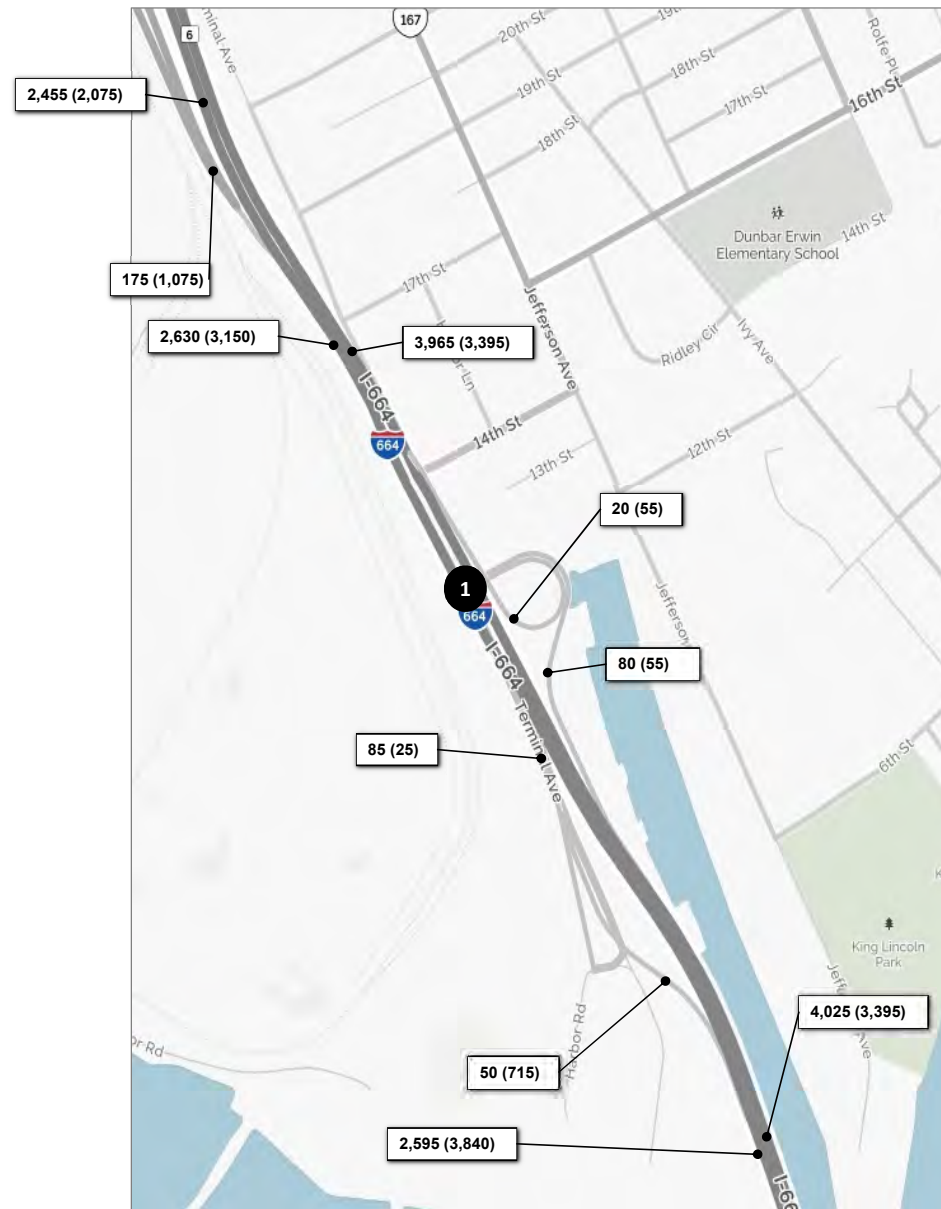
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
I-664 Corridor**

February 9, 2016

Sheet 3



1	155 (840)	10 (40)	R 50 (45)	
	T	L	L 30 (10)	
		Terminal Ave	T 35 (25)	R 10 (15)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
I-664 Corridor**

February 9, 2016

Sheet 4



1				R	30 (20)
				T	435 (1,060)
				L	35 (50)
	US 17				
			L	T	R
100 (95)			L		105 (90)
1,510 (1,380)			T	60 (25)	
50 (130)			R	35 (35)	

2				T	470 (1,065)
				L	470 (495)
	US 17				
	755 (745)			T	
865 (720)			R		

3	885 (1,880)			R	450 (560)
				L	110 (180)
	T			VA 164 Ramp	
				T	670 (1,040)

4	730 (1,365)				
	T			L	285 (495)
				VA 164 Ramp	
				T	670 (1,040)
			College Dr		
			L	115 (95)	

5	395 (650)			R	350 (650)
	S (5)			T	540 (900)
	330 (710)			L	10 (15)
	US 17				
			L	T	R
430 (475)			L		5 (15)
745 (765)			T	5 (10)	
10 (15)			R	5 (10)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

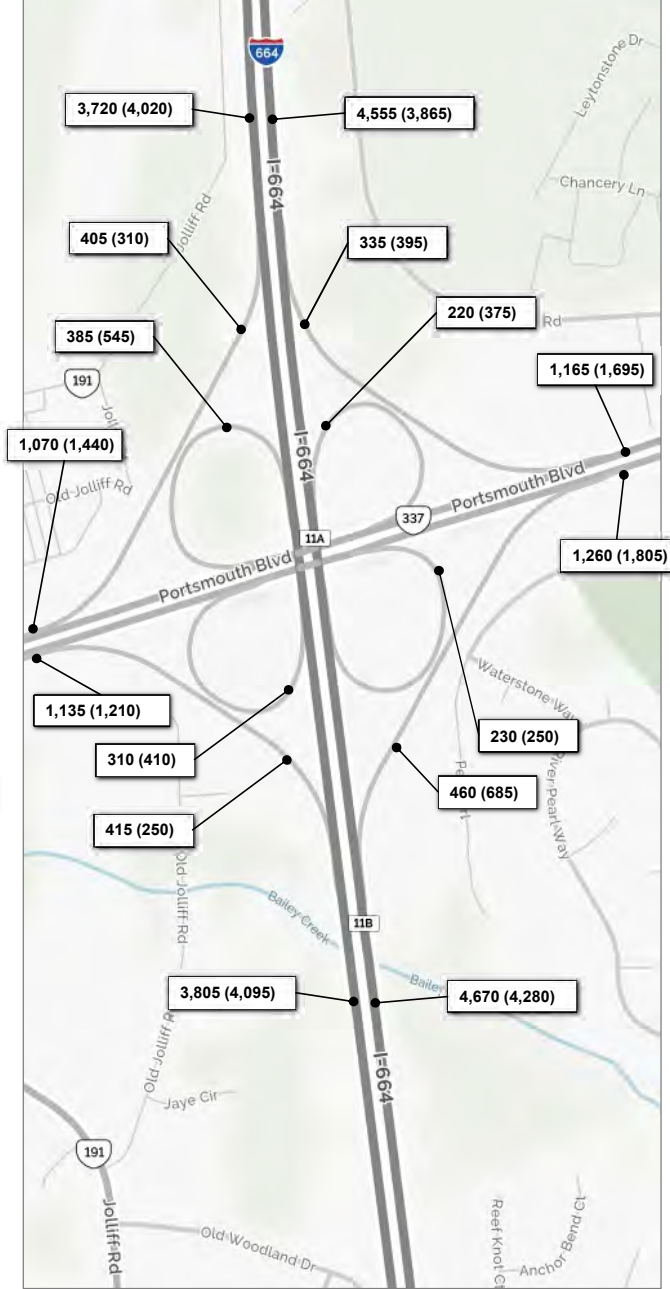
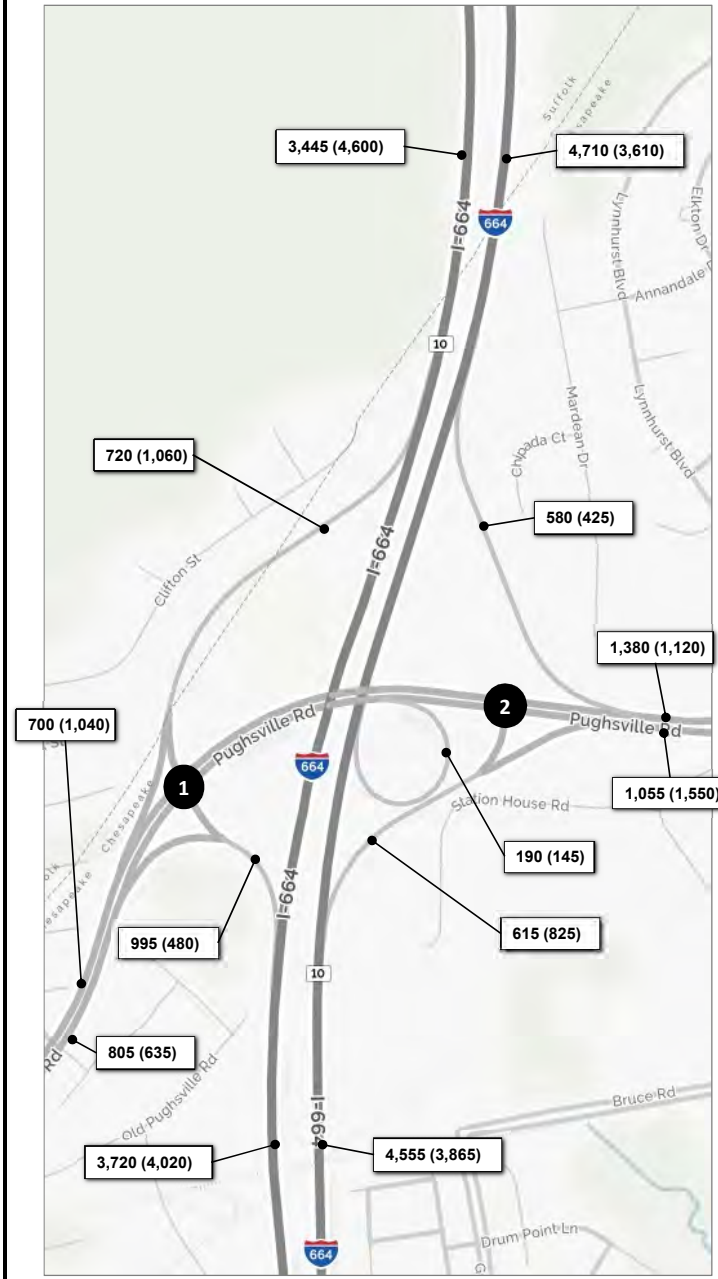
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
I-664 Corridor**

February 9, 2016

Sheet 5



1	370 (390)	350 (670)	T 330 (650)	Pughsville Road
	R	L	L 590 (330)	
	400 (485)	T		
	405 (150)	R		

2			R 580 (425)	Pughsville Road
			T 800 (695)	
	560 (1,010)	T	L 120 (285)	
	190 (145)	R	R 495 (540)	

3	200 (240)	70 (175)	T 375 (305)	Dock Landing Road
	R	L	L 275 (125)	
	490 (345)	T		
	230 (75)	R		

4			R 280 (110)	Dock Landing Road
			T 535 (305)	
	315 (145)	L	L 115 (125)	
	245 (375)	T	R 145 (300)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

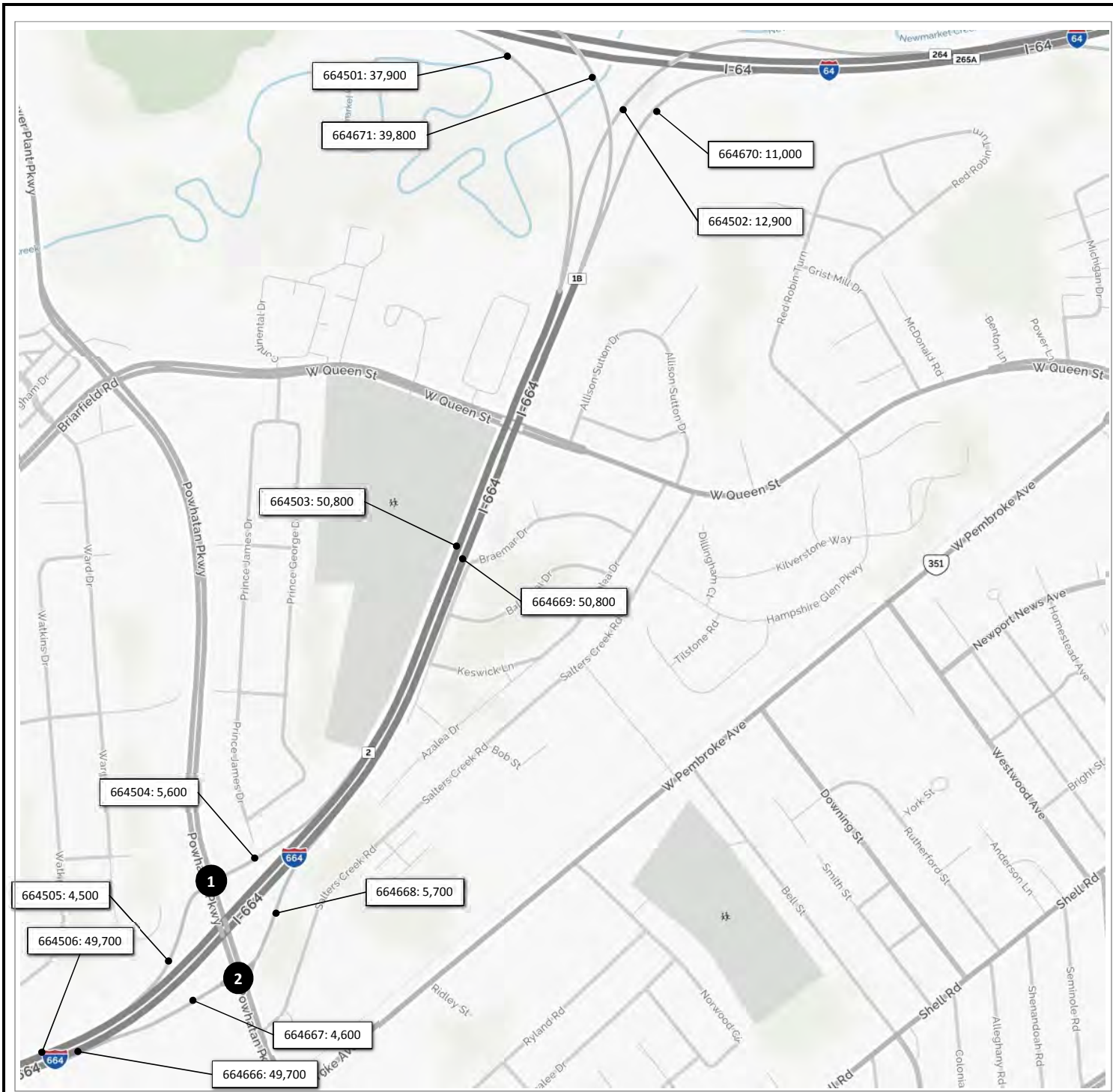
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
I-664 Corridor**

February 9, 2016

Sheet 6



1			
R	1,200	L	4,400
		Powhatan Pkwy	
	5,100	T	2,000
		I-664 Ramp	
		T	5,700
		L	2,500

2			
		L	700
		T	8,800
		I-664 Ramp	
		L	2,100
		R	2,500
		R	5,000
		T	6,100

Legend

x,xxx Average Daily Traffic

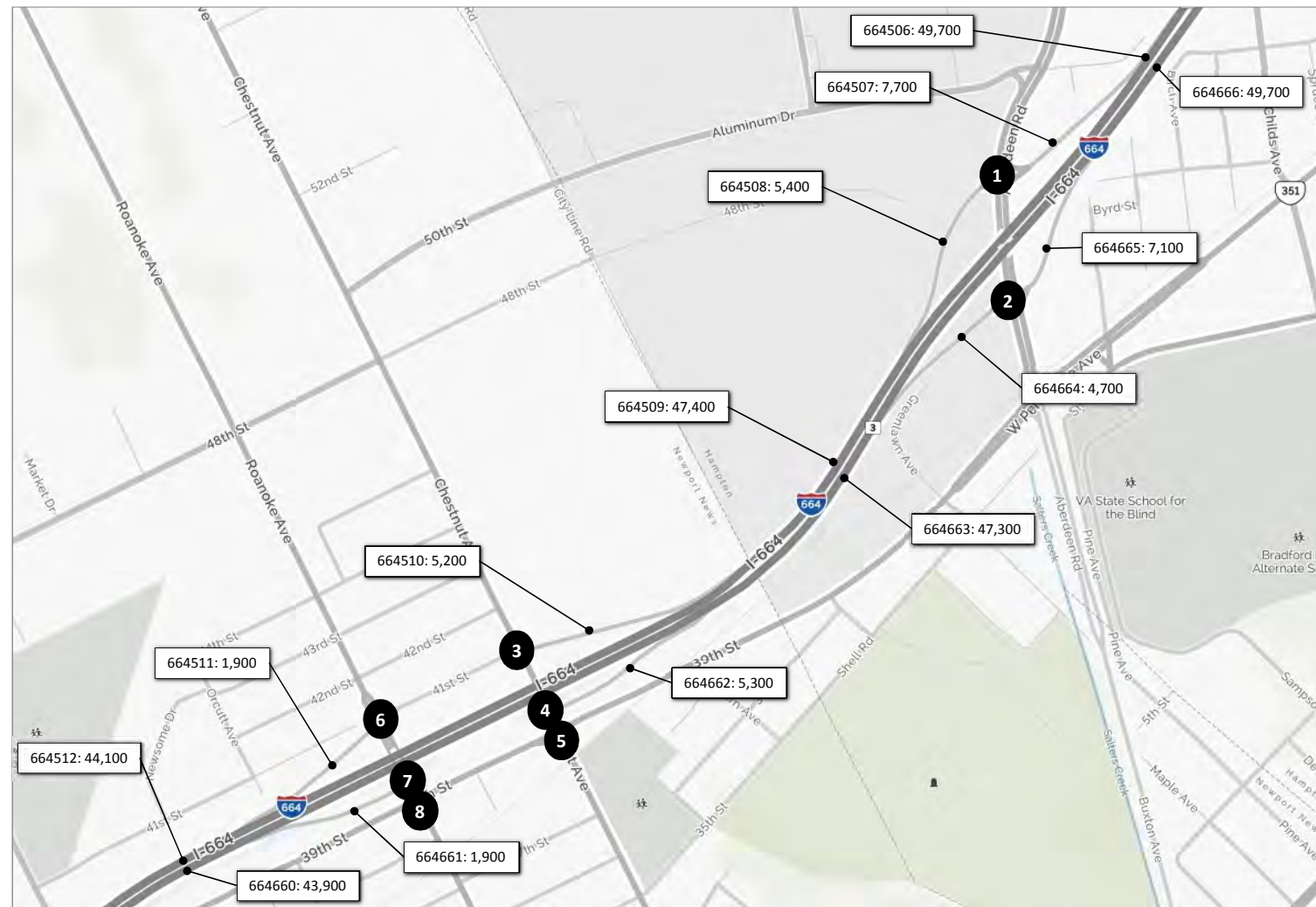
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 9, 2016

Sheet 1



1					
5,600		2,100	T	10,400	
R	T	L	L	1,100	
			Aberdeen Road		
			L		R
	11,700	T	4,000		700
	4,300	R			

2					
			L		R
			L		R
	4,600	L	4,000		700
	9,200	T			

3					
2,100		3,100	R	2,400	
R	T	L	L		
Chestnut Avenue			L	T	R
			L		R
	4,300	T			200
	100	R			

4					
			R	3,800	
			T	2,400	
			L		
			L		R
	1,500	L			
	6,100	T			
		R			

5					
800	2,800	500	R	500	
R	T	L	T	2,900	
Chestnut Avenue			L	400	
			L	T	R
	800	L			
	2,900	T	2,500	2,800	400
	2,400	R			

7					
			R	1,300	
			L		
			L		R
			L		R
	600	L			
		T	1,200		700
		R			

6					
	200		R	100	
			T	2,000	
			L	400	
			L	T	R
			L		R
	600	T			
	1,300	R			

8					
300	4,900	400	R	500	
R	T	L	T	700	
Roanoke Avenue			L	300	
			L	T	R
			L		R
	200	L			
	700	T	300	4,900	400
	400	R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 9, 2016

Sheet 2



1	400	13,100		T	4,100	35th Street	
	R	T		L	7,700	Huntington Ave	

6	5,400	400		R	700	36th Street	
	T	L		L	200	Jefferson Ave	
					T	R	
			4,500	L	5,700	300	
			400	T			
			200	R			

2	10,700	10,100		T		34th Street	
	T	L		L		Huntington Ave	
			5,700	T			
			400	R			

7	5,600	200		T		35th Street	
	T	L		L		Jefferson Ave	
			800	L	5,200	200	
			300	T			
			300	R			

3	500	9,500	400	R	500	28th Street	
	R	T	L	T	600	Huntington Ave	
			600	T			
			400	R			

8	4,900	1,000		T		27th Street	
	T	L		L		Jefferson Ave	
			2,000	L	3,600		
			700	T			
			900	R			

4	1,400	11,300		T	5,100	26th Street	
	R	T		L	3,000	Huntington Ave	

9	1,300	4,500		R	500	26th Street	
	R	T		T	1,600	Jefferson Ave	
				L	500		
				L	1,500	3,100	
				T			
				R			

5	2,000	100	8,800			23rd Street	
	R	T	L			Huntington Ave	
			4,500	T			
			400	R			

10	3,800	1,200		T		25th Street	
	R	T	L	L		Jefferson Ave	
			1,300	L	3,300	300	
			1,400	T			
			900	R			

Legend

x,xxx Average Daily Traffic

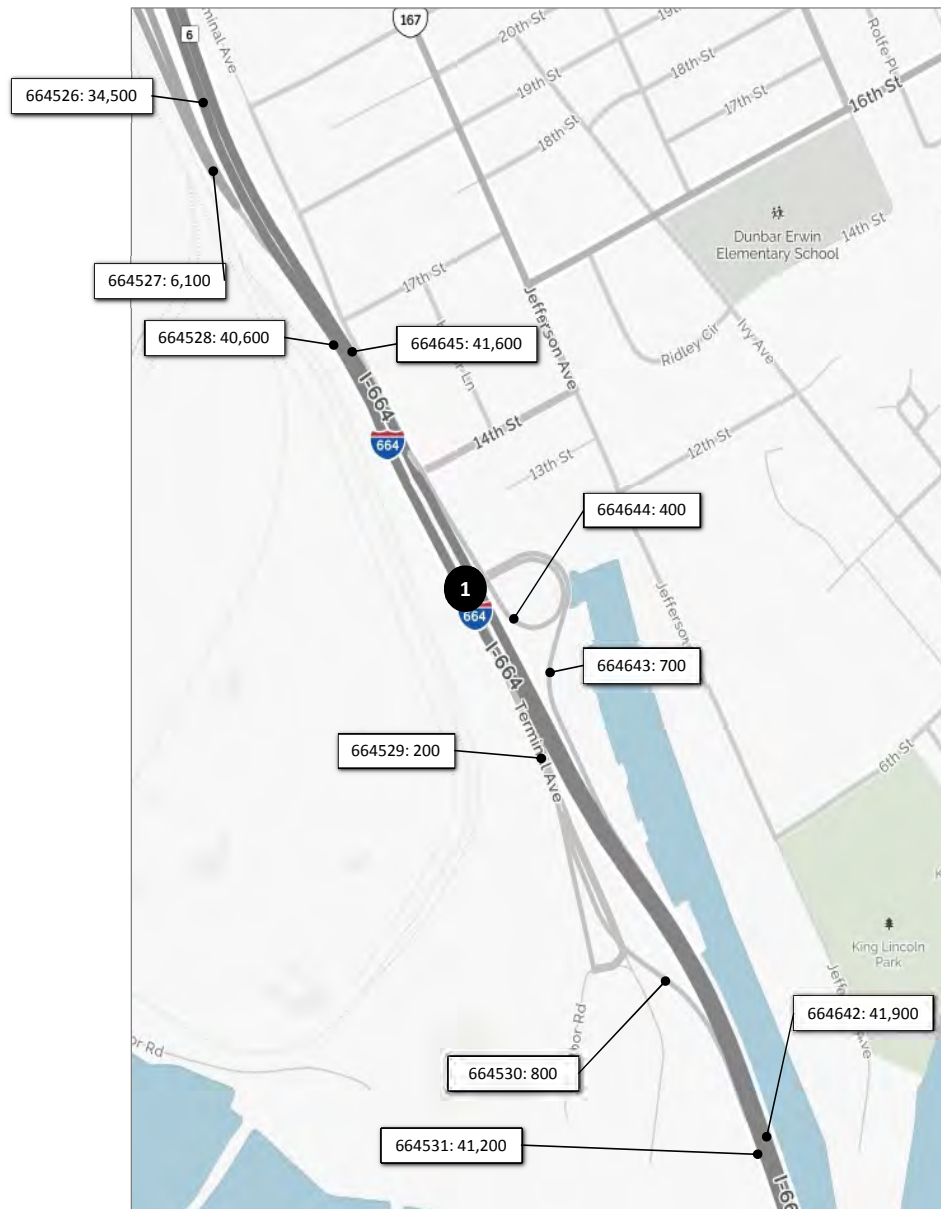
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 9, 2016

Sheet 3



1	4,000	300	R 500
	T	L	L 200
		Terminal Ave	T 400
			R 100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 9, 2016

Sheet 4



1			R	200	
			T	12,700	
			L	400	
R	T	L			
	1,400	L	L	T	R
	23,900	T	300	400	1,000
	900	R			

2					
			T	13,300	
			L	7,000	
US 17					
	12,700	T			
	12,200	R			

Legend

x,xxx Average Daily Traffic

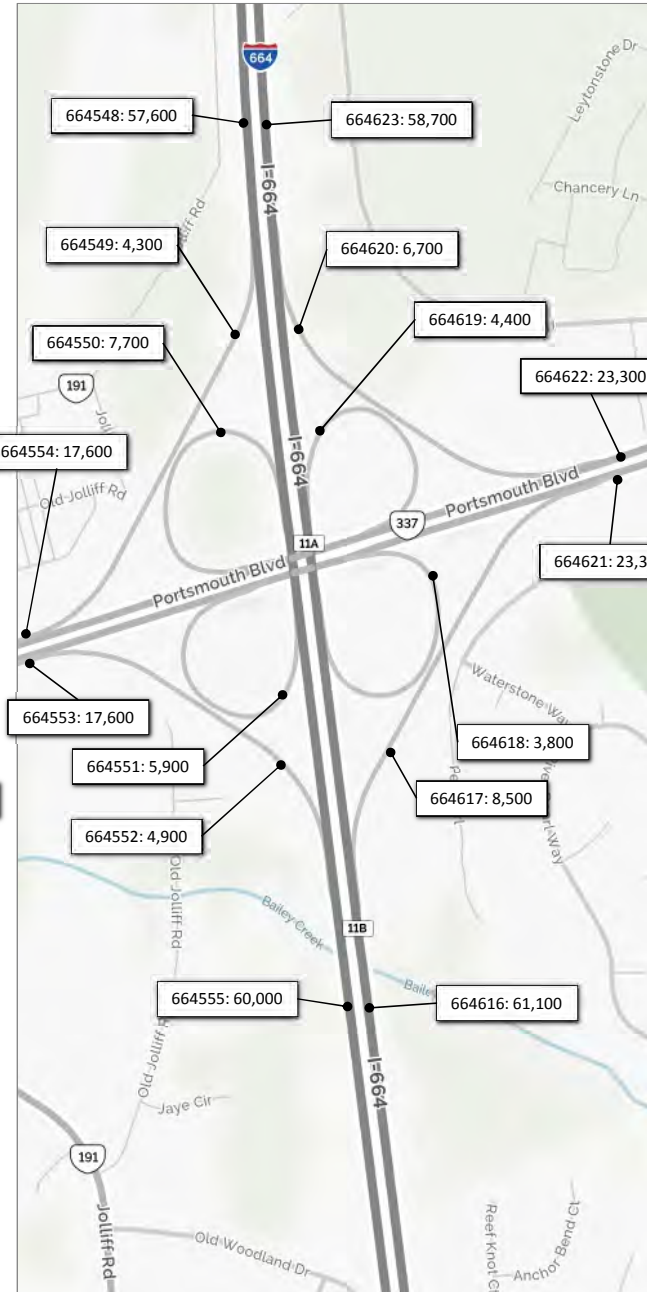
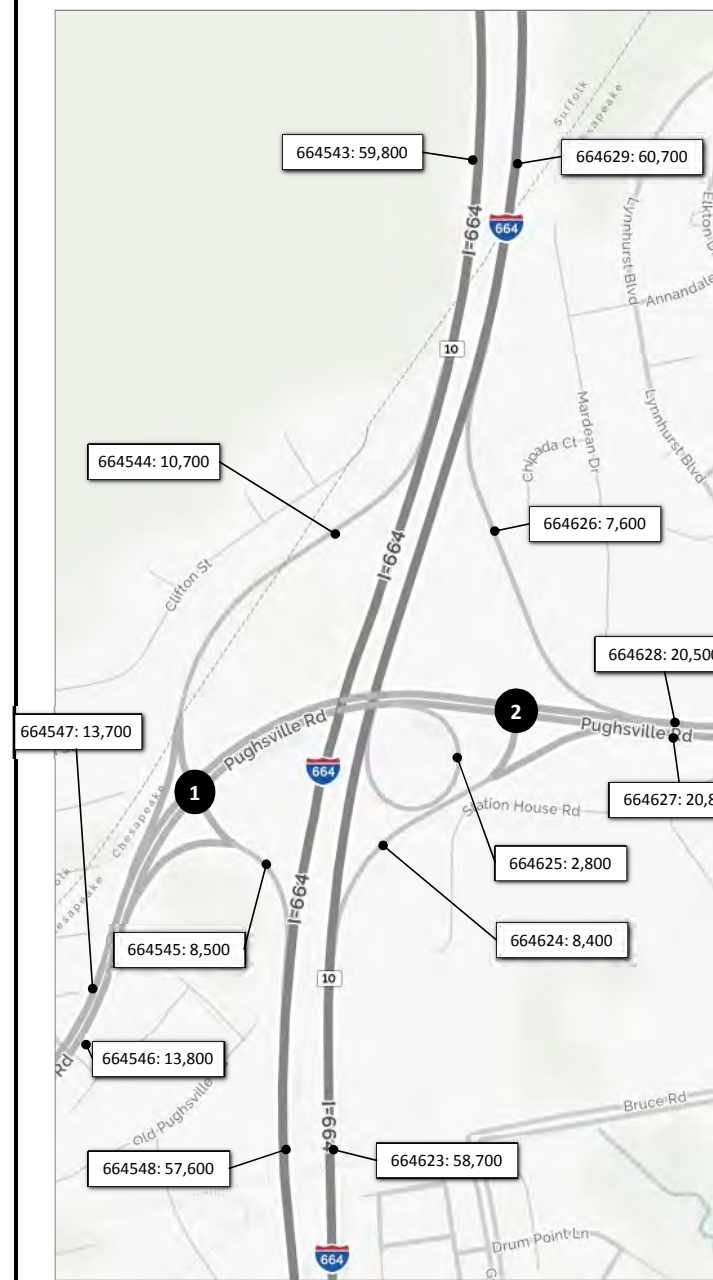
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 9, 2016

Sheet 5



1	3,500	7,200	T 10,200	
	R	L	L 5,500	
			Pughsville Road	
		10,800	T	
		3,000	R	

2			R 7,600	
			T 12,900	
Pughsville Road			L	R
		15,200	T	2,800
		2,800	R	5,600

3	3,100	2,000	T 4,300	
	R	L	L 2,400	
			Dock Landing Road	
		4,200	T	
		3,200	R	

4			R 2,200	
			T 4,800	
Dock Landing Road			L	R
		2,100	L	1,900
		4,100	T	2,900

Legend

x,xxx Average Daily Traffic

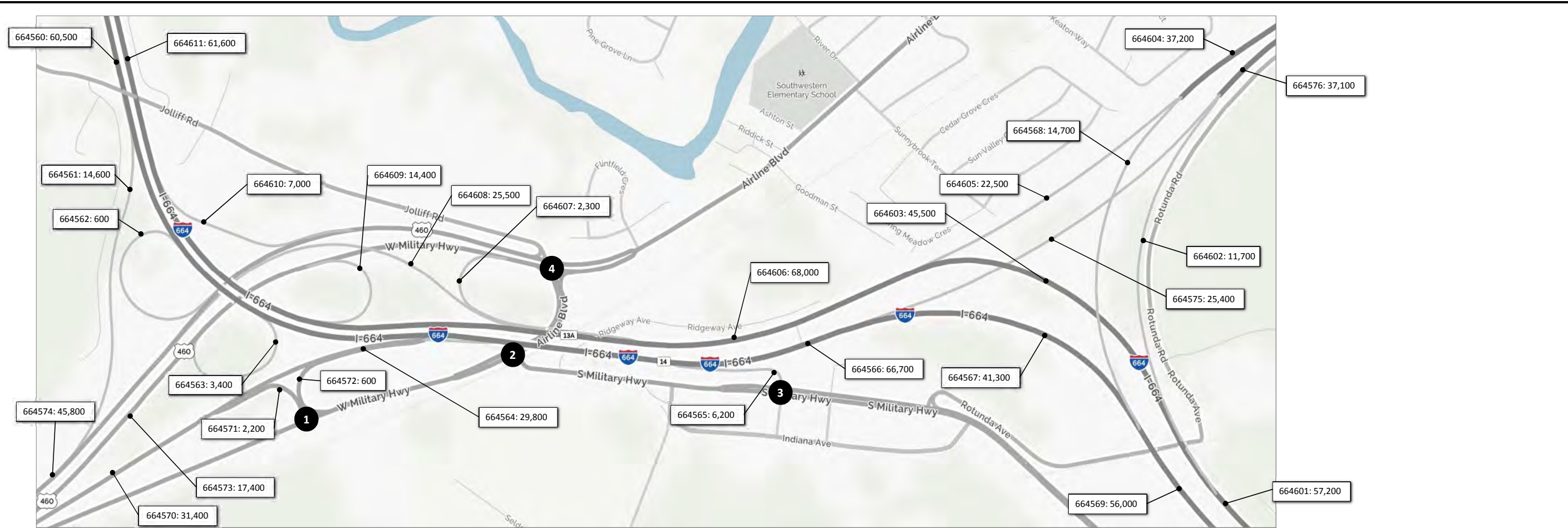
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 9, 2016

Sheet 6



1			
100	2,100	R 500	
		T 2,100	
R	L		
W. Military Hwy			
100	L		
4,600	T		

2			
		T 1,800	
		L 3,700	
		L	R
W. Military Hwy			
6,500	T	800	3,800
200	R		

3			
100	6,100	T 4,500	
R	L		
S. Military Hwy			
3,900	T		

4				
1,400	2,600	1,800	R 1,300	
			T 5,200	
			L 1,000	
		R	T	R
		2,500	L	
		4,300	T	6,700
		1,900	R	2,100
				1,500

Legend

x,xxx Average Daily Traffic

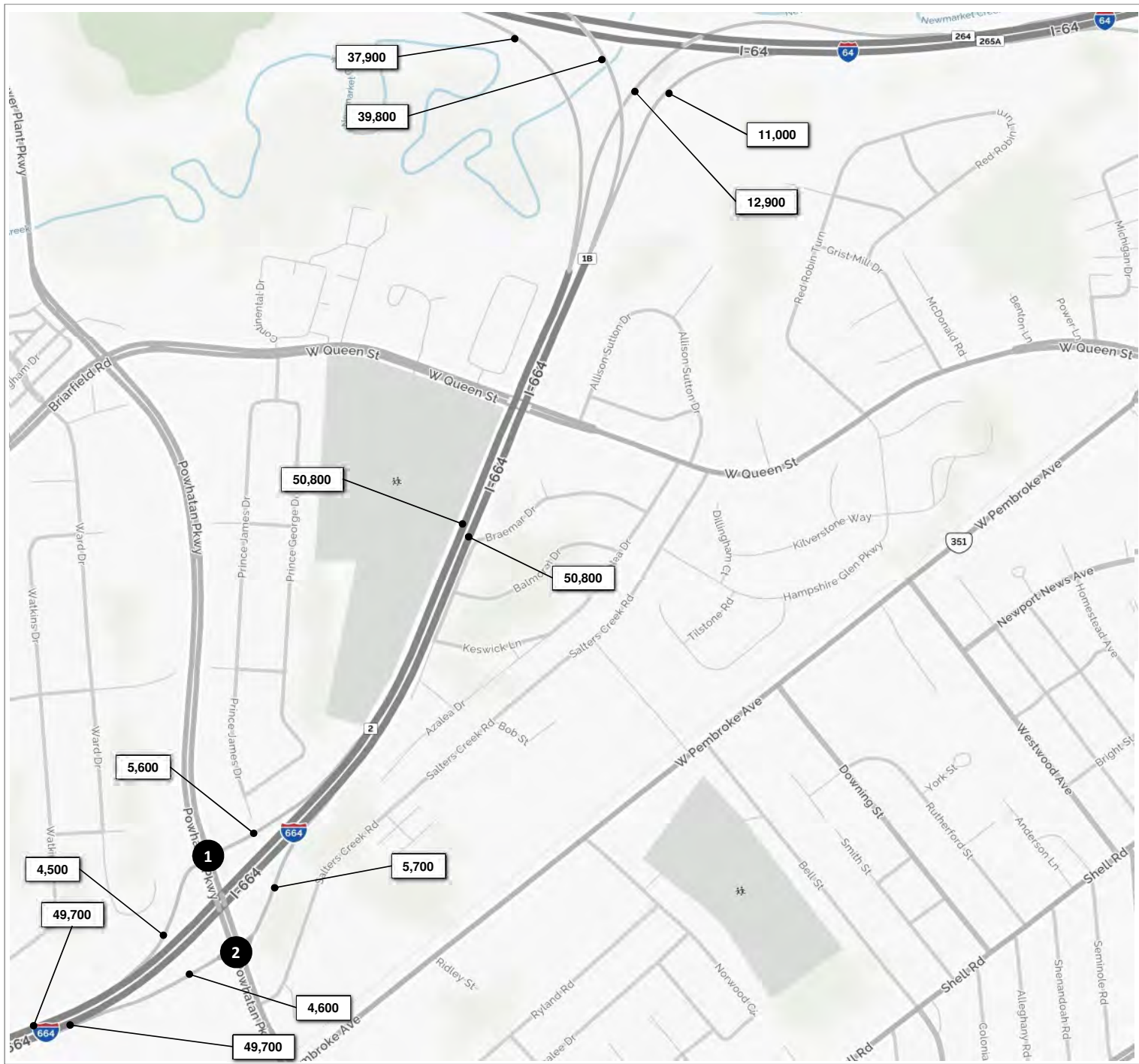
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 9, 2016

Sheet 7



1				
	1,200	4,400	T 5,700	
R		L	L 2,500	
			Powhatan Pkwy	
	5,100	T		
	2,000	R		
			I-664 Ramp	

2					
		I-664 Ramp	R 5,000		
			T 6,100		
		Powhatan Pkwy			
	700	L	L	R	
	8,800	T	2,100	2,500	

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 8, 2015

Sheet 1



1					
5,600		2,100		T	10,400
R	T	L		L	1,100
			Aberdeen Road		
	11,700	T			
	4,300	R			
			I-664 Ramp		

2					
				R	2,500
				T	7,500
			I-64 Ramp		
			Aberdeen Road		
	4,600	L		L	R
	9,200	T		L	700
					4,000

3					
2,100		3,100		R	2,400
R	T	L		L	
			Chestnut Avenue		
		L		T	R
	4,300	T			
	100	R			200

4					
				R	3,800
				T	2,400
				L	
			Chestnut Avenue		
	1,500	L		L	T
	6,100	T		L	R
		R			

5					
800		500		R	500
R	T	L		T	2,900
			Chestnut Avenue		
				L	400
	800	L		L	T
	2,900	T		L	R
	2,400	R		2,500	2,800
					400

6					
		200		R	100
				T	2,000
				L	400
			Roanoke Avenue		
		L		L	T
	600	T		L	R
	1,300	R			

7					
				R	1,300
				L	
			Roanoke Avenue		
		L		L	T
	600	T		L	R
		R		1,200	700

8					
300		400		R	500
R	T	L		T	700
			Roanoke Avenue		
				L	300
	200	L		L	T
	700	T		L	R
	400	R		300	4,900
					400

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 8, 2015

Sheet 2



1					
	400	13,100		T 4,100	
R		T		L 7,700	35th Street
		Huntington Ave			

2					
		10,700	10,100		
		T	L		34th Street
		Huntington Ave			
		5,700	T		
		400	R		

3					
	500	9,500	400	R 500	
R		T	L	T 600	
		Huntington Ave		L 300	28th Street
		600	T		
		400	R		

4					
	1,400	11,300		T 5,100	
R		T		L 3,000	26th Street
		Huntington Ave			

5					
	2,000	100	8,800		
R		T	L		23rd Street
		Huntington Ave			
		4,500	T		
		400	R		

6					
		5,400	400	R 700	
		T	L	T 200	36th Street
		Jefferson Ave			
		4,500	L		
		400	T		
		200	R		

7					
		5,600	200		
		T	L		35th Street
		Jefferson Ave			
		800	L		
		300	T		
		300	R		

8					
		4,900	1,000		
		T	L		27th Street
		Jefferson Ave			
		2,000	L		
		700	T		
		900	R		

9					
	1,300	4,500		R 500	
R		T		T 1,600	
		Jefferson Ave		L 500	26th Street
			L		
			T		
			R		

10					
		3,800	1,200		
		R	T	L	25th Street
		Jefferson Ave			
		1,300	L		
		1,400	T		
		900	R		

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

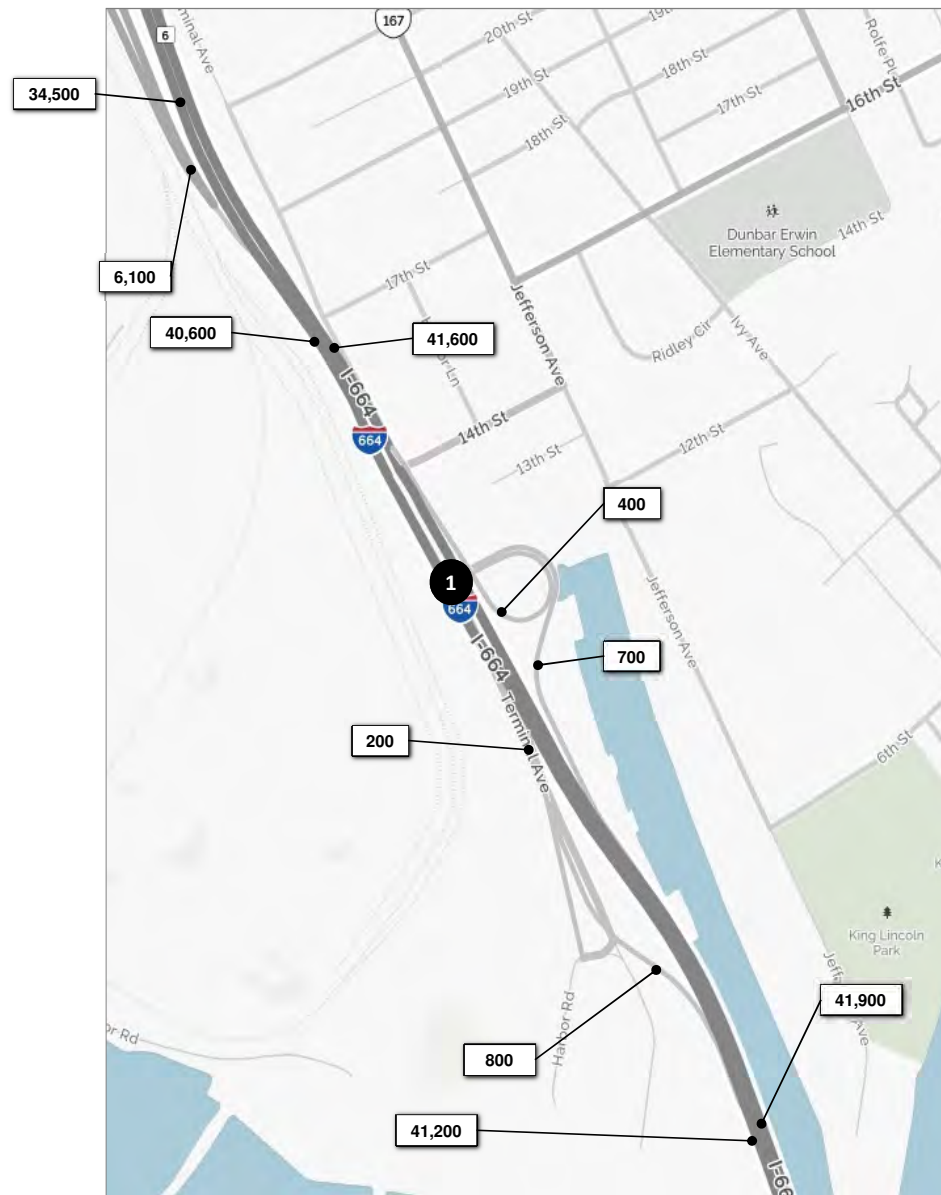
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 8, 2015

Sheet 3



1	4,000	300	R	500
	T	L	L	200
		Terminal Ave	T	R
			400	100

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 8, 2015

Sheet 4



1			<i>R</i>	200		
	<i>T</i>			12,700		
	<i>L</i>			400		
<i>R</i>	<i>T</i>	<i>L</i>				
	1,400	<i>L</i>				
	23,900	<i>T</i>				
	900	<i>R</i>				
			<i>L</i>	<i>T</i>	<i>R</i>	
			300	400	1,000	

2				<i>T</i>	13,300
<i>US 17</i>				<i>L</i>	7,000
	12,700	<i>T</i>			
	12,200	<i>R</i>			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

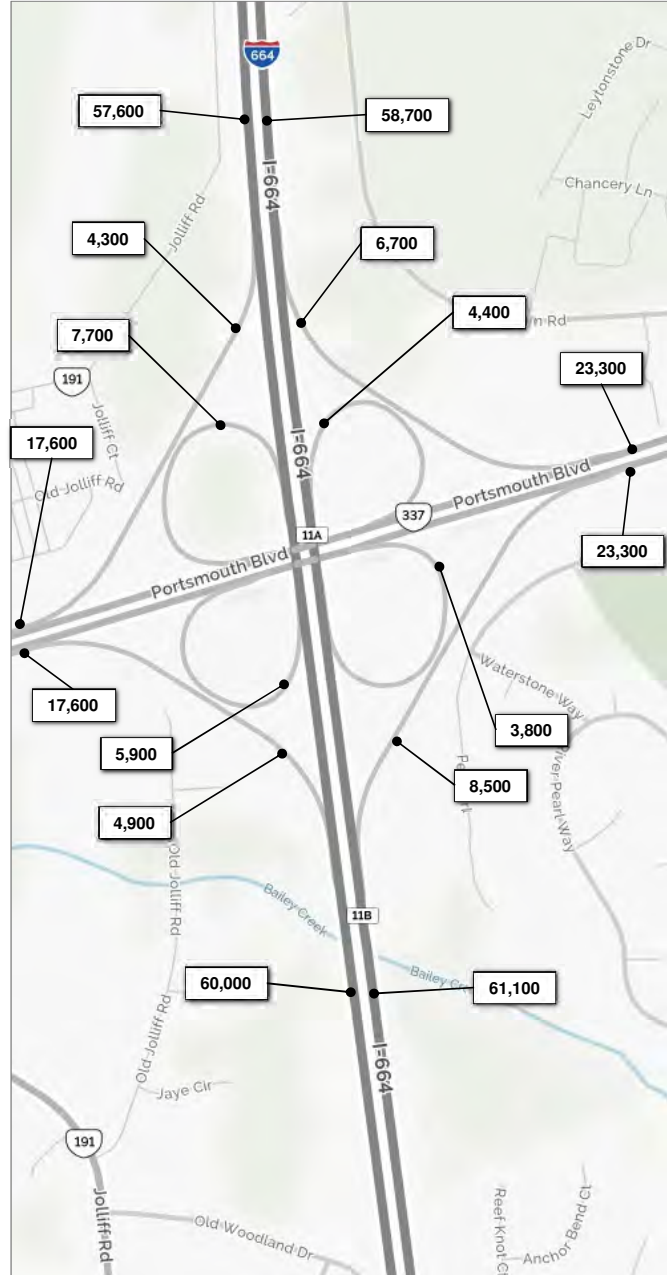
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 8, 2015

Sheet 5



1	3,500	7,200	T 10,200	
	R	L	L 5,500	
			Pughsville Road	
			10,800 T	
			3,000 R	

2			R 7,600	
			T 12,900	
Pughsville Road			L	R
			15,200 T	
			2,800 R	2,800
				5,600

3	3,100	2,000	T 4,300	
	R	L	L 2,400	
			Dock Landing Rd	
			4,200 T	
			3,200 R	

4			R 2,200	
			T 4,800	
Dock Landing Rd			L	R
			2,100 L	
			4,100 T	1,900
				2,900

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
I-664 Corridor**

February 8, 2015

Sheet 6



1			
100	2,100	R 500	
		T 2,100	
<hr/>			
R	L		
W. Military Hwy			
100	L		
	4,600	T	

2			
		T 1,800	
		L 3,700	
<hr/>			
		L	R
W. Military Hwy			
	6,500	T	
	200	R	3,800

3			
100	6,100	T 4,500	
<hr/>			
R	L		
S. Military Hwy			
	3,900	T	

4					
1,400	2,600	1,800	R 1,300		
			T 5,200		
			L 1,000		
<hr/>					
		L	T	R	
		2,500	L		
		4,300	T	6,700	2,100
		1,900	R		1,500

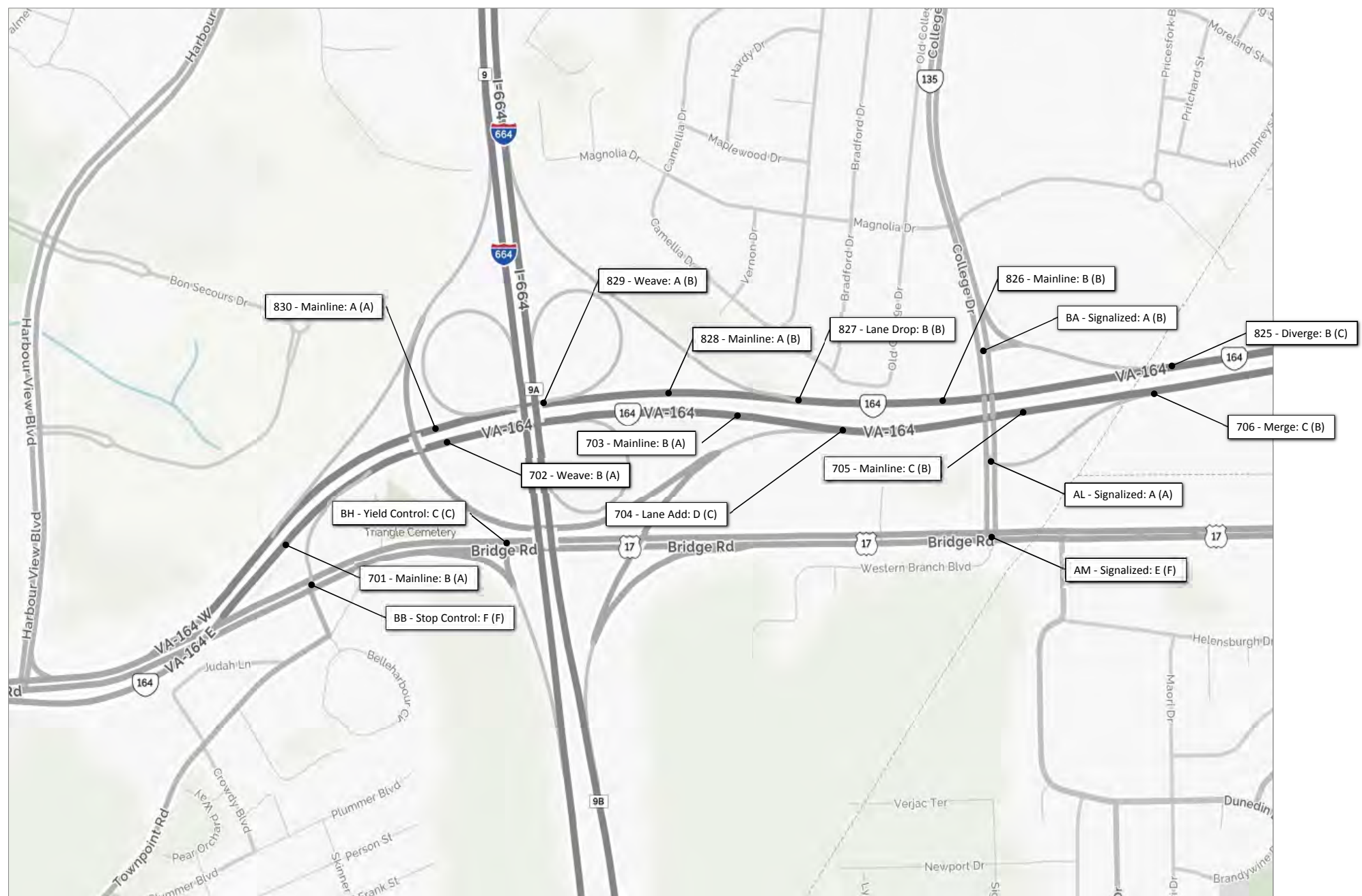
Legend
 xx,xxx Weekday Daily Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative B
Weekday Daily Volumes
I-664 Corridor

February 8, 2015

Sheet 7



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
VA 164 Corridor**

February 11, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

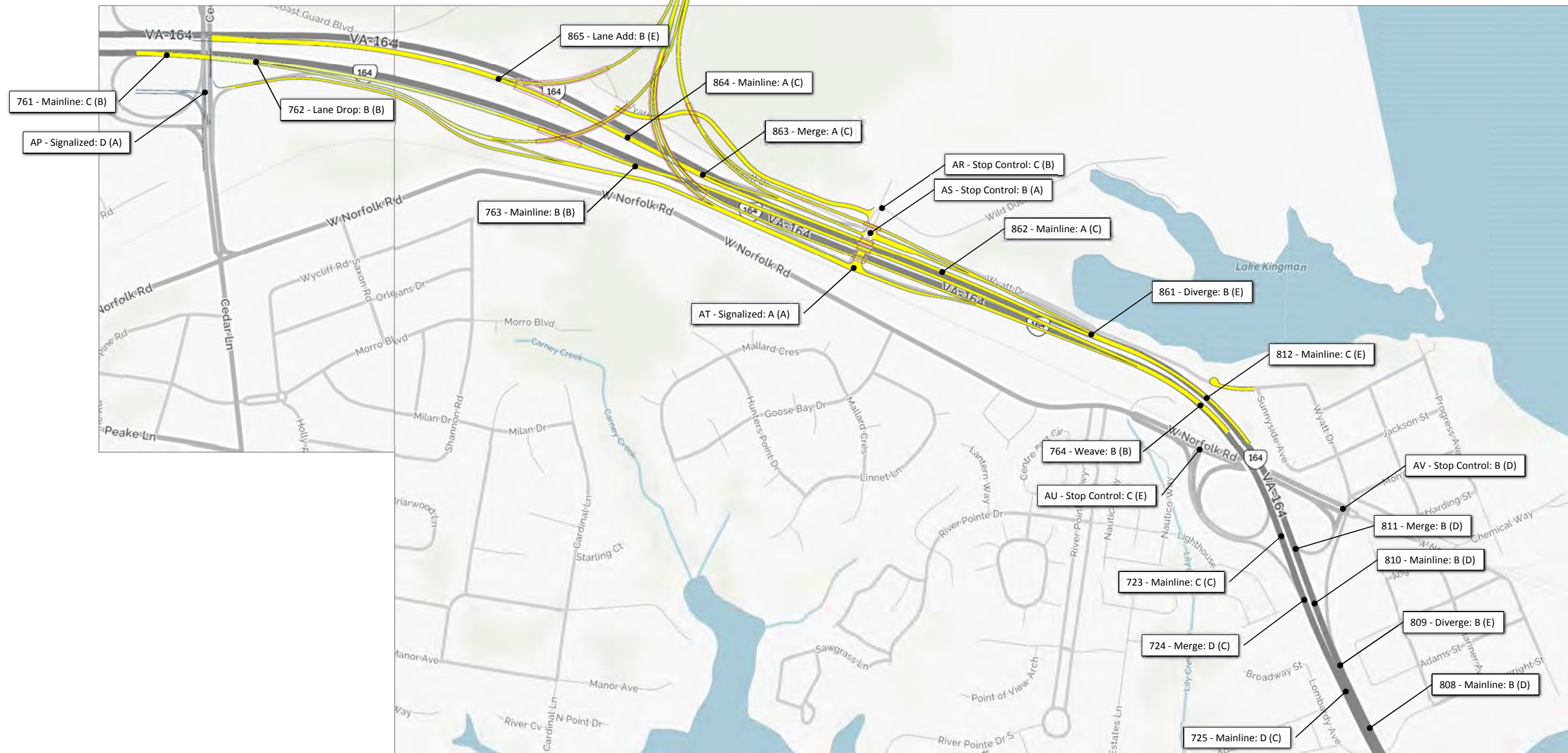
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
VA 164 Corridor**

February 11, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service
 Numbered items correspond to freeway segments, evaluated using HCS
 700 series VA 164 Eastbound
 800 series VA 164 Westbound
 Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
 VA 164 Corridor**

February 11, 2016

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B Level of Service
VA 164 Corridor**

February 11, 2016

Sheet 4



1				
		R	25 (15)	
		T	410 (1,000)	
		L	35 (50)	
US 17				
90 (85)	L	L	T	R
1,515 (1,375)	T	35 (35)	55 (20)	105 (90)
50 (130)	R			

2				
		T	470 (1,065)	
		L	470 (495)	
US 17				
755 (745)	T			
865 (720)	R			

3				
885 (1,880)		R	450 (560)	
		L	110 (180)	
T		VA 164 Ramp		
		T	670 (1,040)	

4				
730 (1,365)	T	285 (495)	VA 164 Ramp	
	L		T	R
			670 (1,040)	115 (95)

5				
395 (650)	R	330 (710)	R	350 (650)
5 (5)	T		T	540 (900)
	L		L	10 (15)
430 (475)	L	L	T	R
745 (765)	T	5 (10)	5 (10)	5 (15)
10 (15)	R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
VA 164 Corridor**

February 9, 2016

Sheet 1



1					
490 (235)	890 (635)	R	110 (435)		
R	T	L	165 (360)		
		L	T		
		150 (180)	325 (1,100)		
		Towne Point Road			

2					
545 (780)	510 (215)	L	T		
T	L	L	T		
140 (350)	R	335 (930)	190 (195)		
210 (415)	Towne Point Road				

3					
305 (190)	505 (315)	R	5 (15)		
R	T	T	10 (160)		
		L	25 (90)		
		L	T		
		55 (165)	360 (315)		
		80 (10)	585 (510)		
		180 (175)	365 (40)		
		Cedar Lane			

4					
465 (425)	245 (155)	T	L		
T	L	T	R		
515 (185)	R	795 (680)	95 (75)		
495 (510)	Cedar Lane				

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

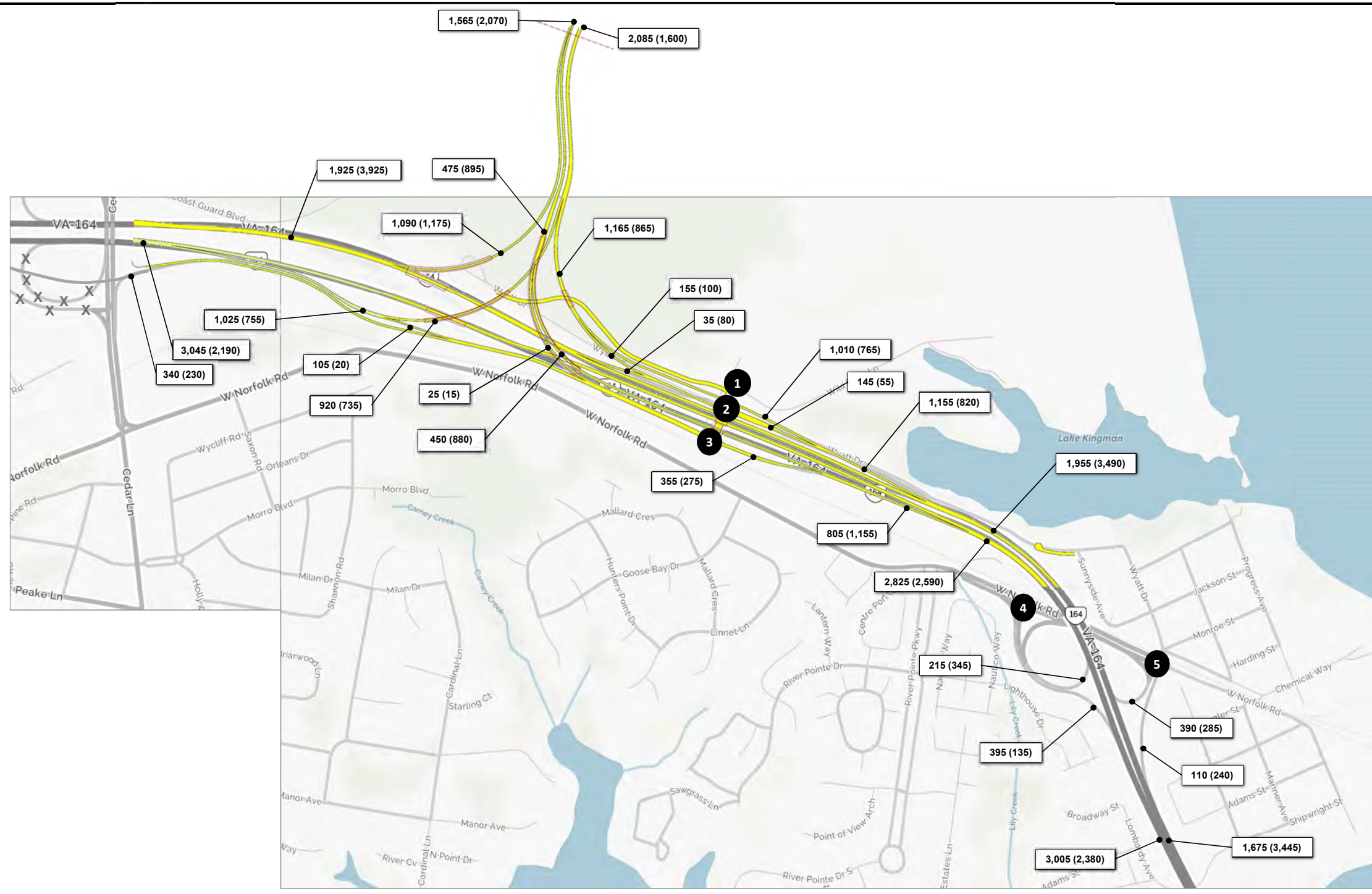
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
 Peak Hour Volumes
 VA 164 Corridor**

February 9, 2016

Sheet 2



1	5 (5)	210 (210)	5 (0)	R	5 (5)
	R	T	L	T	5 (0)
		5 (5)	L	L	5 (15)
		5 (5)	T	L	T
		5 (5)	R	5 (5)	255 (75)
				R	30 (15)

2	85 (105)	135 (125)	V/G Blvd	R	145 (55)
	R	T		T	0 (0)
				L	0 (0)
				L	T
				105 (75)	145 (40)
					Wyatt Dr

3		135 (125)			
		L			VA 164 Ramp
	250 (115)	L			
	220 (150)	T	V/G Blvd		

4				T	80 (215)
				L	40 (60)
				L	R
	340 (175)	T		100 (280)	115 (65)
	355 (75)	R			
					W Norfolk Rd

5	30 (15)	15 (15)	10 (10)	R	10 (10)
	R	T	L	T	30 (55)
				L	45 (105)
				L	T
				60 (205)	5 (10)
					45 (25)
					W Norfolk Rd
					15 (35)
					110 (40)
					330 (165)

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
 Peak Hour Volumes
 VA 164 Corridor**

February 9, 2016

Sheet 3



1			R	110 (55)	
5 (20)	40 (40)	65 (65)	T	175 (240)	
R	T	L	L	160 (90)	
Cleveland St			L	T	R
	25 (15)	L		5 (5)	55 (90)
	215 (280)	T	5 (5)		
	10 (10)	R			

2			T	75 (75)
370 (310)		320 (25)		
R		L		
Cleveland St				
	335 (435)	T		

3			R	60 (100)
30 (20)		35 (5)	T	45 (55)
R		L	L	
Cleveland St				
	595 (440)	L		
	60 (20)	T		
		R		

4			R	40 (70)
5 (5)	50 (40)	155 (95)	T	25 (35)
R	T	L	L	45 (100)
Woodrow St				
	25 (30)	L	1,664 Ramp	
	100 (50)	T		
	10 (15)	R		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Peak Hour Volumes
VA 164 Corridor**

February 9, 2016

Sheet 4



1			
4,500	10,100	R	4,200
		L	3,800
R	T		
		L	T
		2,400	11,000
		Towne Point Road	

2			
9,100	4,800		
T	L		
4,800	L	L	T
3,500	R	8,600	2,900
		Towne Point Road	

3			
3,100	3,300	300	R
R	T	L	T
		1,300	L
		500	T
		1,700	R
		5,400	4,900
		2,000	

4			
3,200	2,600		
T	L		
3,500	L	T	R
6,000	R	8,800	2,000
		Cedar Lane	

Legend

x,xxx Average Daily Volumes

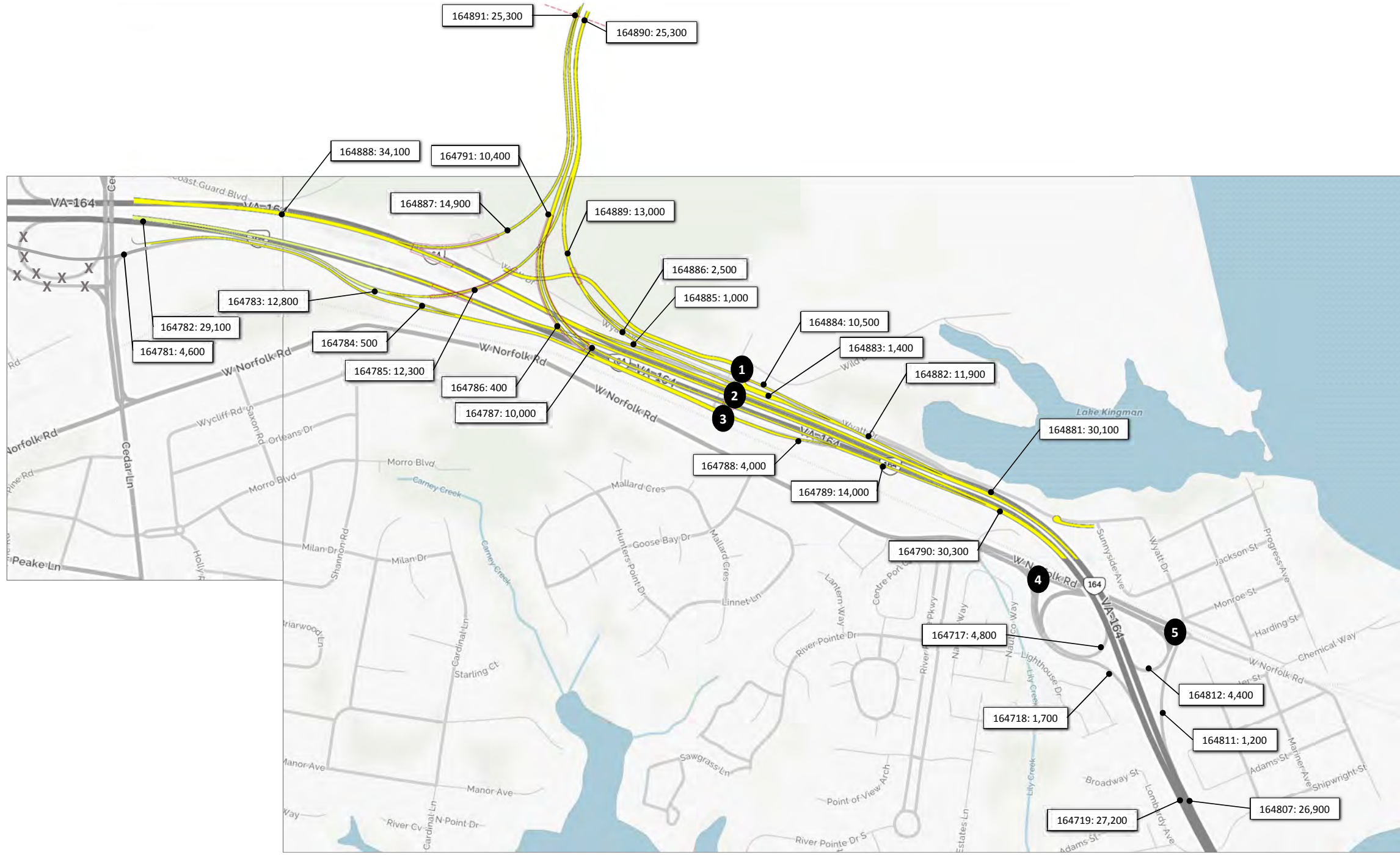
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
VA 164 Corridor**

February 4, 2016

Sheet 2



1					
	100	2,700	100	R	100
				T	100
				L	300
		100	L	L	T
		100	T	100	2,100
		100	R	100	300

2					
	1,600	1,500	V/G Blvd	R	1,400
				T	0
				L	0
				L	T
				1,900	1,100
					Wyatt Dr

3					
		1,500			
			L		VA 164 Ramp
		3,000	L		
		2,500	T	V/G Blvd	

4					
				T	1,300
				L	400
				L	R
		3,300	T	3,500	1,300
		1,300	R		

5					
	300	200	200	R	200
				T	500
				L	1,100
				L	T
		300	L	900	100
		1,200	T	100	200
		3,100	R		

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
VA 164 Corridor**

February 4, 2016

Sheet 3



1								
	300	700	600	R	900			
				T	2,700			
				L	2,200			
	R	T	L					
	Cleveland St			L	T	R		
		400	L					
		2,700	T					
		200	R	100	100	800		

2								
	4,900		1,400	T	900			
	R		L					
	Cleveland St							
		4,100	T					

3								
	400		400	R	1,100			
				T	500			
	R		L					
	Cleveland St							
		5,000	L					
		500	T					
			R					

4								
	100	700	2,300	R	700			
				T	600			
				L	1,200			
	R	T	L					
	Woodrow St			L				
		300	L					
		1,500	T					
		200	R					

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
VA 164 Corridor**

February 4, 2016

Sheet 4



1			R	200			
			T	12,700			
			L	400			
R	T	L					
	1,400	L	L	T	R		
	23,900	T	300	400	1,000		
	900	R					

2							
US 17			T	13,300			
			L	7,000			
			12,700	T			
			12,200	R			

3							
			R	6,800			
			L	1,600	VA 164 Ramp		
			T			14,700	

4							
			16,600	6,500			
			T	L	VA 164 Ramp		
			T			14,700	
			R			1,800	

5							
			R	8,500			
			T	11,800			
			L	200			
R	T	L	L	T	R		
	7,900	L	100	100	100		
	12,200	T	100	100	100		
	200	R					

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
VA 164 Corridor**

February 8, 2016

Sheet 1



1			
4,500	10,100	R	4,200
		L	3,800
R	T		
		L	T
		2,400	11,000
		Towne Point Road	

2			
9,100	4,800		
T	L		
4,800	L	L	T
3,500	R	8,600	2,900
		Towne Point Road	

3			
3,100	3,300	300	R
R	T	L	T
	1,300	L	100
	500	T	1,200
	1,700	R	800
		L	T
		5,400	4,900
		2,000	

4			
3,200	2,600		
T	L		
3,500	L	T	R
6,000	R	8,800	2,000
		Cedar Lane	

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

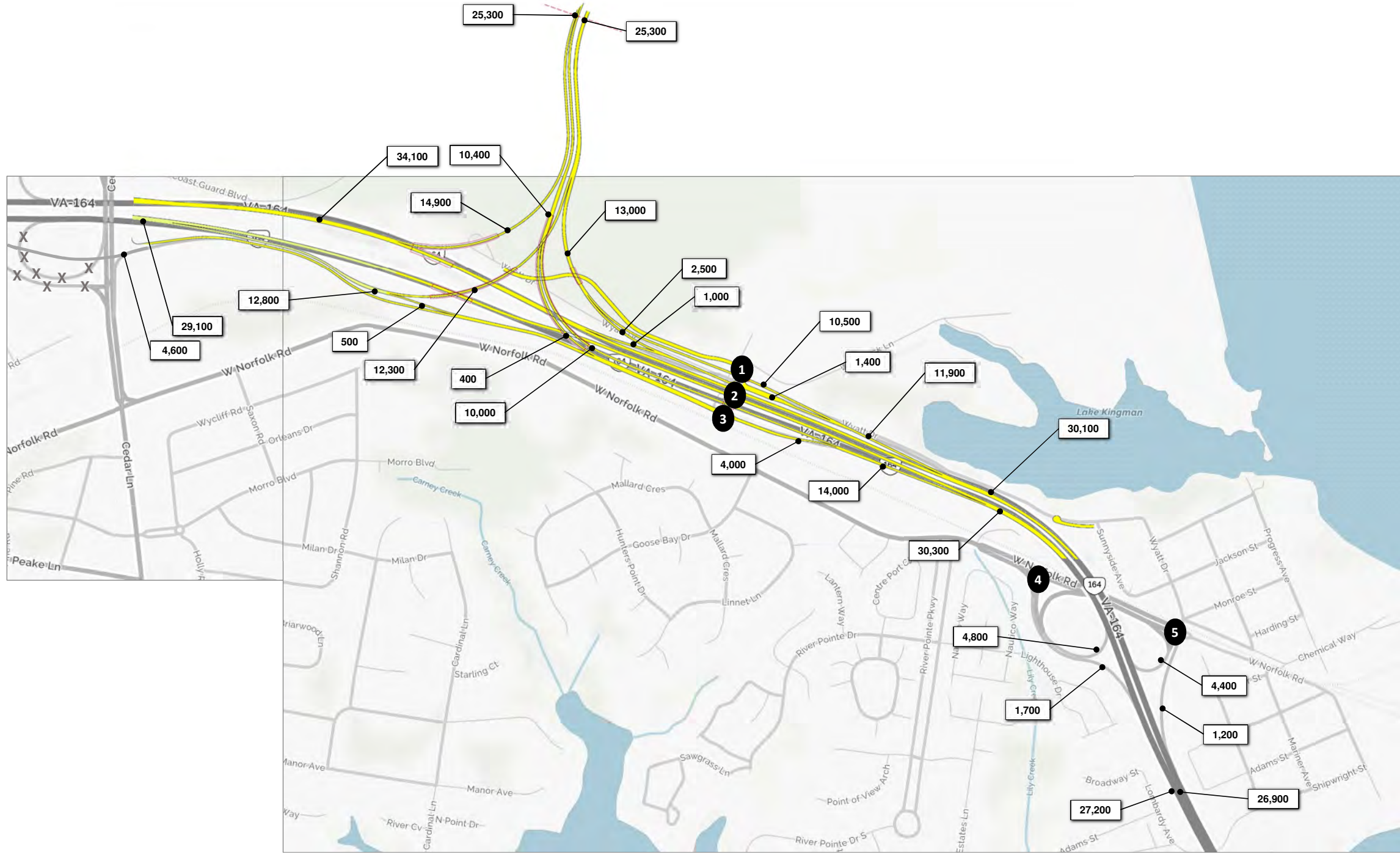
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
VA 164 Corridor**

February 8, 2016

Sheet 2



1								
100	2,700	100	R	100				
			T	100				
			L	300				
					L	T	R	
				100	L	2,100	300	
				100	T			
				100	R			

2								
1,600	1,500	V/G Blvd	R	1,400				
			T	0				Wyatt Dr
			L	0				
					L	T		
					1,900	1,100		

3								
		1,500						
			L					VA 164 Ramp
					L			
				3,000	L			
				2,500	T			
						V/G Blvd		

4								
					T	1,300		
					L	400		
							R	
					L			
				3,300	T			
				1,300	R			
						3,500		
								1,300

5								
300	200	200	R	200				
			T	500				
			L	1,100				
					L	T	R	
					L	100	200	
				300	L			
				1,200	T			
				3,100	R			

Legend
xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

February 8, 2016

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
VA 164 Corridor**

February 8, 2016

Sheet 3



1								
	300	700	600	R	900			
				T	2,700			
				L	2,200			
	R	T	L					
	Cleveland St			L	T	R		
		400	L					
		2,700	T		100	100	800	
		200	R					

2								
	4,900		1,400	T	900			
	R		L					
	Cleveland St							
		4,100	T					

3								
	400		400	R	1,100			
				T	500			
	R		L					
	Cleveland St							
		5,000	L					
		500	T					
			R					

4								
	100	700	2,300	R	700			
				T	600			
				L	1,200			
	R	T	L					
	Woodrow St			L		1,664 Range		
		300	L					
		1,500	T					
		200	R					

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative B
Weekday Daily Volumes
VA 164 Corridor**

February 8, 2016

Sheet 4



1	12,400	5,800	2,700	R	2,600		
				T	20,600		
				L	2,800		
						L	T
		12,400	L				
		20,900	T		1,800	5,900	2,500
		11,500	R				

2	1,900	12,800				
		2,000	L		L	T
		1,500	R		1,600	12,700

3					T	33,000		
					L	11,800		
							L	T
		32,500	T		2,400			
		2,900	R					12,300

Legend
 xx,xxx Weekday Daily Volume
 NOT TO SCALE

Notes
 Exhibit is intended to show traffic volumes only.
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

DRAFT

Hampton Roads Crossing Study
2040 Alternative C
James River Connectors
Weekday Daily Volumes

March 1, 2016

Sheet 1



1	12,400	5,800	2,700	R	2,600		
				T	20,600		
				L	2,800		
						L	T
						1,800	5,900
							2,500

2	1,900	12,800					
					L	T	
					2,000	L	1,600
							12,700

3				T	33,000		
				L	11,800		
						L	T
						2,400	
							12,300

Legend
 xx,xxx Weekday Daily Volume
 NOT TO SCALE

Notes
 Exhibit is intended to show traffic volumes only.
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

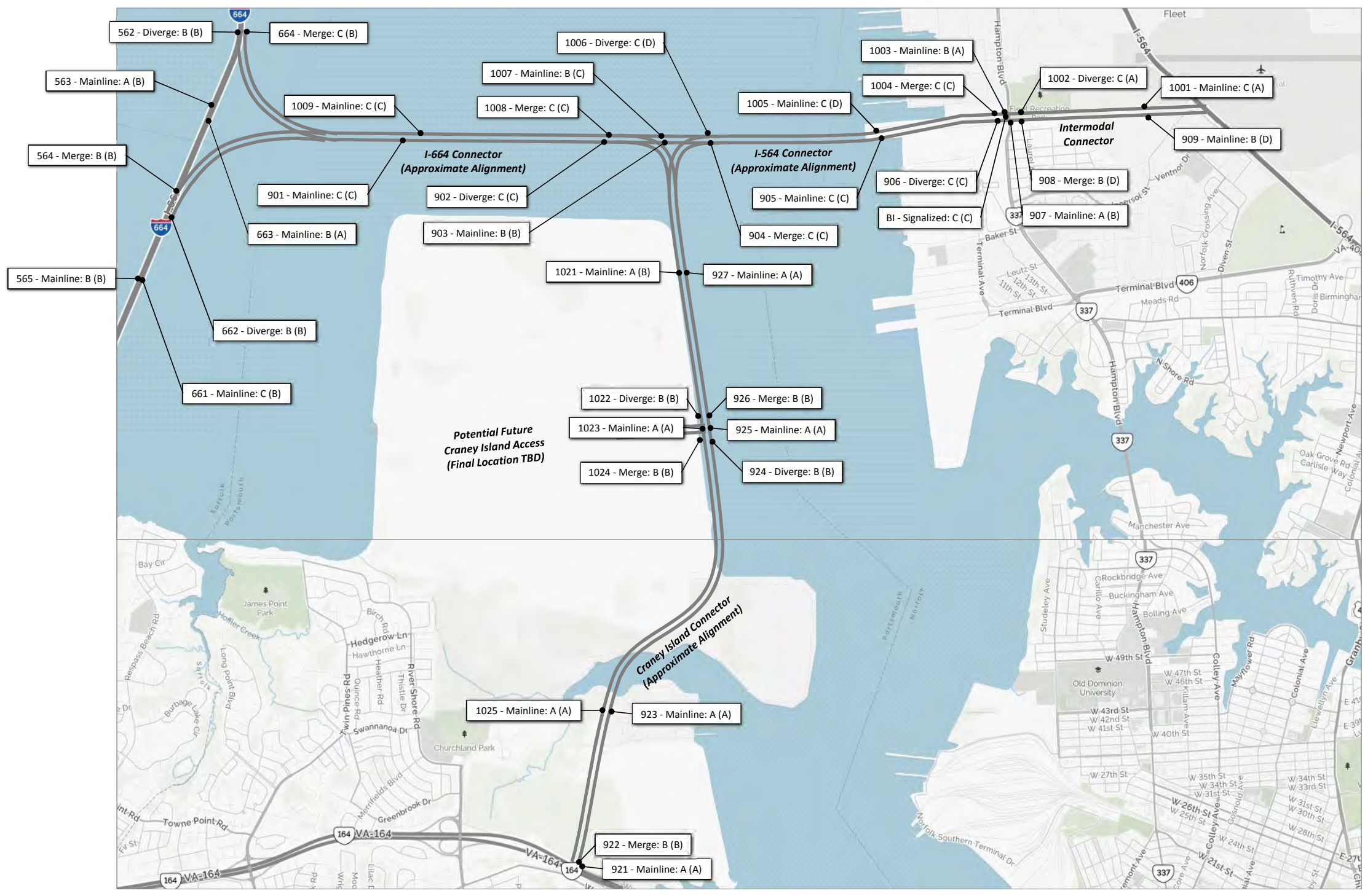
DRAFT

Hampton Roads Crossing Study

**2040 Alternative C
 James River Connectors
 Weekday Daily Volumes**

March 1, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

900 series James River Connectors Eastbound/Northbound
 1000 series James River Connectors Westbound/Southbound

Lettered items correspond to intersections, evaluated using Synchro

Notes

Exhibit is intended to show traffic volumes only.
 Crane Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Crane Island Connector Southern Terminus.

DRAFT

Hampton Roads Crossing Study

**2040 Alternative C
 James River Connectors
 Level of Service**

March 2, 2016

Sheet 1



1	365 (1,070)	R	185 (855)	T	200 (695)	L	R	555 (35)
	965 (375)		L		530 (975)		905 (345)	180 (535)
	925 (1,735)		T		670 (535)		R	

2	135 (55)	R	1,015 (1,160)	T		L	L	T
	75 (100)		L		20 (40)		1,025 (985)	
	35 (15)		R					

3		T		L		T		R
	1,900 (1,875)		T		440 (315)		660 (770)	
	485 (520)		R					

Legend
 xx,xxx Weekday Daily Volume
 NOT TO SCALE

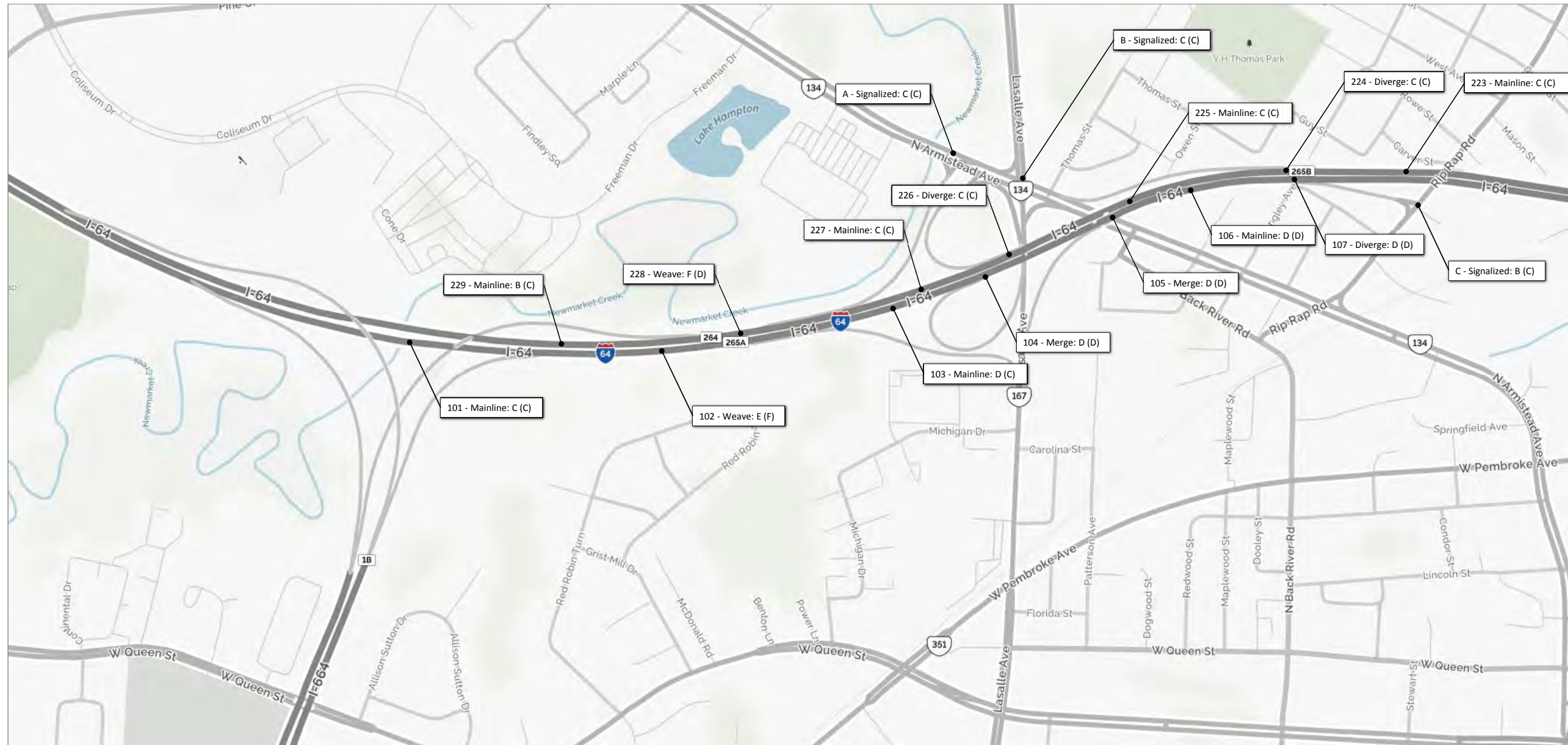
Notes
 Exhibit is intended to show traffic volumes only.
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

DRAFT

Hampton Roads Crossing Study
2040 Alternative C
James River Connectors
Peak Hour Volumes

March 1, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
I-64 Corridor**

February 29, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
I-64 Corridor**

February 29, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

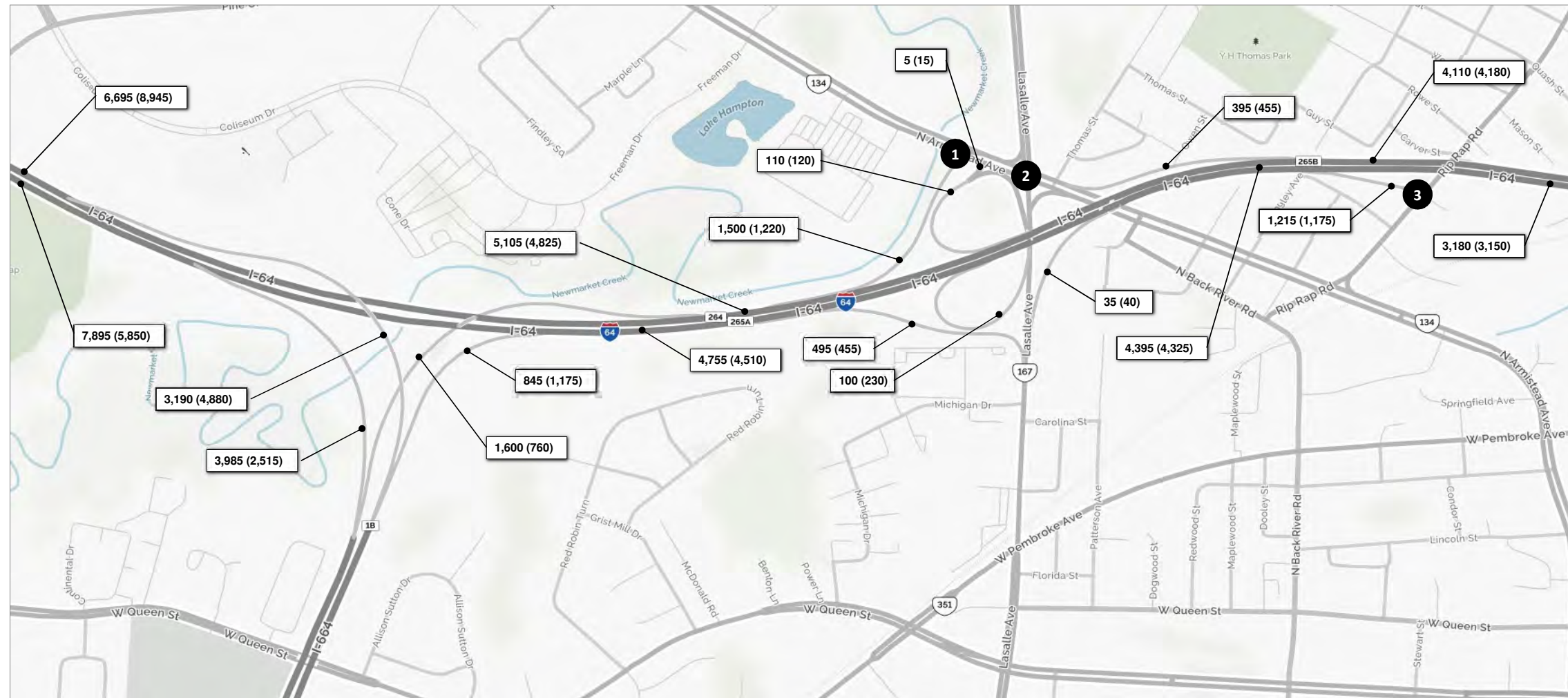
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
I-64 Corridor**

February 29, 2016

Sheet 3



1		
	<i>R</i>	
	<i>T</i> 820 (1,185)	
	<i>L</i> 1,160 (985)	
<i>R</i>	<i>T</i>	<i>L</i>
Armistead Ave		
		<i>L</i>
835 (1,170)		<i>T</i>
340 (235)		<i>R</i>
		5 (15)

2		
515 (330)		
130 (190)		
20 (20)		
<i>R</i>	<i>T</i>	<i>L</i>
Armistead Ave		
45 (75)		<i>L</i>
540 (635)		<i>T</i>
250 (460)		<i>R</i>
		5 (40)
	<i>L</i>	<i>T</i>
	210 (130)	
	900 (1,210)	
	40 (60)	
	<i>L</i>	<i>T</i>
	565 (630)	
	170 (165)	

3	
255 (225)	
<i>T</i>	
I-64 Ramp	
715 (820)	<i>L</i>
500 (355)	<i>R</i>
	<i>T</i>
	100 (205)
	Rip Rap Rd

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Peak Hour Volumes
I-64 Corridor**

February 23, 2016

Sheet 1



1						
	R	T	L			
	35 (55)	335 (225)	405 (470)		T 460 (555)	L 215 (65)
Settlers Land ing Rd						
					L 30 (125)	R 90 (400)
		690 (965)		T		
		310 (115)		R		

2						
					T 675 (620)	L 255 (140)
Settlers Land ing Rd						
		640 (1,280)		T		
		545 (555)		R		

3						
					R 845 (415)	T 715 (455)
Settlers Land ing Rd						
		125 (615)		L		
		515 (665)		T	L 215 (305)	R 220 (385)

4						
	R	T	L		T 270 (65)	L 450 (300)
	95 (20)	5 (10)	50 (85)			
S. Mallery St						
		90 (395)		T		
		125 (285)		R		

5						
	R	T	L		R 230 (195)	T 525 (300)
	180 (35)	0 (0)	175 (230)		L 5 (0)	
S. Mallery St						
		35 (245)		L		
		100 (225)		T	L 15 (30)	T 60 (35)
		5 (10)		R		R 5 (5)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Peak Hour Volumes
I-64 Corridor**

February 23, 2016

Sheet 2



1	245 (70)	245 (460)	T	115 (105)
	R	L	L	210 (85)
<hr/>				
	4th View St			
	55 (525)	T		
	60 (70)	R		

2			R	435 (415)
			T	265 (150)
<hr/>				
	4th View St		L	R
	35 (405)	L		
	265 (580)	T	60 (40)	85 (90)

3	120 (95)	1,140 (790)	US 460	
	R	T	L	T
<hr/>				
			L	T
			270 (345)	315 (950)

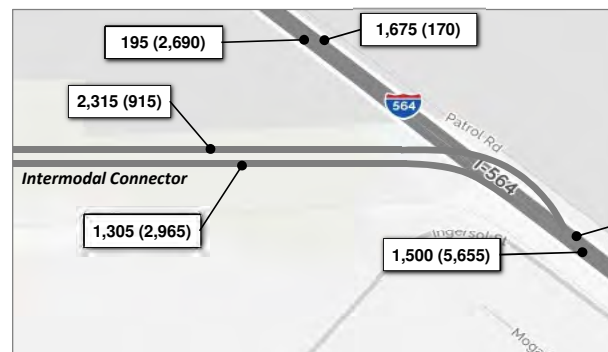
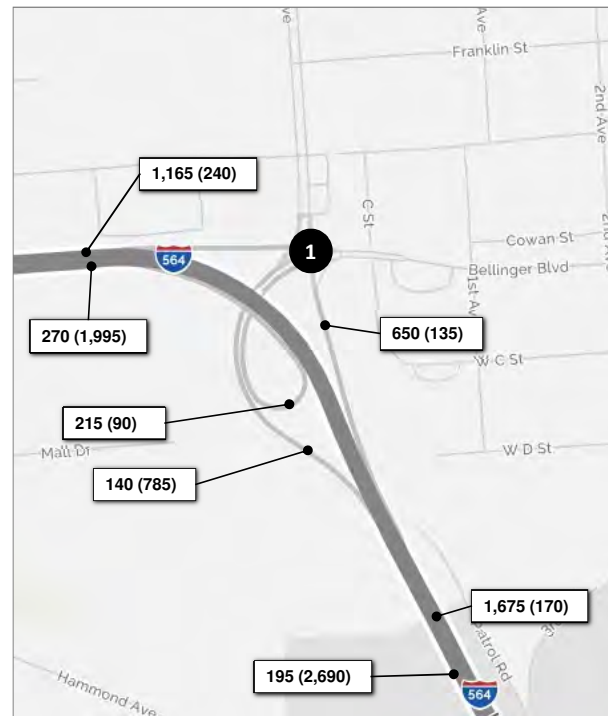
Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

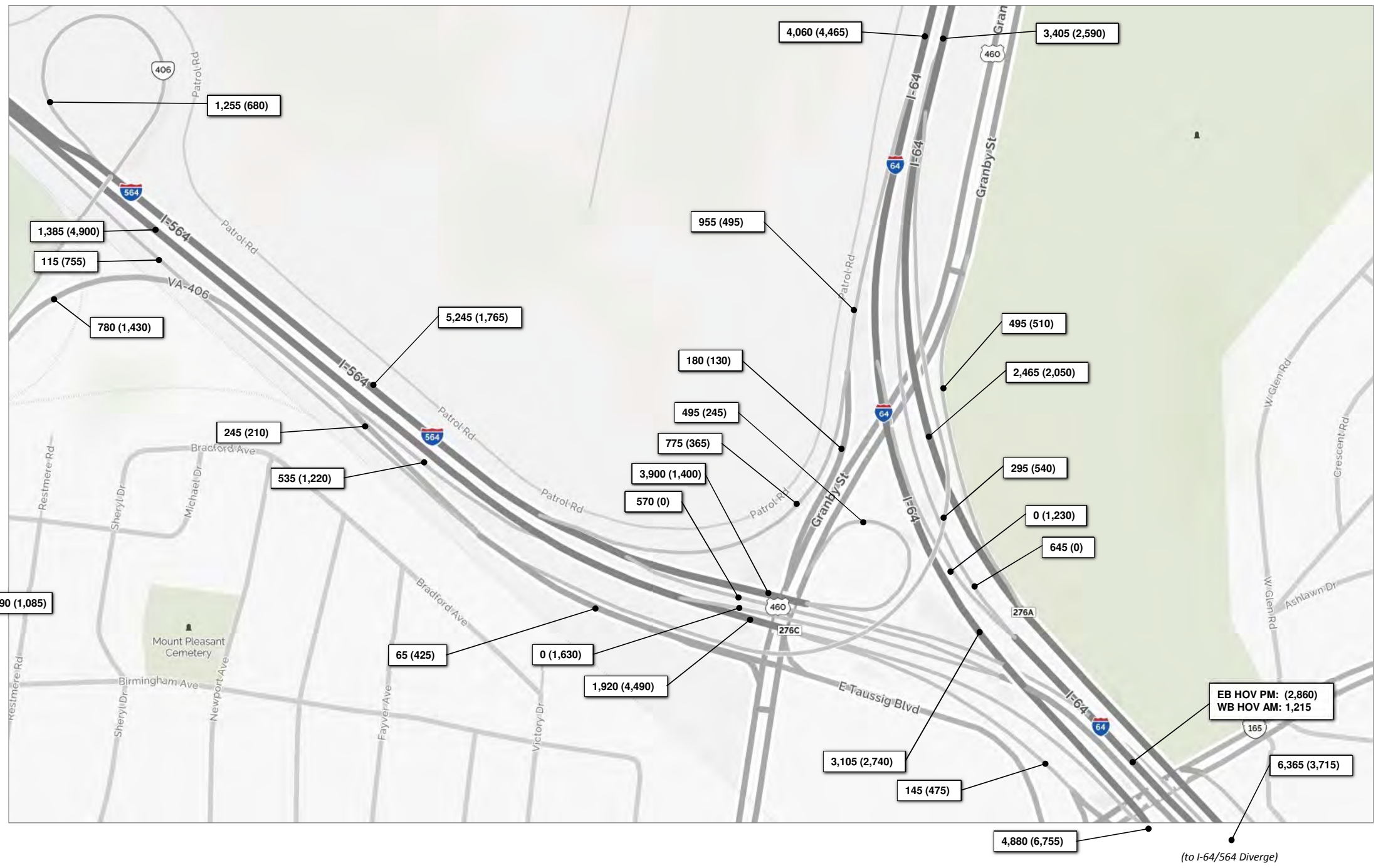
Hampton Roads Crossing Study SEIS
2040 Alternative C
Peak Hour Volumes
I-64 Corridor

February 23, 2016

Sheet 3



1					
	135 (200)	140 (785)	Bainbridge Ave	R	T
				L	
			Bellinger Blvd	U	L
		0 (5)			T
		215 (85)		U	
				L	
				0 (0)	5 (0)
					645 (135)



Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
 Peak Hour Volumes
 I-64 Corridor**

February 23, 2016

Sheet 4



1	1,800	3,400	5,500	T	5,200	
	R	T	L	L	1,500	
Settlers Landing Rd				L		R
		7,400	T			3,200
		2,000	R	900		

2				T	6,700	
				L	4,500	
Settlers Landing Rd						
		12,600	T			
		3,500	R			

3				R	8,900	
				T	7,000	
Settlers Landing Rd				L		R
		5,100	L			4,500
		7,500	T	4,200		

4	2,100	100	2,800	T	1,600	
	R	T	L	L	3,000	
S. Mallory St						
		2,300	T			
		1,300	R			

5	1,000	100	2,800	R	3,100	
	R	T	L	T	3,300	
S. Mallory St				L		R
		1,200	L			100
		3,600	T	300	500	
		100	R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-64 Corridor**

February 29, 2016

Sheet 2



1	2,200	4,600	T 1,300	
	R	L	L 1,800	
4th View St				
	2,700	T		
	800	R		

2			R 4,800	
			T 2,500	
4th View St				
	2,000	L	L	R
	5,300	T	600	2,100

3	1,200	11,300	US 460	
	R	T	L	T
			3,900	8,800

Legend

x,xxx Average Daily Traffic

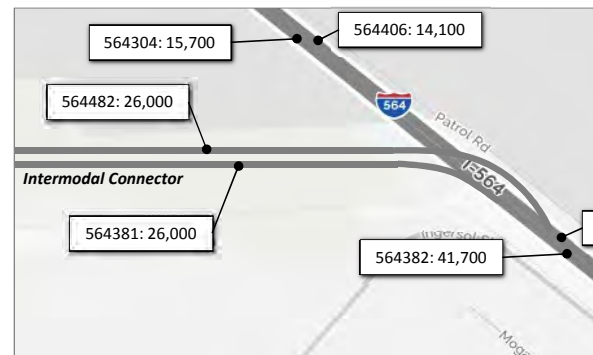
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-64 Corridor**

February 29, 2016

Sheet 3

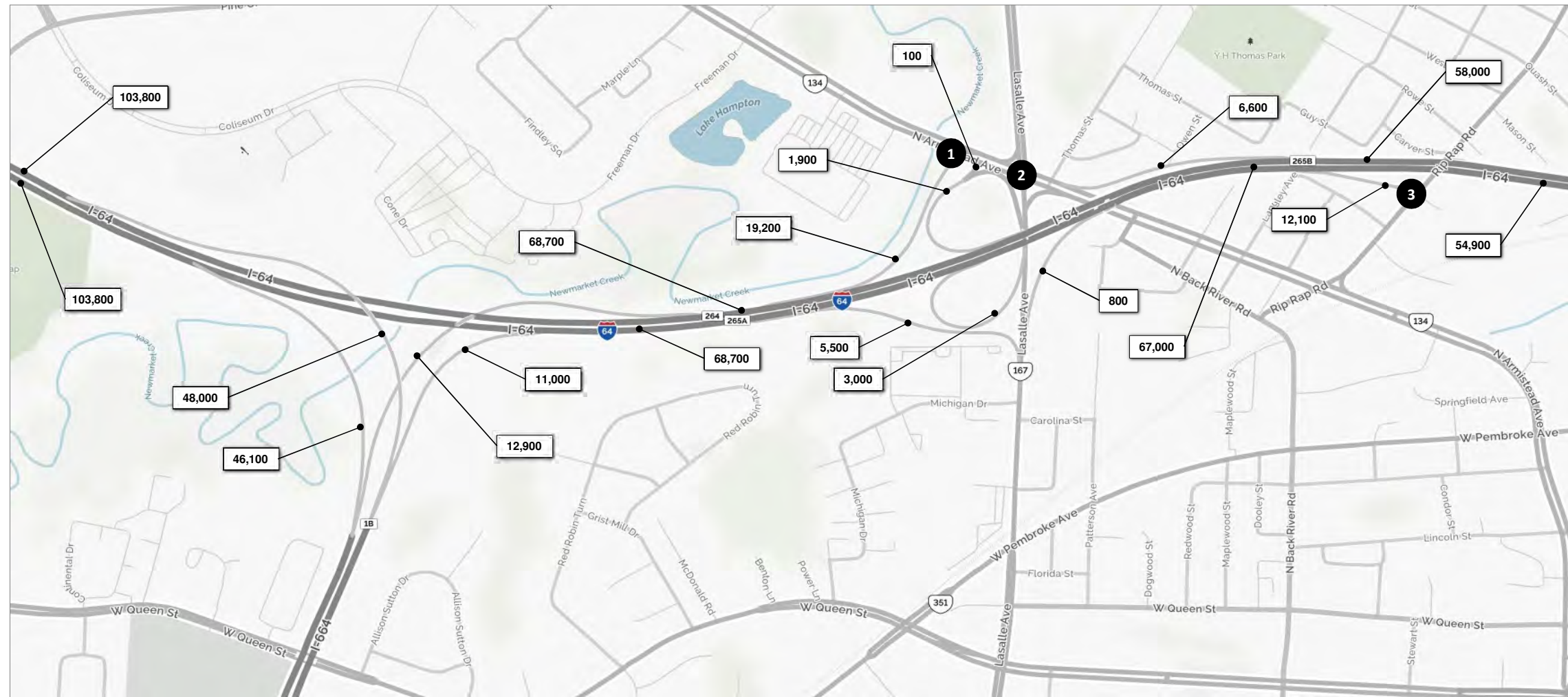


1		Bainbridge Ave		R	T	L
2,500	5,400					
R	T	Bellinger Blvd		U	L	T
		100	U			
		2,300	L	100	100	5,200



Legend
 x,xxx Average Daily Traffic

DRAFT



1					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
				13,000	
				15,100	
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>
					100
		15,700	<i>T</i>		
		4,100	<i>R</i>		

2					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
				2,200	
				14,300	
				700	
<i>Armistead Ave</i>			<i>L</i>	<i>T</i>	<i>R</i>
		1,100	<i>L</i>		200
		8,800	<i>T</i>	8,500	2,100
		5,900	<i>R</i>		

3			
	<i>T</i>		<i>T</i>
	3,200		
<i>I-64 Ramp</i>		<i>L</i>	<i>R</i>
	8,300		2,000
	3,800		

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

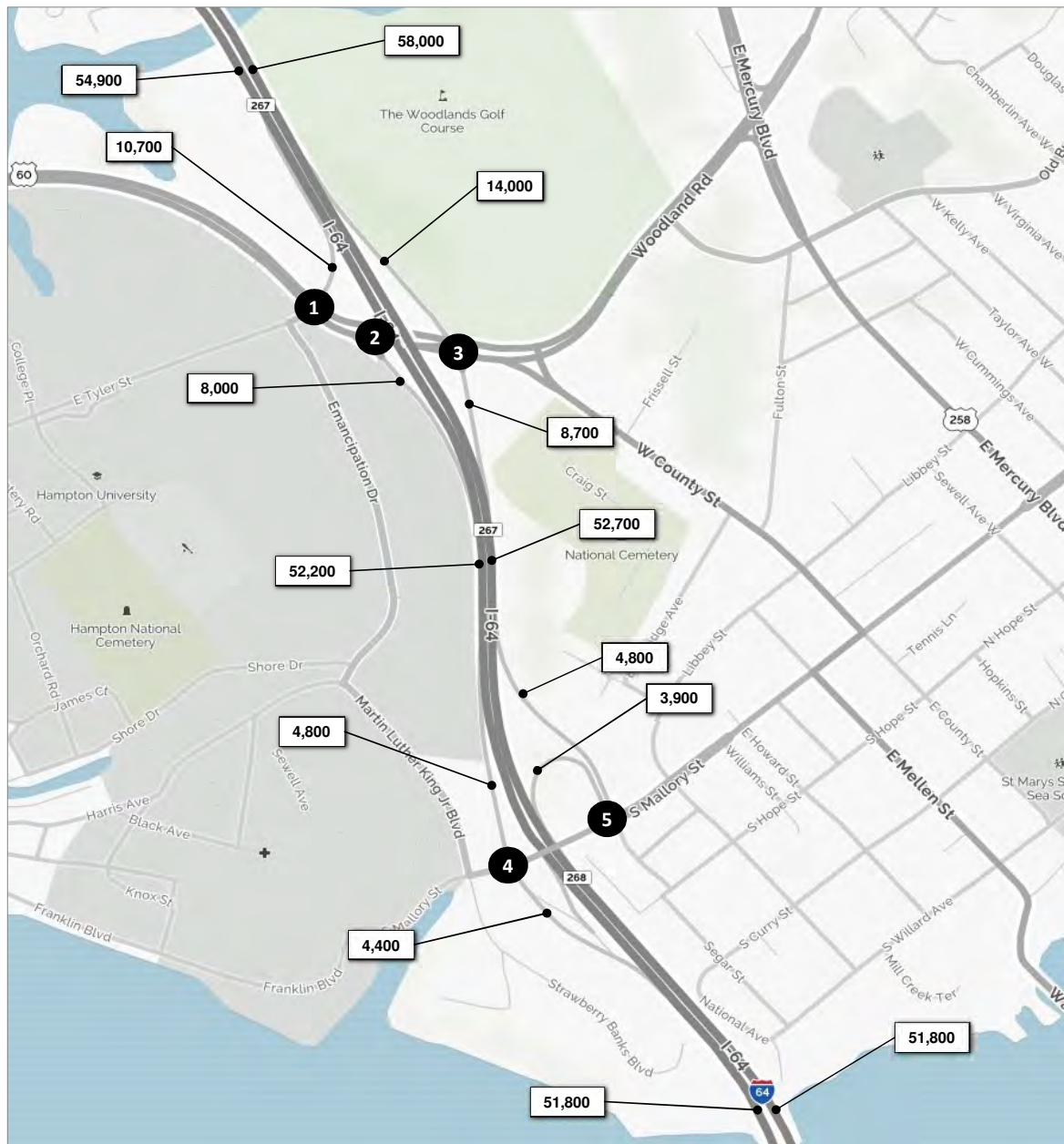
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-64 Corridor**

February 23, 2016

Sheet 1



1	1,800	3,400	5,500	T 5,200	
	R	T	L	L 1,500	
Settlers Land ing Rd					
		7,400	T	900	3,200
		2,000	R		

2				T 6,700	
Settlers Land ing Rd					
		12,600	T		
		3,500	R		

3				R 8,900	
Settlers Land ing Rd					
		5,100	L	L 4,200	4,500
		7,500	T		

4	2,100	100	2,600	T 1,600	
	R	T	L	L 3,000	
S. Mallery St					
		2,300	T		
		1,300	R		

5	1,000	100	2,800	R 3,100	
	R	T	L	T 3,300	
S. Mallery St				L 100	
		1,200	L	L 300	500
		3,600	T		100
		100	R		

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

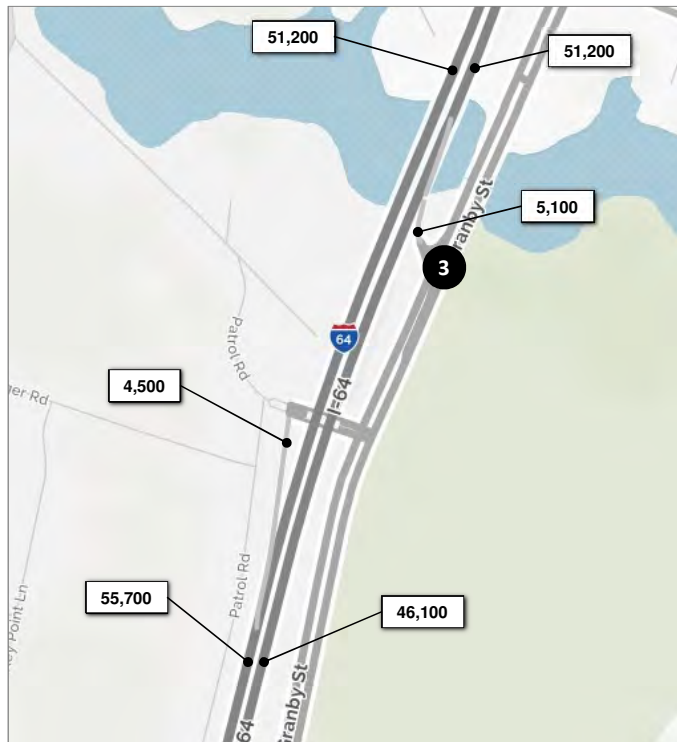
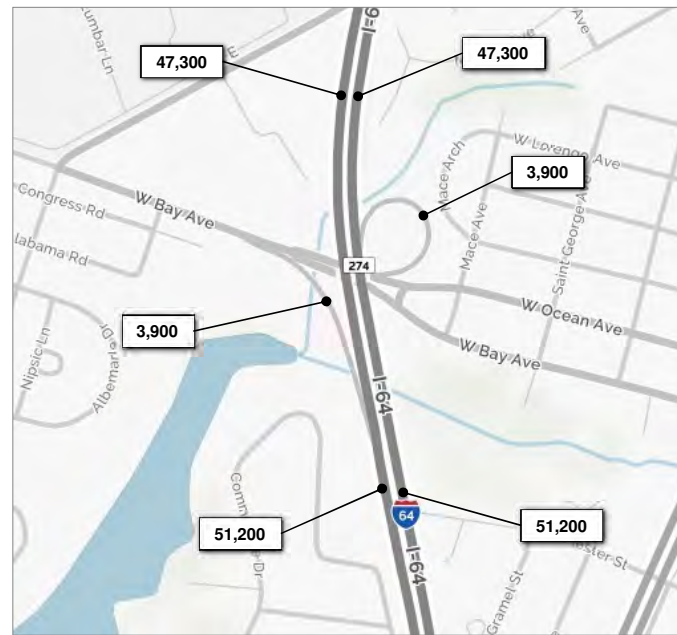
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-64 Corridor**

February 23, 2016

Sheet 2



1	2,200	4,600	T 1,300
	R	L	L 1,800
<hr/>			
	4th View St		
	2,700	T	
	800	R	

2			R 4,800
			T 2,500
<hr/>			
	4th View St		
	2,000	L	L
	5,300	T	R
			600
			2,100

3	1,200	11,300	US 460
	R	T	
<hr/>			
			L
			T
			3,900
			8,800

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

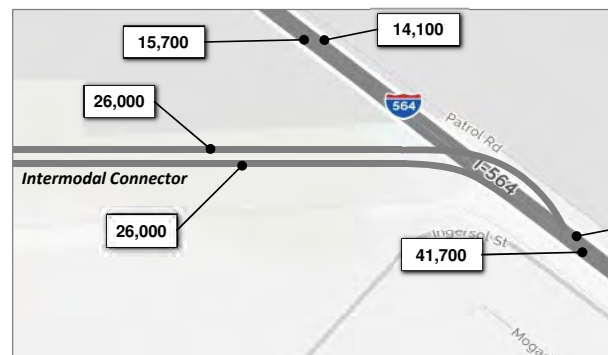
DRAFT

Hampton Roads Crossing Study SEIS

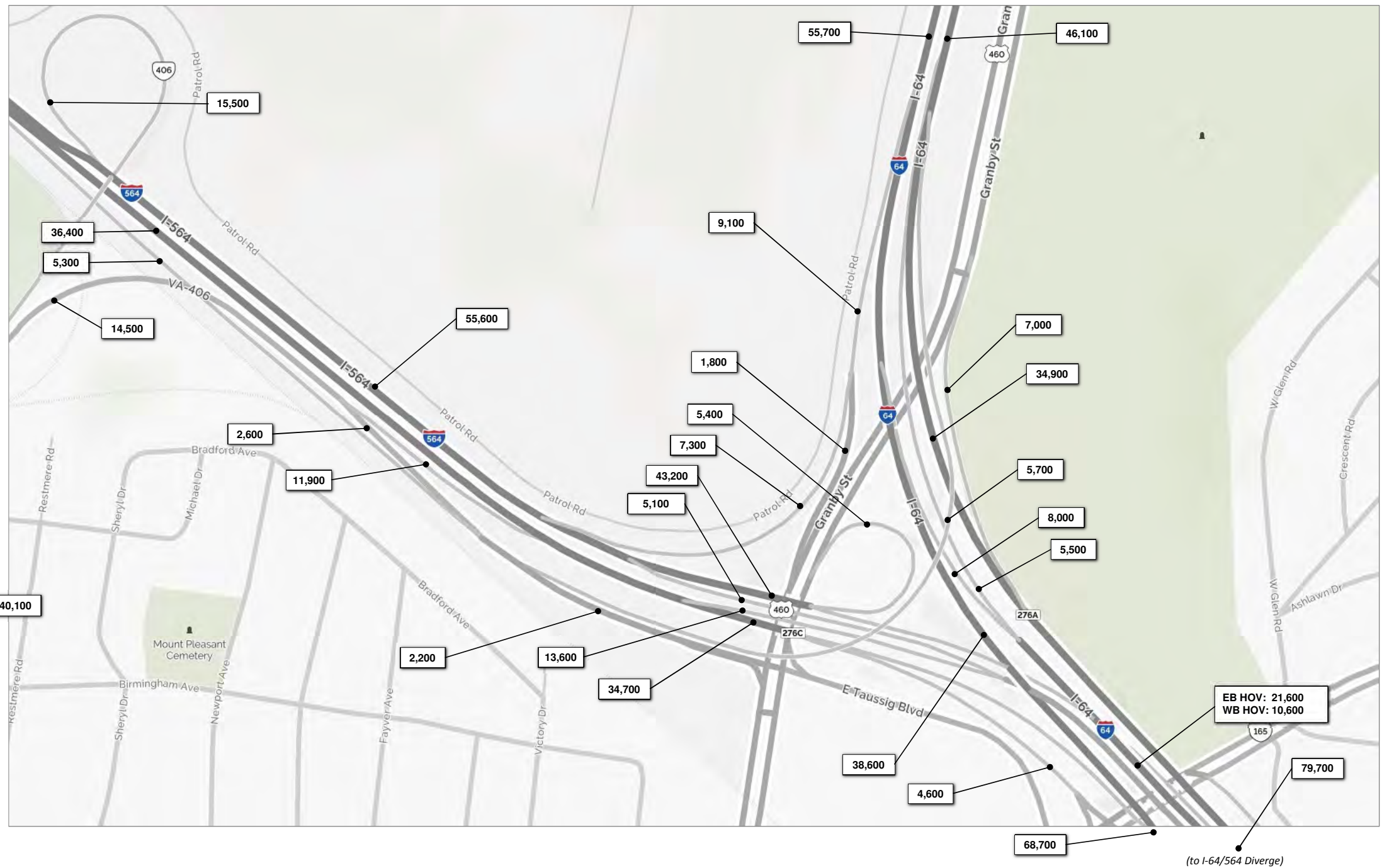
**2040 Alternative C
Weekday Daily Volumes
I-64 Corridor**

February 23, 2016

Sheet 3

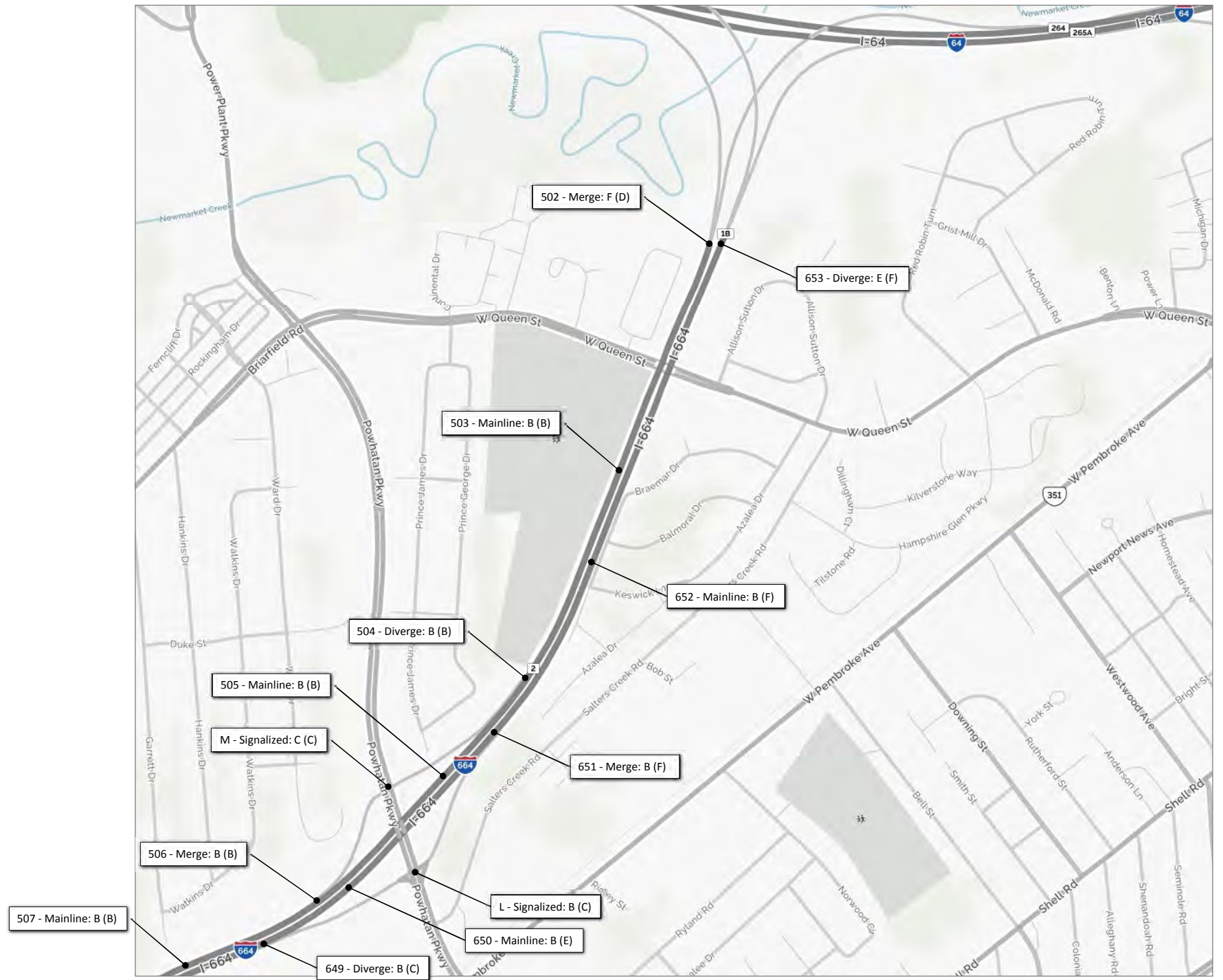


1					
	2,500	5,400	Bainbridge Ave	R	T
				L	
			Bellinger Blvd	U	L
		100			T
		2,300		100	
					5,200



Legend
 xx,xxx Weekday Daily Volume
 NOT TO SCALE

DRAFT



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

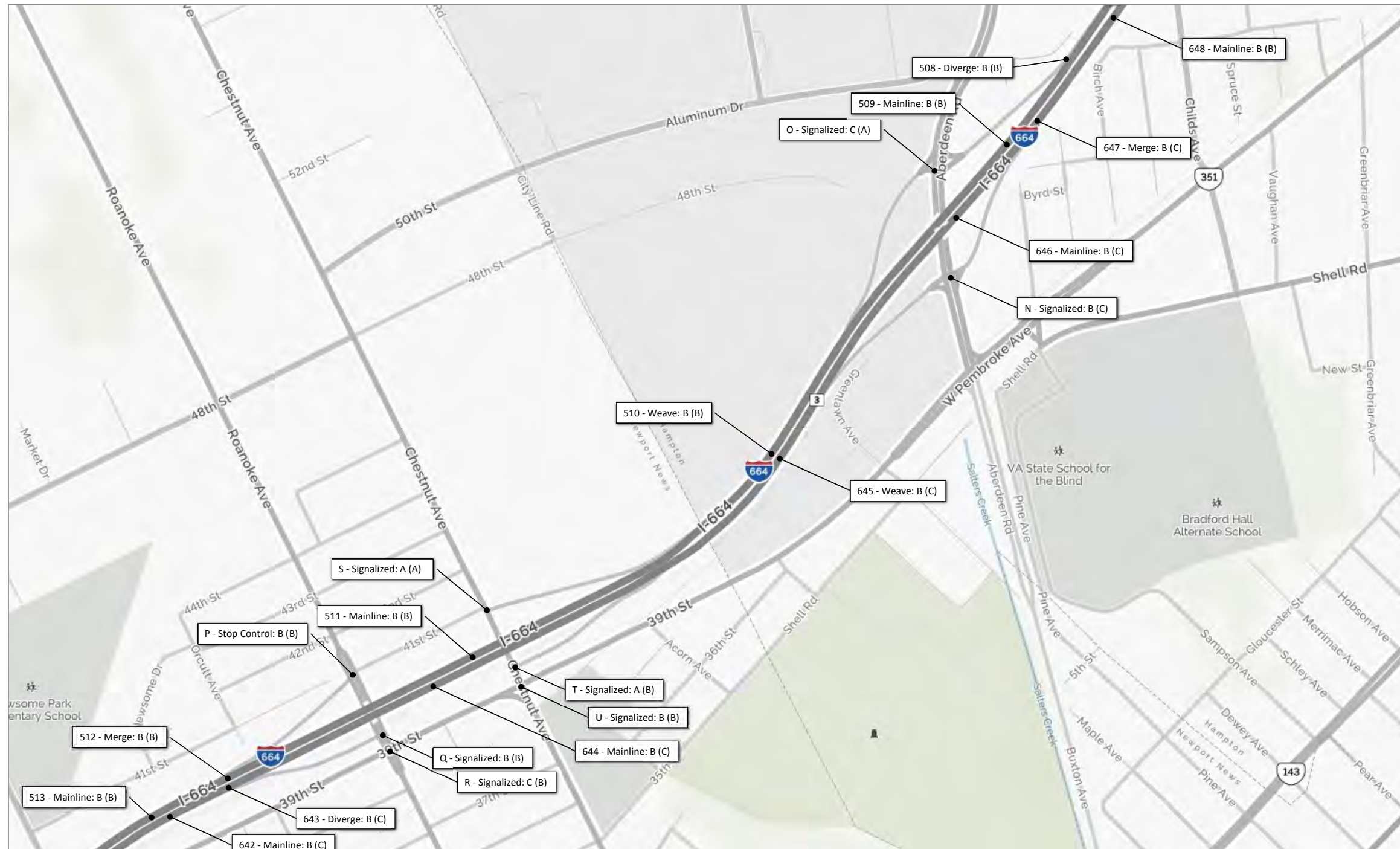
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
 I-664 Corridor**

March 2, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
 I-664 Corridor**

March 2, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

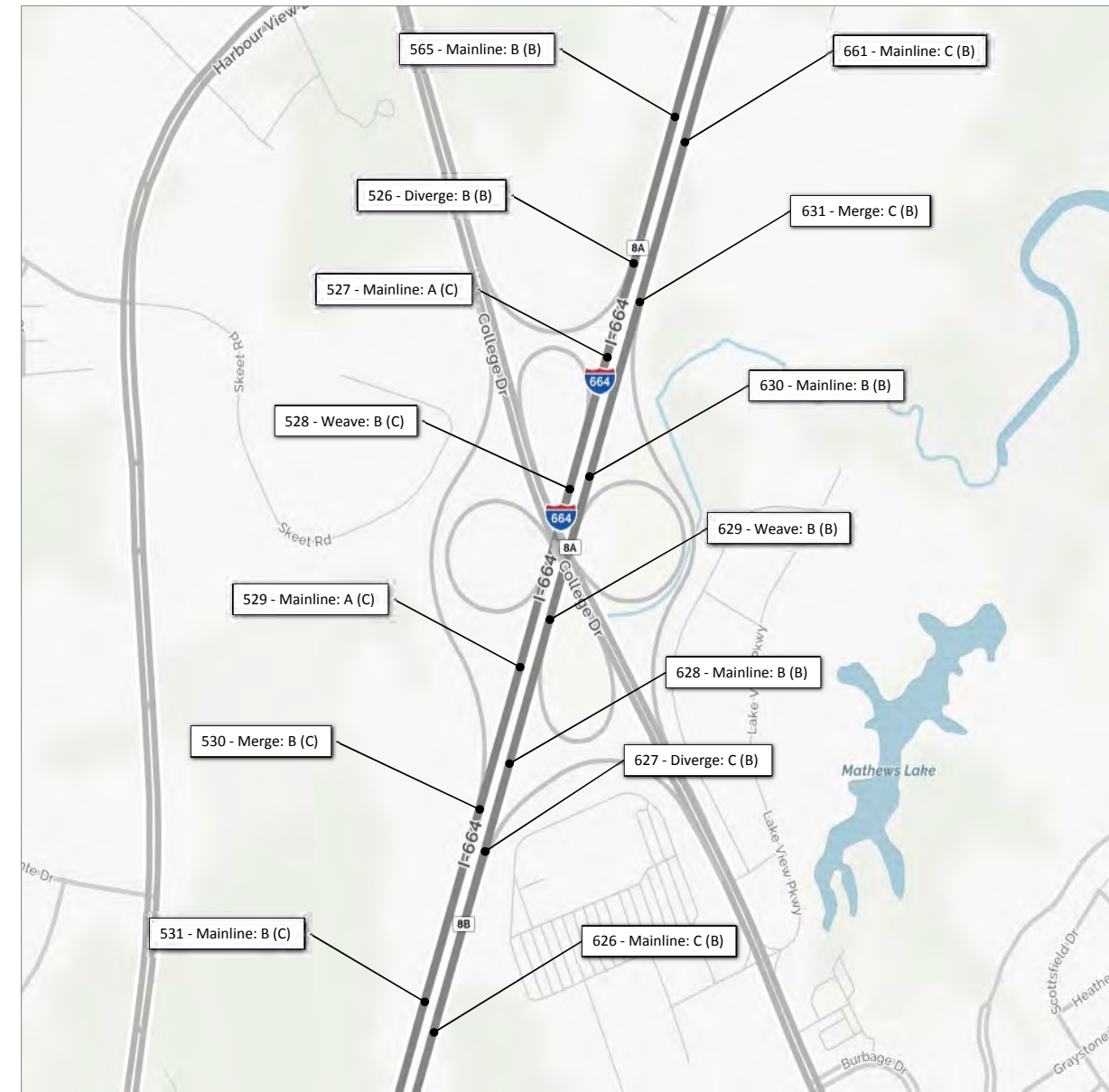
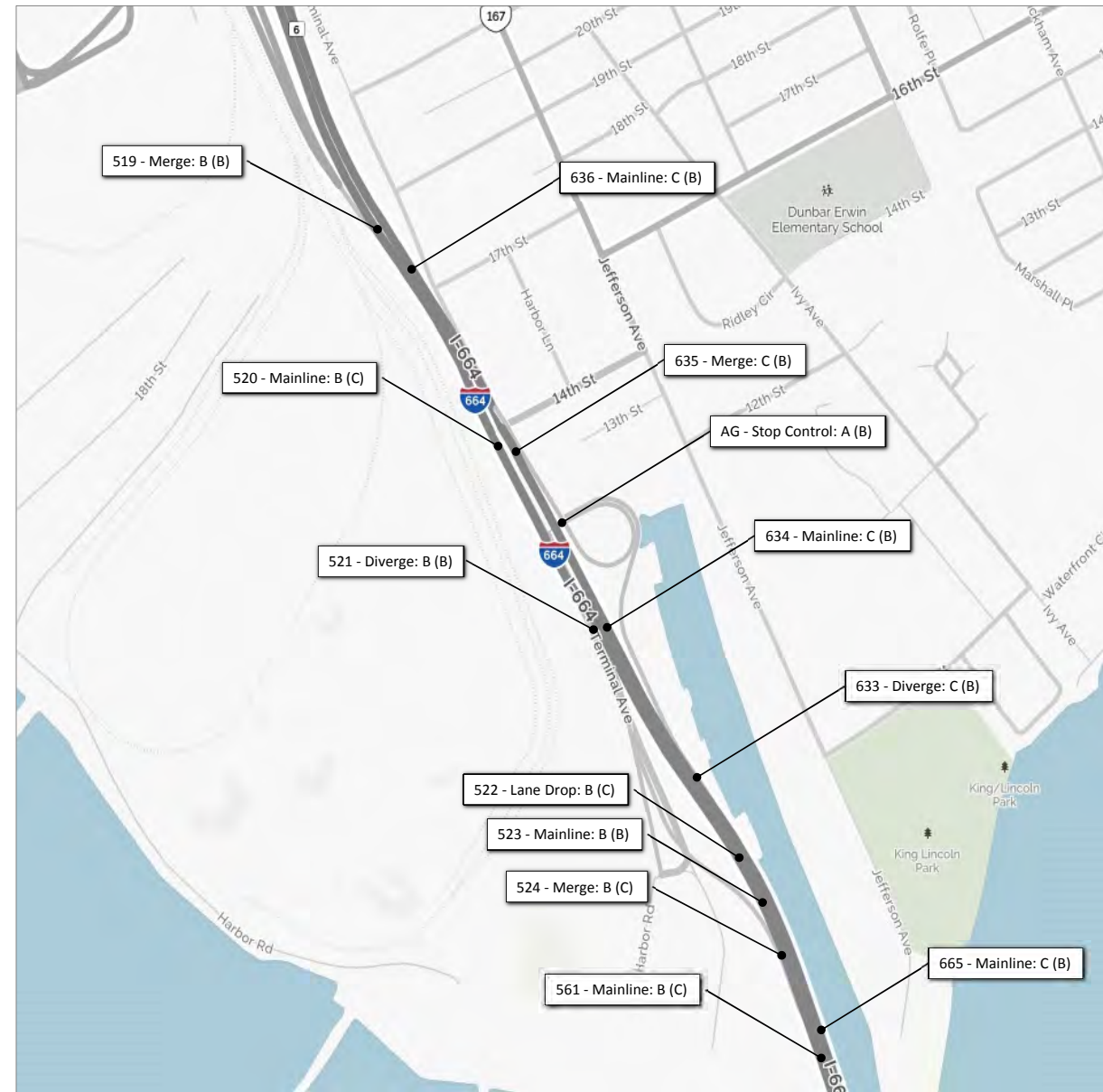
Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

2040 Alternative C Level of Service

I-664 Corridor



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR LOS RESULTS

Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

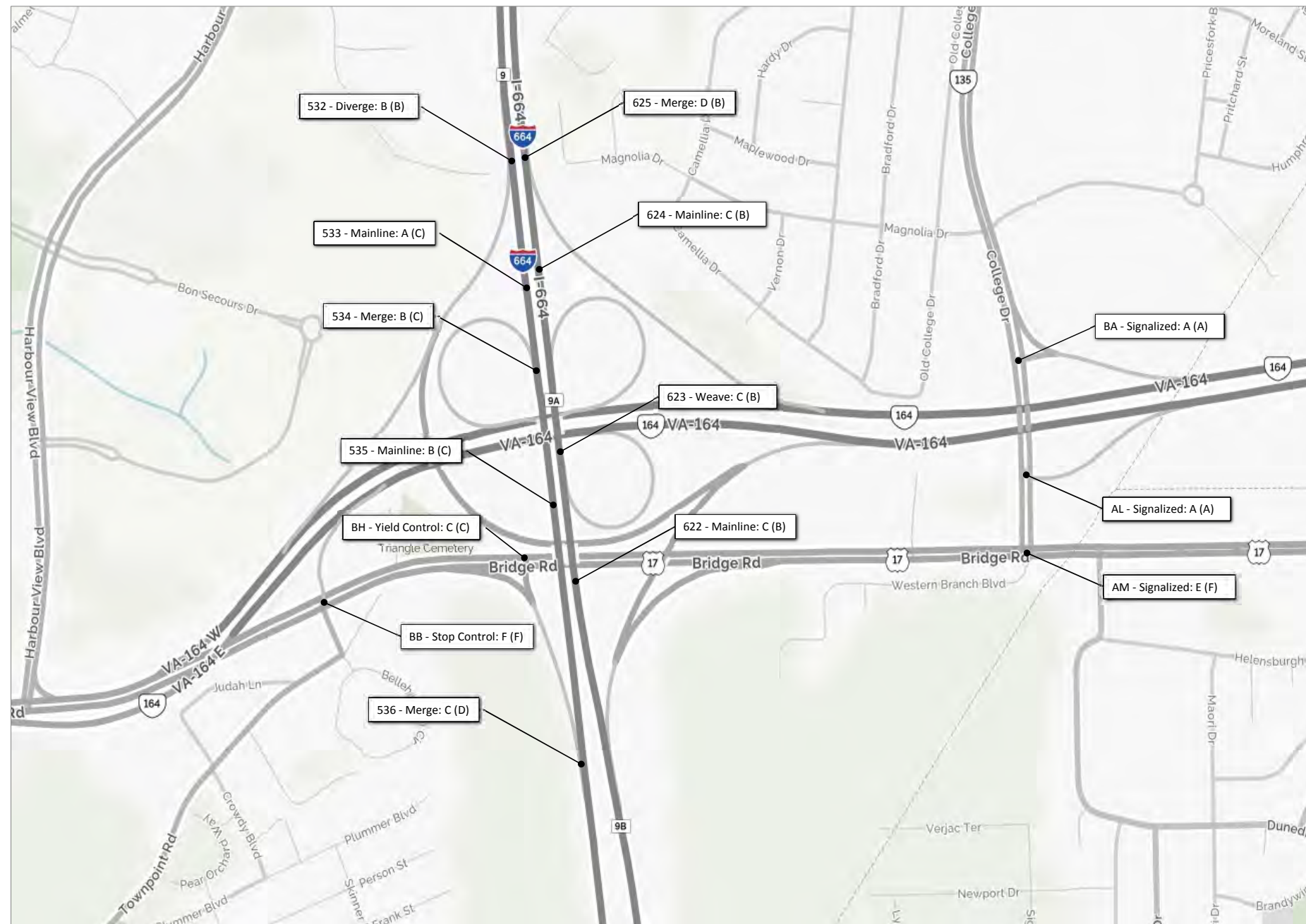
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
I-664 Corridor**

March 2, 2016

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

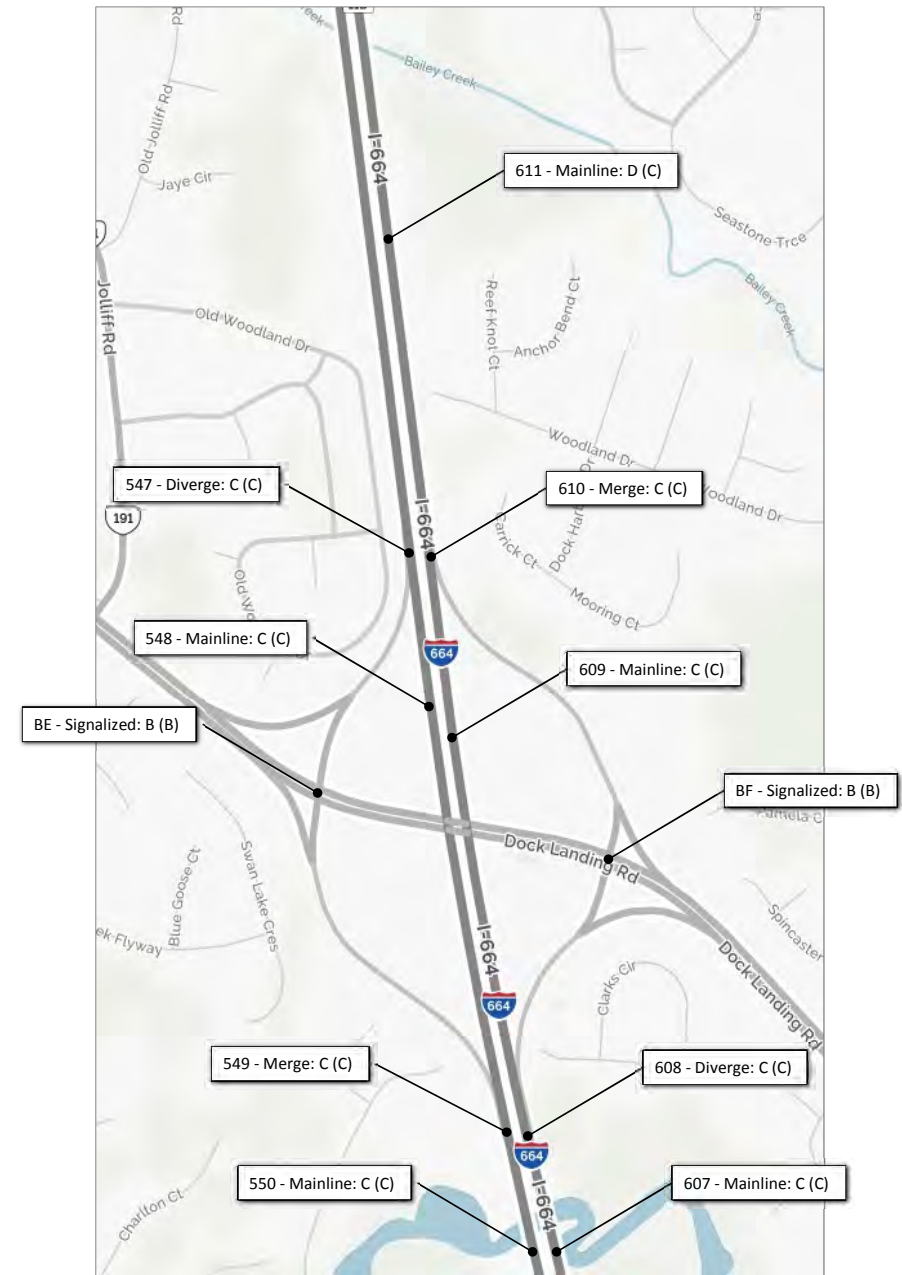
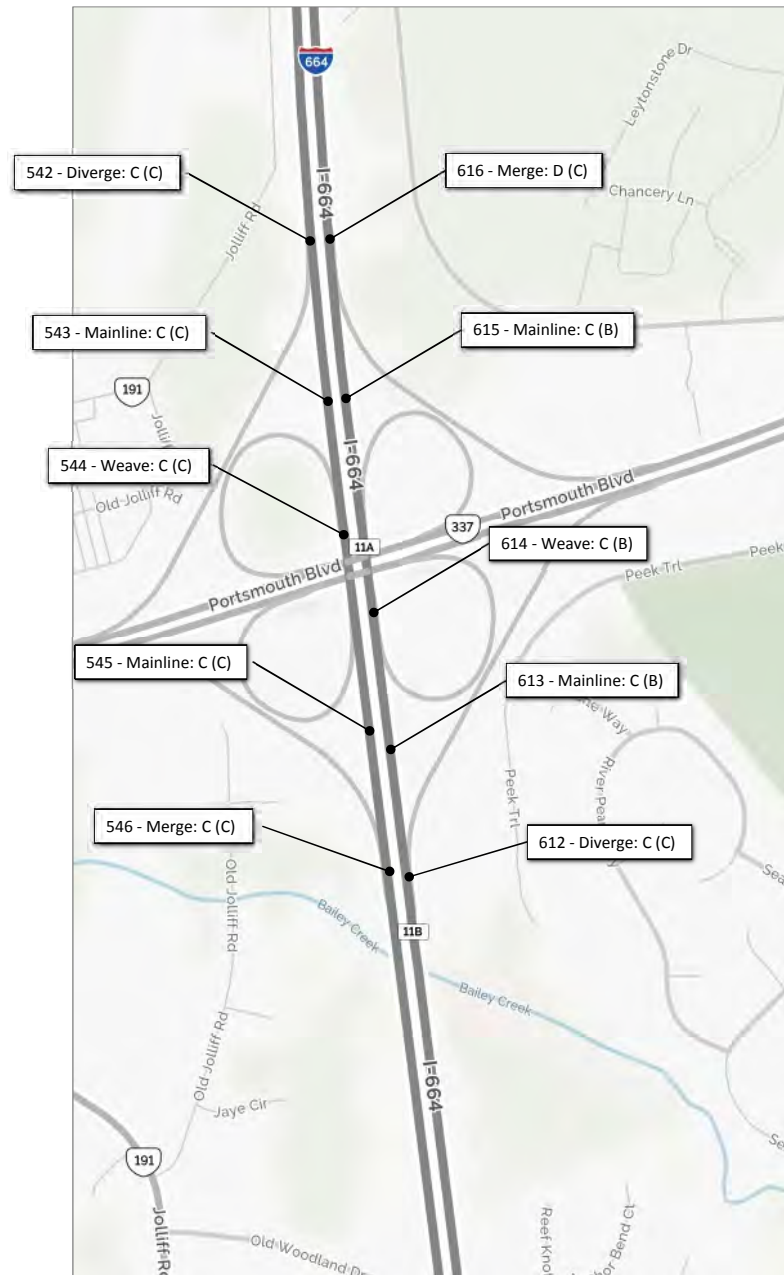
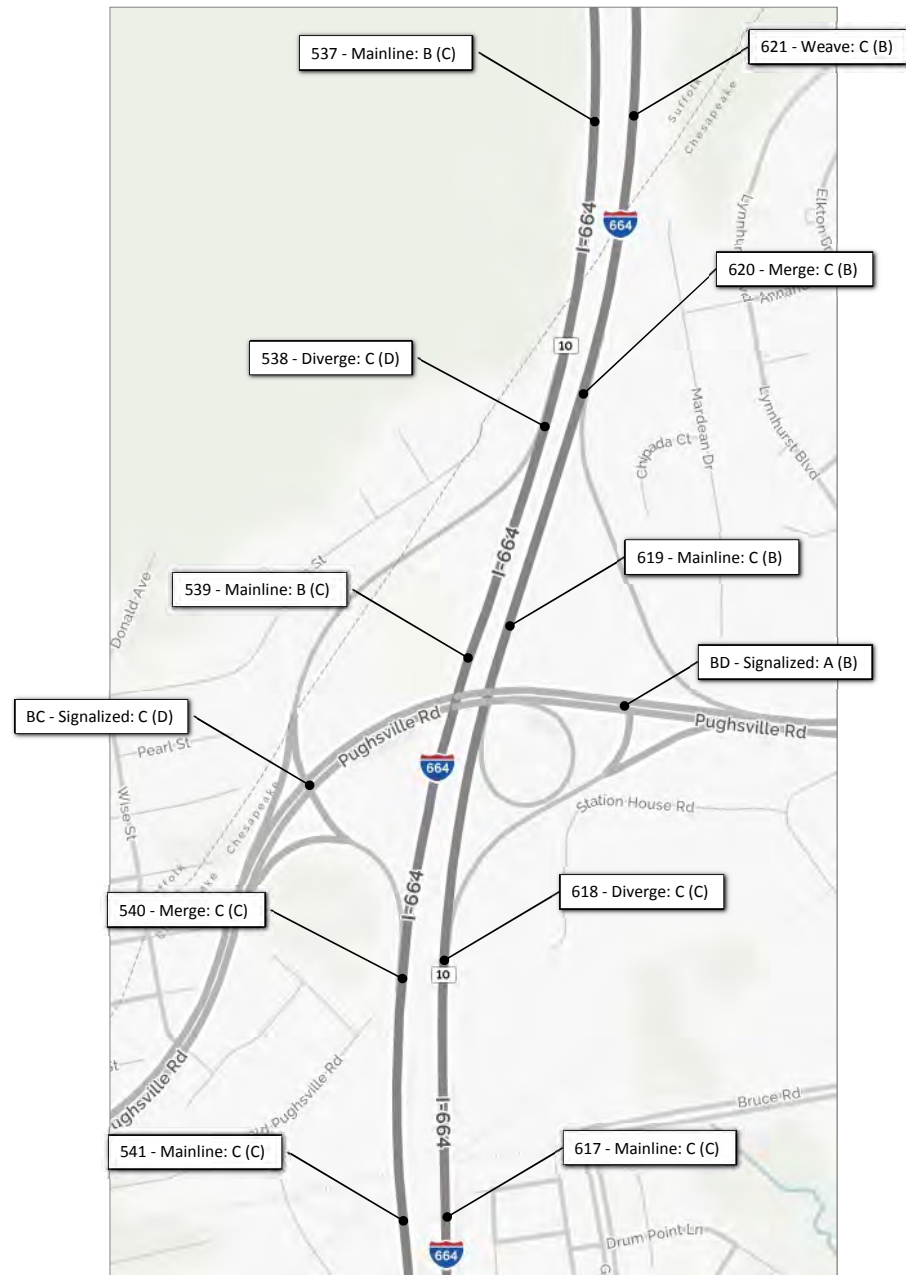
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
 I-664 Corridor**

March 2, 2016

Sheet 5



Legend

X (X) AM (PM) Level of Service
 Numbered items correspond to freeway segments, evaluated using HCS
 500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound
 Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative C Level of Service
I-664 Corridor

March 2, 2016

Sheet 6



Legend

X (X) AM (PM) Level of Service
 Numbered items correspond to freeway segments, evaluated using HCS
 500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound
 Lettered items correspond to intersections, evaluated using Synchro

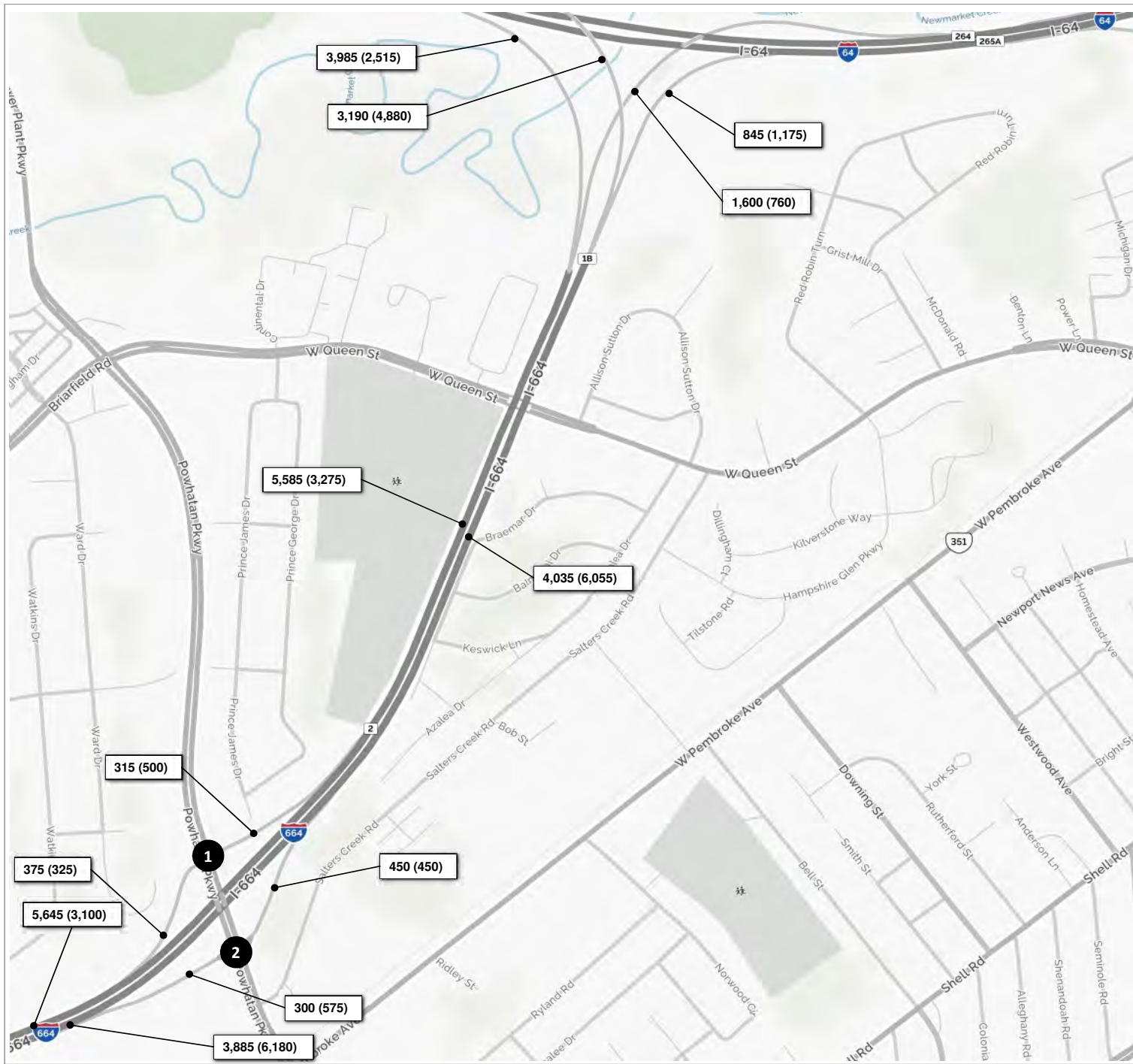
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
 I-664 Corridor**

March 2, 2016

Sheet 7



1	105 (130)	210 (370)	T 315 (625)
	R	L	L 215 (165)
	260 (460)	T	Powhatan Pkwy
	160 (160)	R	
		I-664 Ramp	

2	I-664 Ramp	R 380 (355)
		T 450 (520)
	Powhatan Pkwy	L R
	70 (95)	L 80 (270)
	400 (735)	T 220 (305)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Peak Hour Volumes
I-664 Corridor**

March 1, 2016

Sheet 1



1	645 (325)	170 (170)	T 590 (835)
	R	T	L 120 (110)
Aberdeen Road			
	535 (1,110)	T	
	310 (275)	R	

2		I-64 Ramp	R 155 (200)
			T 460 (650)
Aberdeen Road			
	210 (500)	L	
	495 (780)	T	
			R 95 (115)

3	295 (140)	460 (175)	R 125 (275)
	R	T	L
Chestnut Avenue			
		L	
	320 (390)	T	
	35 (15)	R	
			R 20 (25)

4			R 175 (445)
			T 125 (275)
Chestnut Avenue			
		L	
	70 (165)	T	
	730 (425)	T	
		R	
			R

5	50 (65)	270 (205)	20 (5)	R 30 (50)
	R	T	L	T 155 (330)
Chestnut Avenue				L 15 (35)
		L		
	35 (85)	T		
	230 (240)	T		
	465 (100)	R		
			L 95 (325)	
			T 130 (310)	
			R 15 (25)	

6	5 (5)	20 (5)	10 (5)	R 5 (5)
	R	T	L	T 145 (145)
Roanoke Avenue				L 40 (200)
		L		
	15 (20)	T		
	55 (45)	T		
	115 (95)	R		
			L	
			T	
			R	

7			R 85 (235)
			L
Roanoke Avenue			
		L	
	65 (50)	T	
		T	
		R	
			L 105 (115)
			T
			R 155 (70)

8	25 (35)	695 (275)	30 (30)	R 10 (35)
	R	T	L	T 50 (175)
Roanoke Avenue				L 20 (20)
		L		
	20 (35)	T		
	110 (70)	T		
	90 (15)	R		
			L	
			T	
			R	
			L 10 (25)	
			T 210 (590)	
			R 15 (20)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

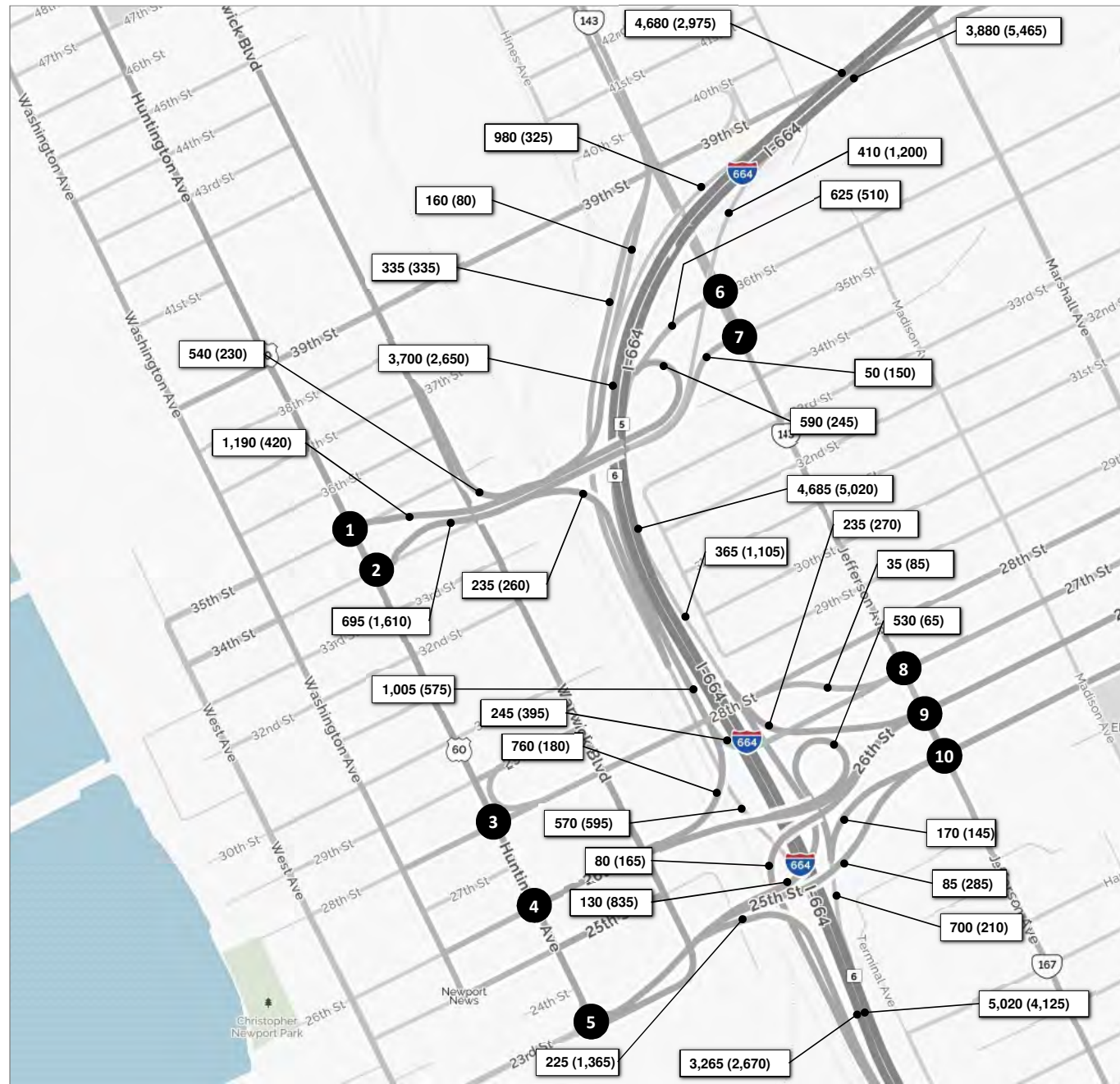
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Peak Hour Volumes
I-664 Corridor**

March 1, 2016

Sheet 2



1	65 (25)	1,365 (1,655)					
	R	T	L			T 460 (195) L 730 (225)	35th Street
						Huntington Ave	

2		1,525 (700)	570 (1,180)				
		T	L				34th Street
						Huntington Ave	
	290 (760)			T			
	40 (25)			R			

3	55 (10)	815 (965)	10 (30)				
	R	T	L			R 55 (20) T 35 (30) L 55 (20)	28th Street
						Huntington Ave	
	25 (55)			T			
	20 (35)			R			

4	100 (65)	670 (1,480)					
	R	T				T 755 (305) L 605 (95)	26th Street
						Huntington Ave	

5	370 (35)	5 (10)	270 (1,480)				
	R	T	L				23rd Street
						Huntington Ave	
	170 (1,025)			T			
	15 (75)			R			

6	365 (555)	30 (55)					
	T	L				R 65 (60) T 15 (10)	36th Street
						Huntington Ave	
	265 (460)			L			
	350 (40)			T			
	10 (10)			R			
						T 215 (475) R 5 (20)	

7	370 (560)	20 (15)					
	T	L					35th Street
						Huntington Ave	
	20 (70)			L			
	10 (45)			T			
	20 (35)			R			
						T 200 (425) R 10 (15)	

8	275 (470)	50 (100)					
	T	L					27th Street
						Huntington Ave	
	95 (120)			L			
	115 (220)			T			
	70 (140)			R			
						T 180 (300) R 0 (0)	

9	145 (195)	200 (415)					
	R	T				R 45 (55) T 175 (240) L 20 (30)	26th Street
						Huntington Ave	
				L			
				T			
				R			
						L 65 (155) T 135 (245)	

10	150 (325)	70 (120)					
	R	T	L				25th Street
						Huntington Ave	
	35 (95)			L			
	175 (185)			T			
	45 (150)			R			
						T 165 (305) R 15 (25)	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

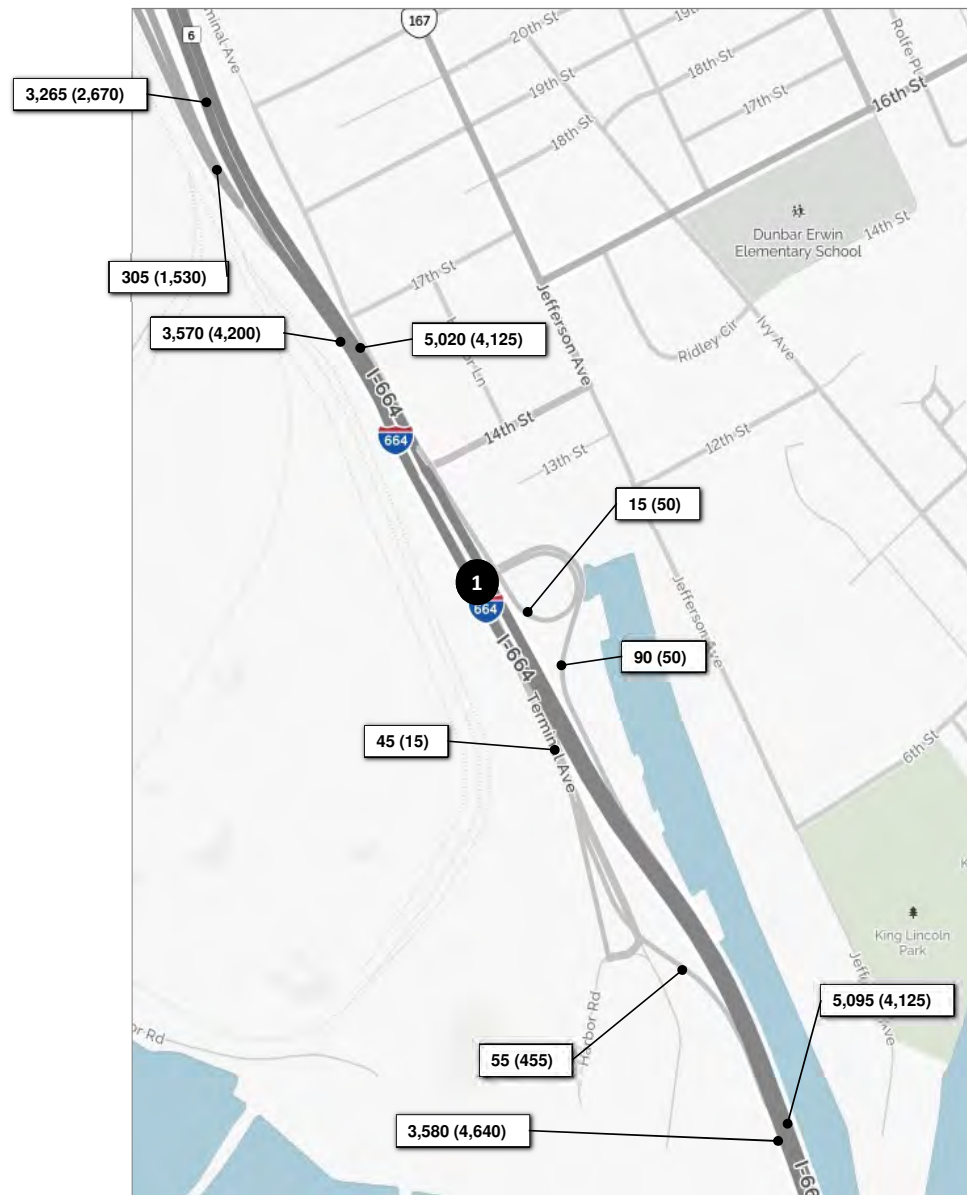
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Peak Hour Volumes
I-664 Corridor**

March 1, 2016

Sheet 3



SEE JAMES RIVER CONNECTORS SHEET FOR I-664/I-664 CONNECTOR VOLUMES



1	115 (555)	10 (40)	R	40 (40)
	T	L	L	50 (10)
		Terminal Ave	T	R
			35 (25)	5 (10)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Peak Hour Volumes
I-664 Corridor**

March 1, 2016

Sheet 4



1					
			R	30 (25)	
			T	395 (965)	
			L	35 (50)	
	US 17				
	105 (90)	L			105 (90)
	1,595 (1,445)	T	35 (35)	55 (20)	
	50 (130)	R			

2					
			T	460 (1,040)	
			L	475 (545)	
	US 17				
	805 (740)	T			
	895 (795)	R			

3					
	910 (1,710)		R	395 (490)	
			L	80 (125)	
			VA 164 Ramp		
			T	665 (1,030)	

4					
	745 (1,380)	T			
			VA 164 Ramp		
			T	665 (1,030)	
			R	85 (70)	

5					
	425 (700)	R			
		T			
		L			
	US 17				
	460 (510)	L			5 (15)
	765 (735)	T	5 (10)	5 (10)	
	10 (15)	R			

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

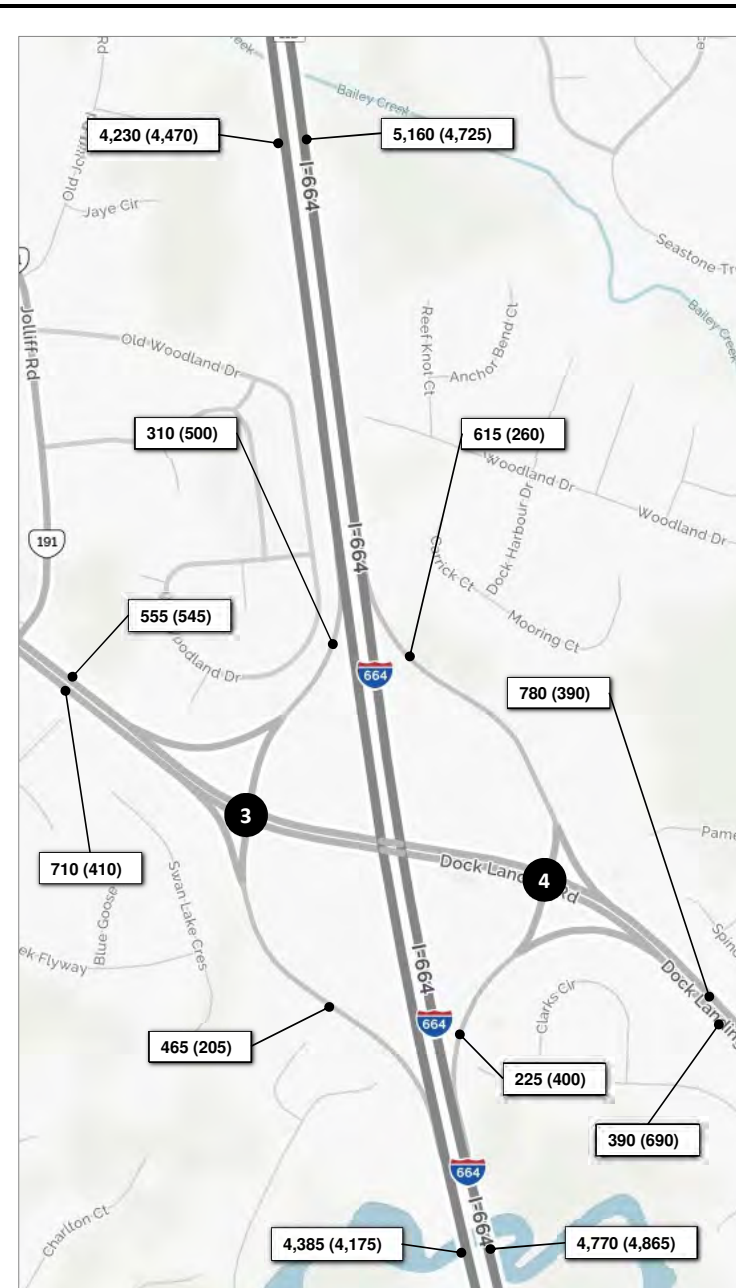
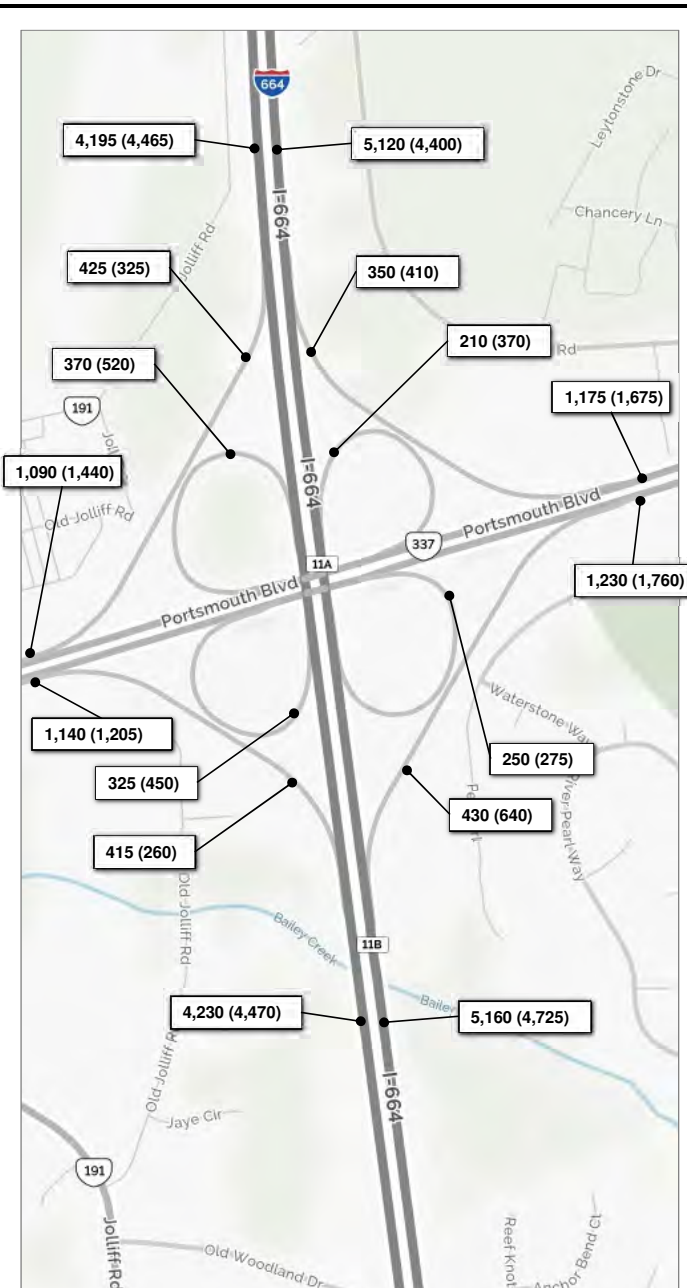
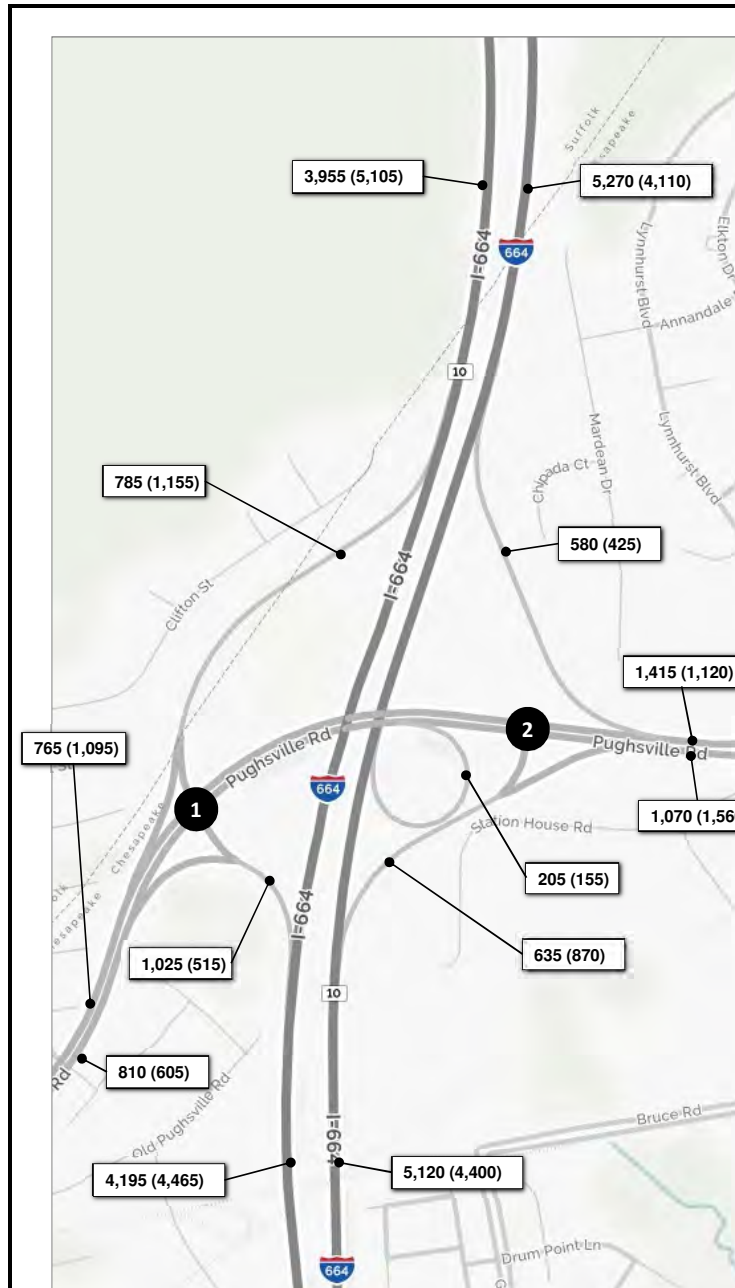
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
 Peak Hour Volumes
 I-664 Corridor**

March 1, 2016

Sheet 5



1	435 (455)	350 (700)	T	330 (640)
	R	L	L	620 (355)
Pughsville Road				
	405 (445)	T		
	405 (160)	R		

2			R	580 (425)
			T	835 (695)
Pughsville Road				
	550 (990)	T	L	R
	205 (155)	R	115 (300)	520 (570)

3	225 (280)	85 (220)	T	330 (265)
	R	L	L	255 (125)
Dock Landing Road				
	500 (330)	T		
	210 (80)	R		

4			R	290 (110)
			T	490 (280)
Dock Landing Road				
	325 (150)	L	95 (110)	130 (290)
	260 (400)	T		

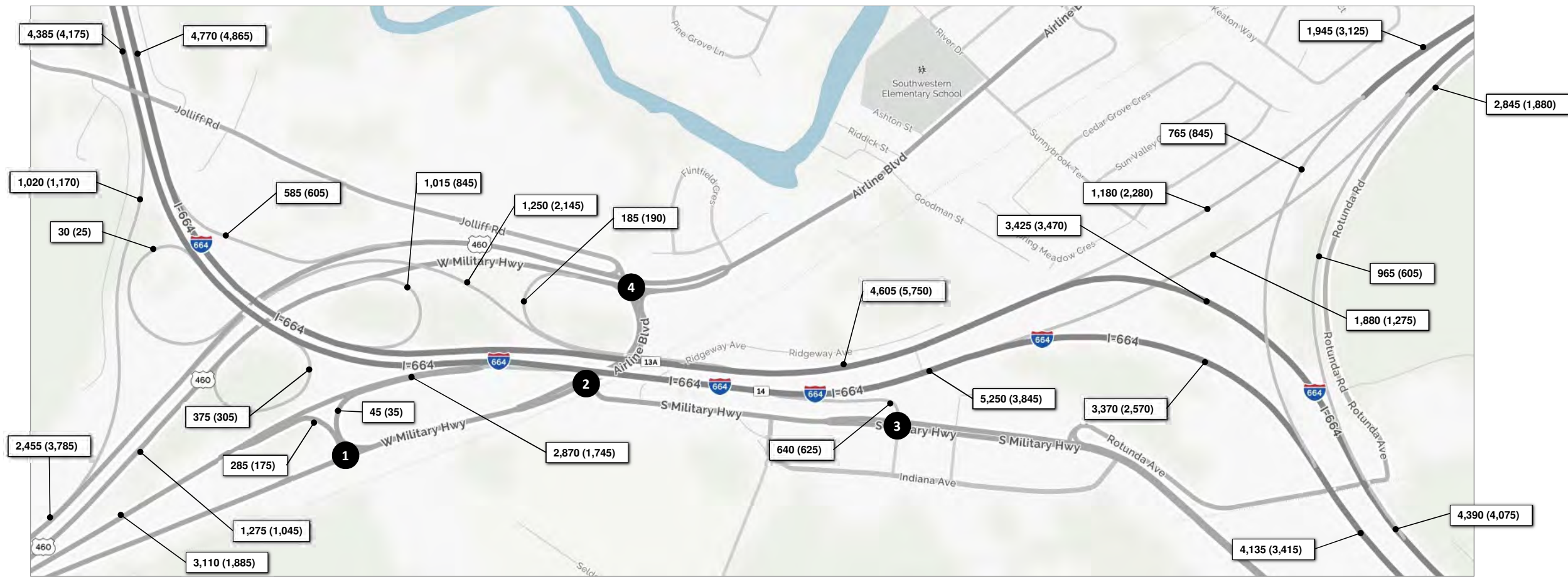
Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative C
Peak Hour Volumes
I-664 Corridor

March 1, 2016

Sheet 6



1				
	280 (170)	R	40 (30)	
5 (5)		T	95 (130)	
	L			
W. Military Hwy				
	5 (5)	L		
	60 (365)	T		

2				
		T	105 (80)	
		L	485 (350)	
W. Military Hwy		L		R
	310 (520)	T		200 (505)
	30 (15)	R		30 (80)

3				
	640 (625)			
10 (15)		T	220 (570)	
	L			
S. Military Hwy				
	515 (365)	T		

4					
	100 (50)				
	310 (150)				
	165 (65)				
		R	120 (85)		
		T	395 (340)		
		L	105 (80)		
		L		T	R
	345 (180)	L		115 (205)	90 (110)
	300 (315)	T		305 (710)	
	175 (200)	R			

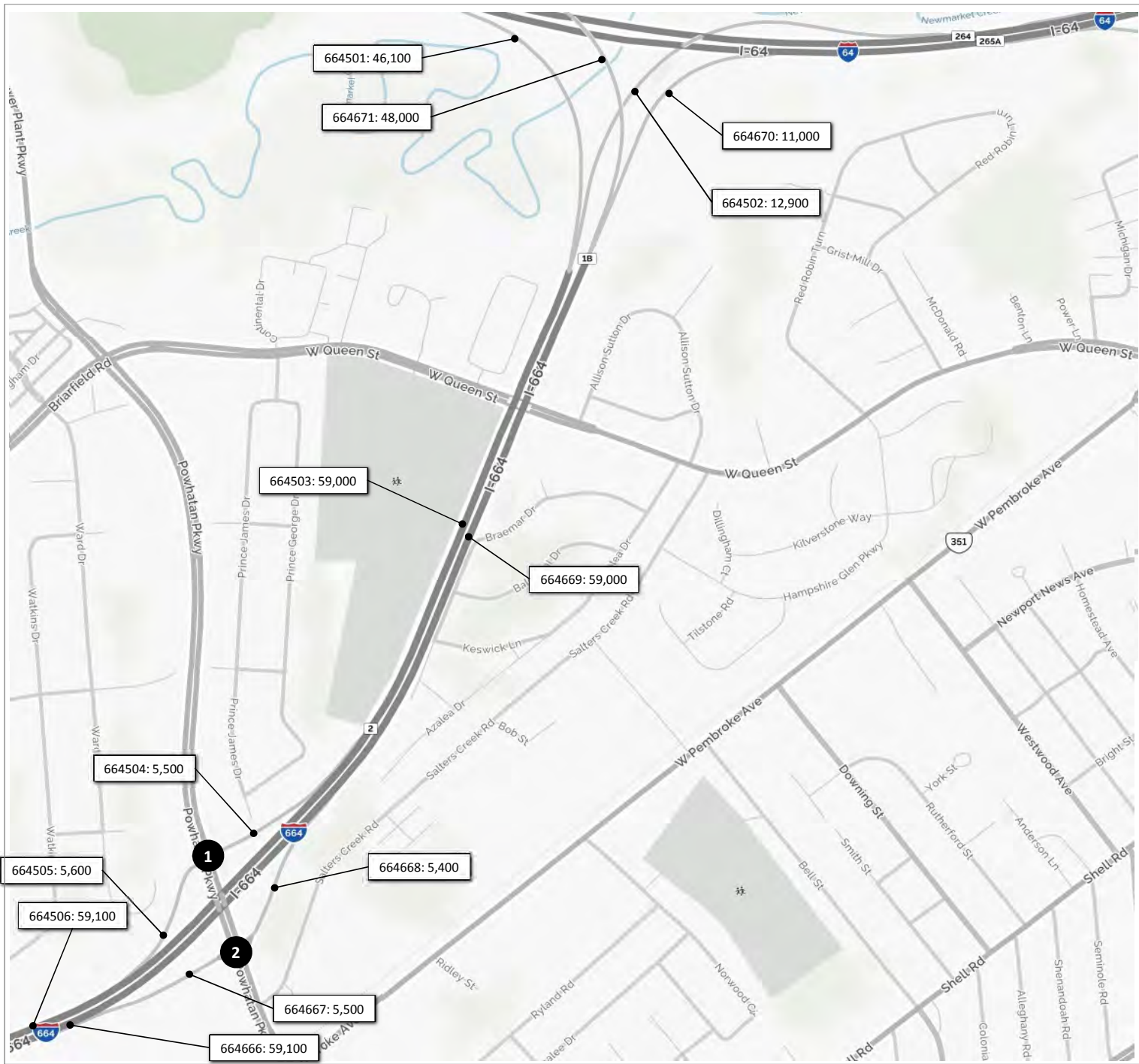
Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative C
Peak Hour Volumes
I-664 Corridor

March 1, 2016

Sheet 7



1	1,500	4,000	T 6,800	
	R	L	L 2,700	
				Powhatan Pkwy
	5,400	T		I-664 Ramp
	2,900	R		

2		I-664 Ramp	R 4,500	
			T 6,600	
		Powhatan Pkwy		
	900	L	L	R
	8,500	T	2,900	2,600

Legend

x,xxx Average Daily Traffic

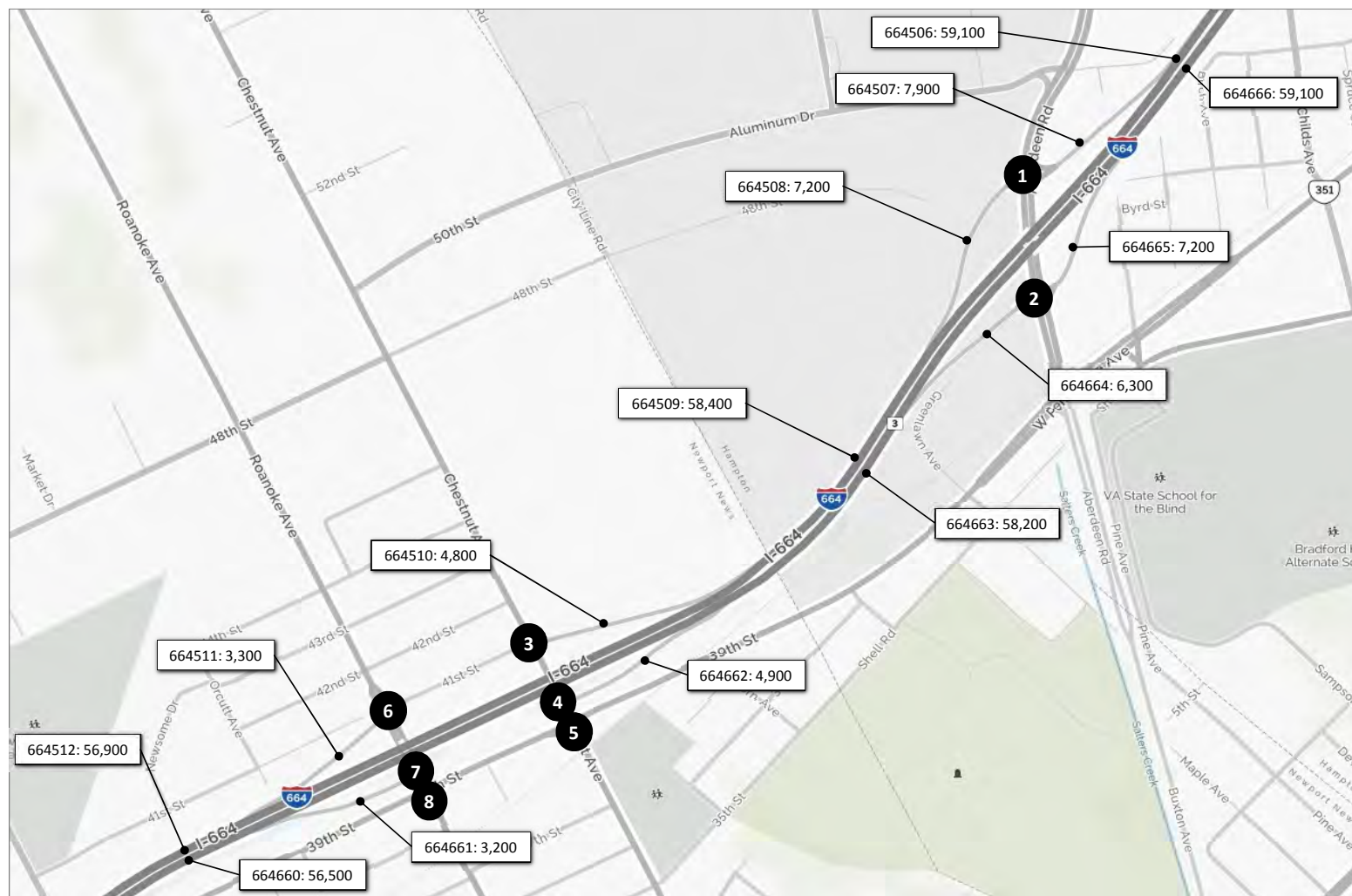
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 1



1					
5,900		2,000		T	11,600
R	T	L		L	1,400
			Aberdeen Road		
	11,900	T			
	5,800	R			
			I-664 Ramp		

2					
				R	2,300
				T	7,700
			I-64 Ramp		
			Aberdeen Road		
	4,900	L		L	
	9,000	T		R	1,000
					5,300

3					
2,100		2,700		R	3,000
R	T	L		L	
			Chestnut Avenue		
		L		T	R
	4,900	T			
	200	R			200

4					
				R	3,400
				T	3,000
				L	
			Chestnut Avenue		
	1,500	L		L	
	6,300	T		T	
		R		R	

5					
800		2,800		R	500
R	T	L		T	3,200
			Chestnut Avenue		
				L	400
		L		T	R
	800	L			
	3,100	T		2,400	2,800
	2,400	R			300

6					
		200		R	200
				T	2,000
				L	1,000
			Roanoke Avenue		
		L		L	
	600	T		T	
	2,100	R		R	

7					
				R	1,400
				L	
			Roanoke Avenue		
		L		L	
	600	T		T	1,800
		R		R	1,400

8					
400		4,700		R	500
R	T	L		T	700
			Roanoke Avenue		
				L	200
		L		T	R
	300	L			
	1,300	T		300	4,700
	400	R			300

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 2



1				
	500	14,100		
<i>R</i>		<i>T</i>		
		4,400		
		<i>L</i>		
		7,400		
				35th Street
				Huntington Ave

2				
		11,600		
		<i>T</i>		
		9,900		
		<i>L</i>		
		5,600		
		400		
		<i>T</i>		
		<i>R</i>		
				34th Street
				Huntington Ave

3				
	500	9,500		
<i>R</i>		<i>T</i>		
		400		
		<i>L</i>		
		500		
		400		
		<i>T</i>		
		<i>R</i>		
				28th Street
				Huntington Ave

4				
	1,400	12,000		
<i>R</i>		<i>T</i>		
		6,200		
		<i>L</i>		
		3,400		
				26th Street
				Huntington Ave

5				
	1,900	100		
<i>R</i>		<i>T</i>		
		11,300		
		<i>L</i>		
		6,400		
		400		
		<i>T</i>		
		<i>R</i>		
				23rd Street
				Huntington Ave

6				
	5,600	600		
<i>T</i>		<i>L</i>		
		1,100		
		<i>R</i>		
		200		
				36th Street
				Jefferson Ave

7				
	5,800	200		
<i>T</i>		<i>L</i>		
		700		
		500		
		300		
		<i>L</i>		
		<i>T</i>		
		<i>R</i>		
				35th Street
				Jefferson Ave

8				
	4,900	1,000		
<i>T</i>		<i>L</i>		
		1,500		
		900		
		1,200		
		<i>L</i>		
		<i>T</i>		
		<i>R</i>		
				27th Street
				Jefferson Ave

9				
	2,300	3,800		
<i>R</i>		<i>T</i>		
		600		
		2,700		
		500		
		<i>L</i>		
		<i>T</i>		
		<i>R</i>		
				26th Street
				Jefferson Ave

10				
	3,200	1,100		
<i>R</i>		<i>L</i>		
		1,500		
		2,500		
		1,200		
		<i>L</i>		
		<i>T</i>		
		<i>R</i>		
				25th Street
				Jefferson Ave

Legend

x,xxx Average Daily Traffic

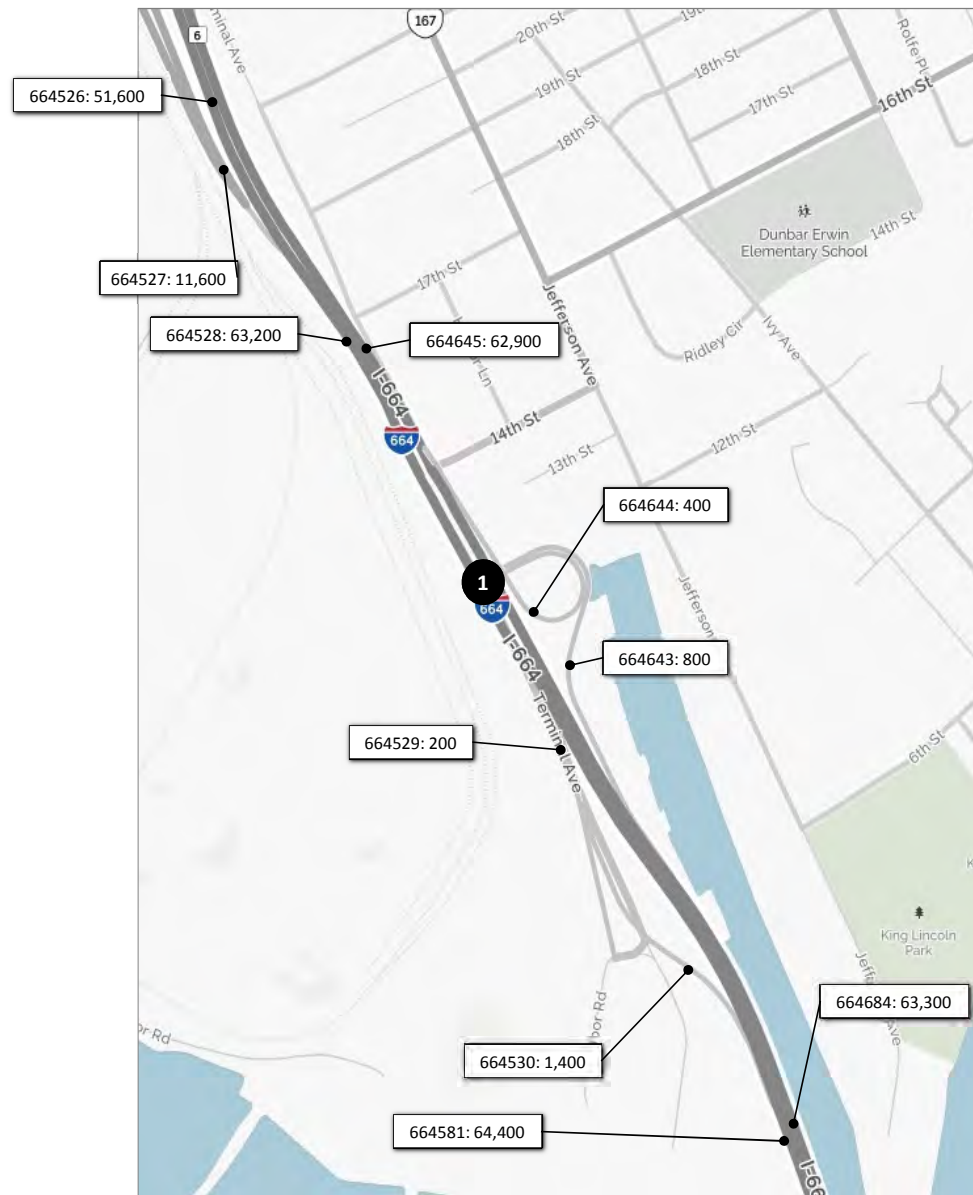
DRAFT

Hampton Roads Crossing Study SEIS

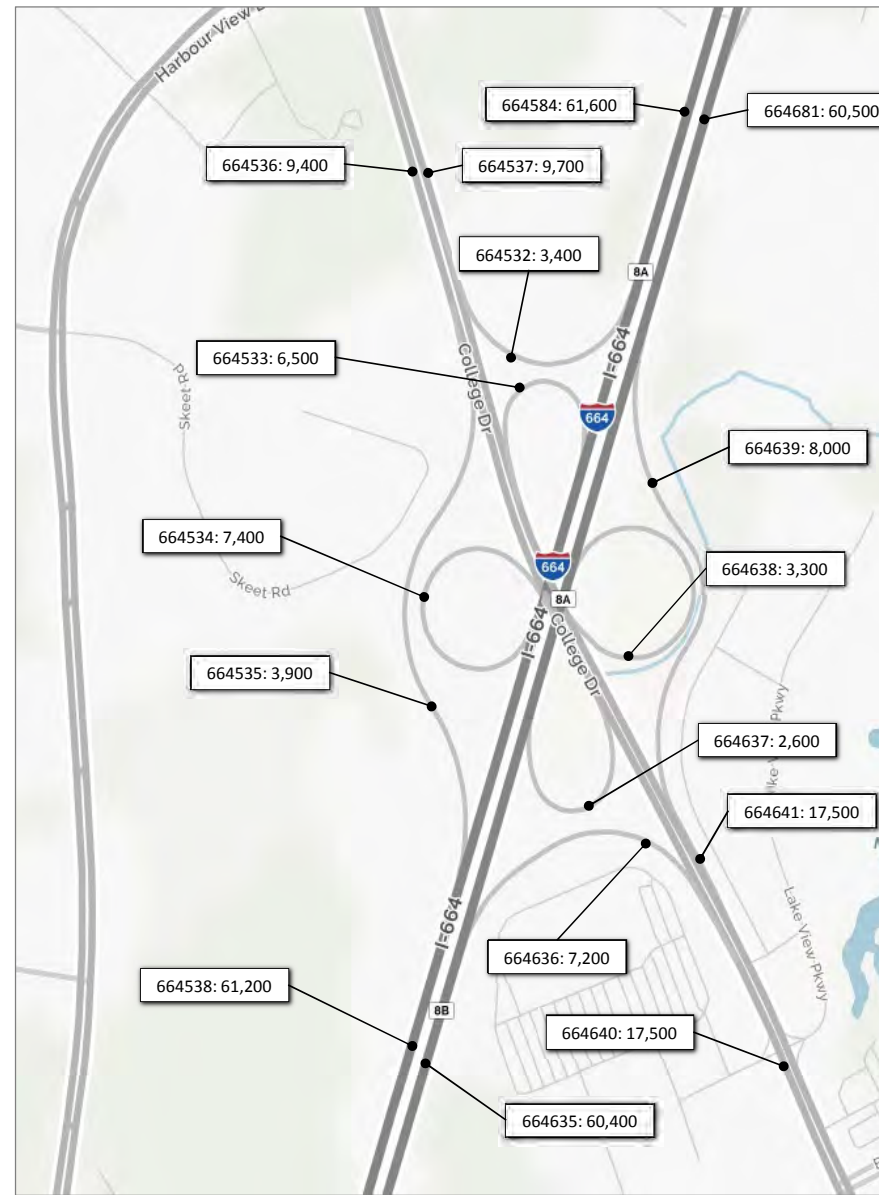
**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 3



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR VOLUMES



1	4,000	300	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 4



1			<i>R</i>	200			
	<i>T</i>			12,000			
	<i>L</i>			400			
<i>R</i>	<i>T</i>	<i>L</i>					
	1,400	<i>L</i>					
	23,400	<i>T</i>					
	900	<i>R</i>					
			<i>L</i>		<i>T</i>	<i>R</i>	
			300		400	1,000	

2							
	<i>T</i>			12,600			
	<i>L</i>			7,100			
<i>US 17</i>							
	12,000	<i>T</i>					
	12,400	<i>R</i>					

Legend

x,xxx Average Daily Traffic

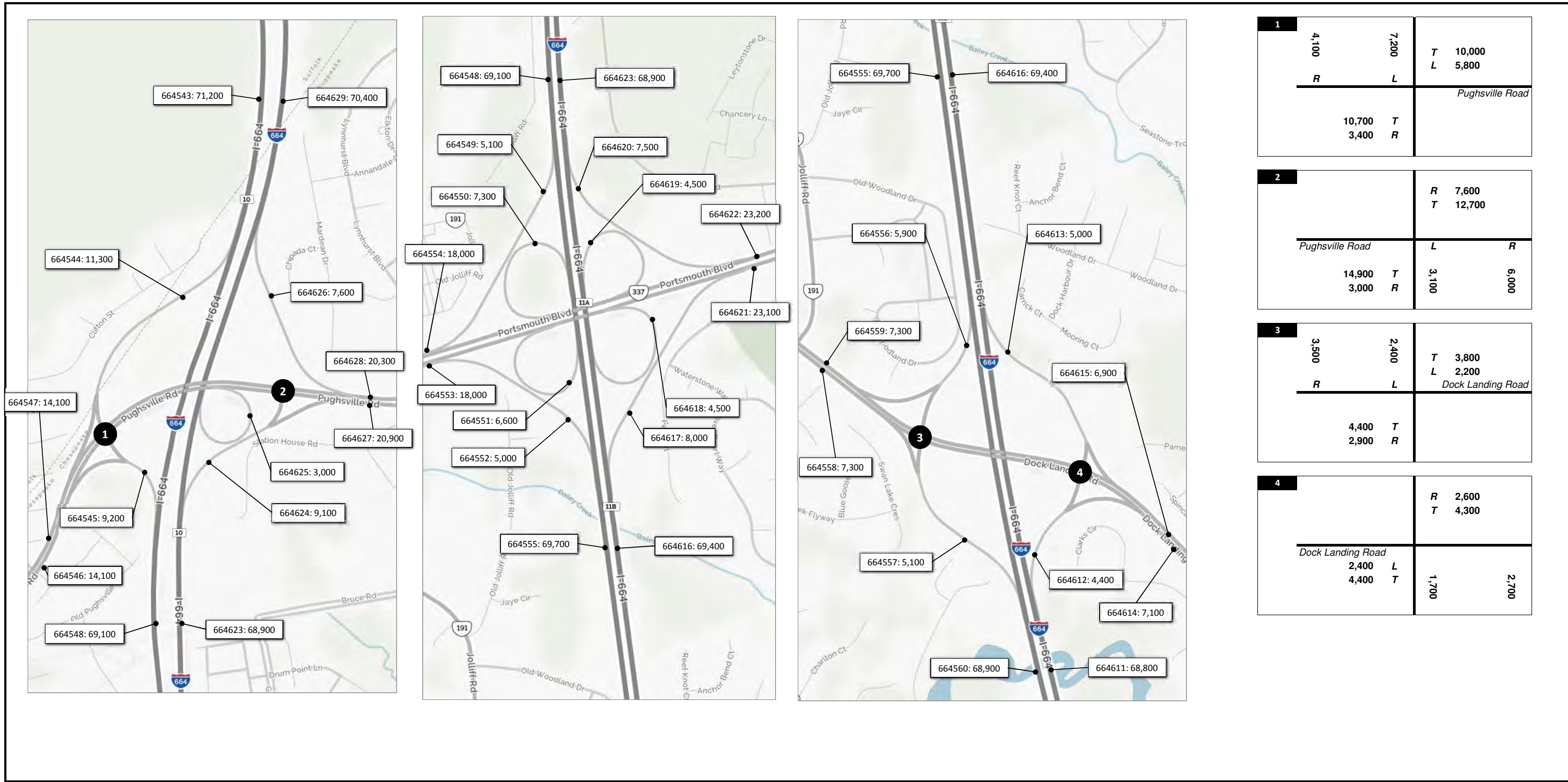
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 5



1	4,100	7,200	T 10,000	
	R	L	L 5,800	
			Pughsville Road	
		10,700	T	
		3,400	R	

2			R 7,600	
			T 12,700	
Pughsville Road			L	R
		14,900	T	3,100
		3,000	R	6,000

3	3,500	2,400	T 3,800	
	R	L	L 2,200	
			Dock Landing Road	
		4,400	T	
		2,900	R	

4			R 2,600	
			T 4,300	
Dock Landing Road			L	R
		2,400	L	1,700
		4,400	T	2,700

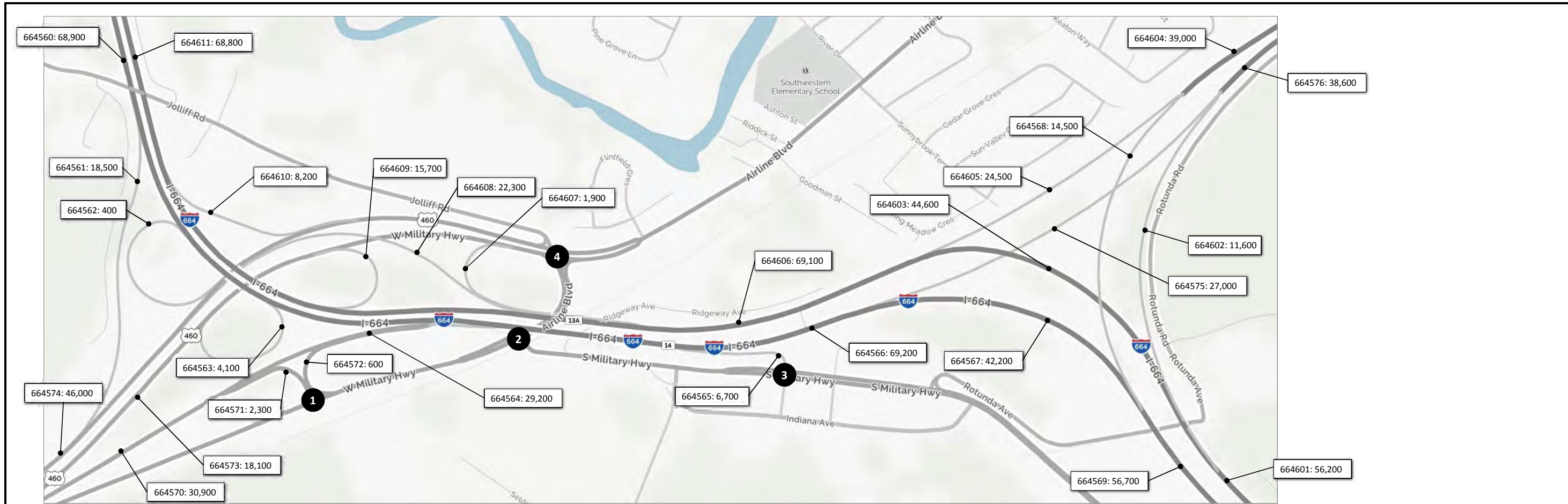
Legend
 x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative C
Weekday Daily Volumes
I-664 Corridor

March 1, 2016

Sheet 6



1			
100	2,200	R 500	
		T 1,500	
<hr/>			
R	L		
W. Military Hwy			
100	L		
4,500	T		

2			
		T 1,200	
		L 3,700	
<hr/>			
	L	R	
W. Military Hwy			
6,500	T		
200	R	800	3,800

3			
100	6,600	T 4,500	
<hr/>			
R	L		
S. Military Hwy			
	3,900	T	

4					
1,500	2,300	1,900	R 1,200		
			T 5,100		
			L 900		
<hr/>					
R	T	L			
		L			
	2,400	L			
	4,300	T	7,200	1,600	1,500
	1,700	R			

Legend

x,xxx Average Daily Traffic

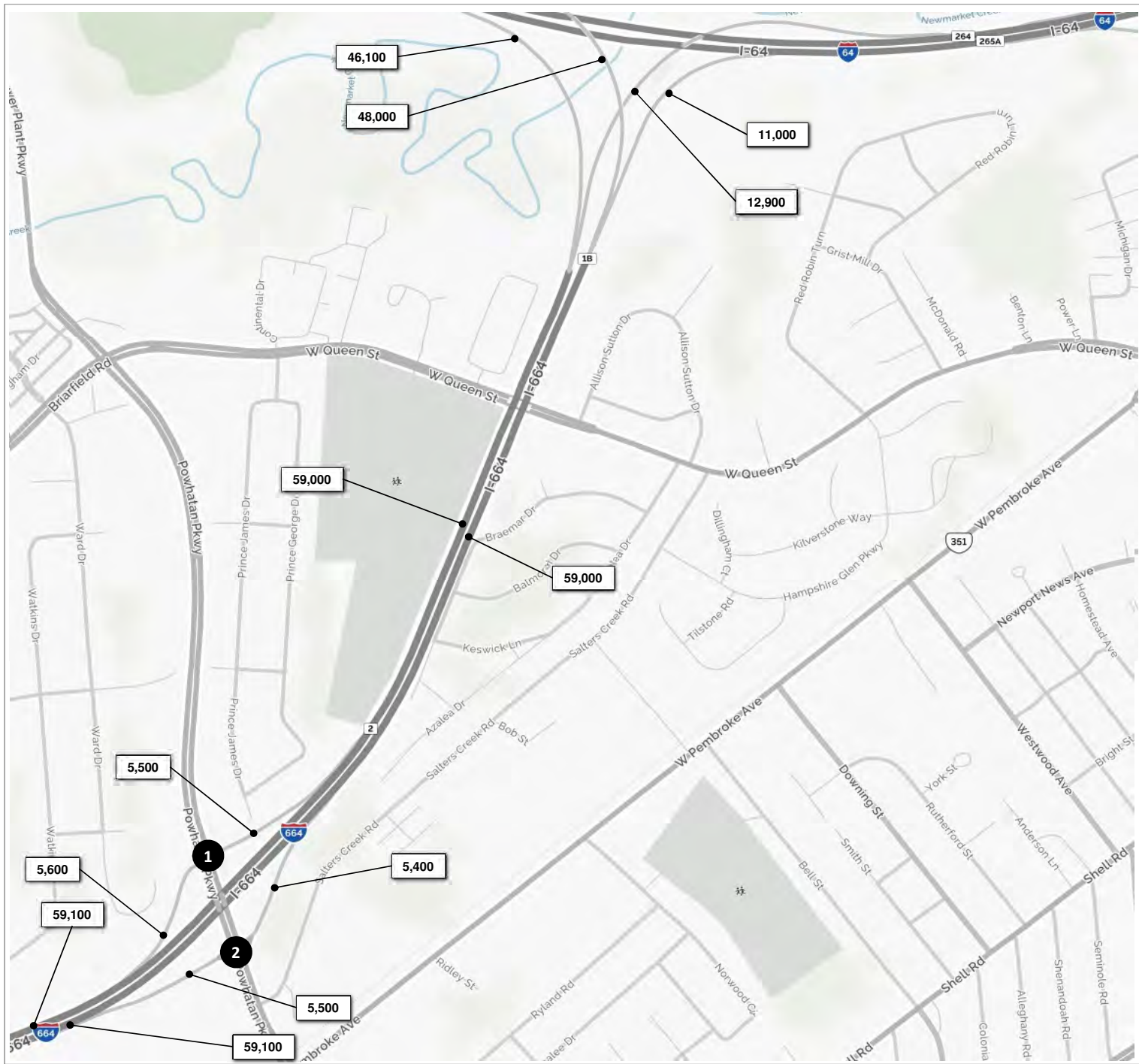
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 7



1				
	1,500	4,000	T 6,800	
R		L	L 2,700	
			Powhatan Pkwy	
	5,400	T		
	2,900	R		
			I-664 Ramp	

2					
		I-664 Ramp	R 4,500		
			T 6,600		
		Powhatan Pkwy			
	900	L	L	R	
	8,500	T	2,900	2,600	

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 1



1					
5,900		2,000	T	11,600	
R	T	L	L	1,400	
			Aberdeen Road		
	11,900	T			
	5,800	R			
			I-664 Ramp		

2					
			R	2,300	
			T	7,700	
			I-64 Ramp		
			Aberdeen Road		
	4,900	L	L		R
	9,000	T	L	5,300	1,000

3					
2,100		2,700	R	3,000	
R	T	L	L		
			Chestnut Avenue		
		L	T		
	4,900	T			
	200	R			200

4					
			R	3,400	
			T	3,000	
			L		
			Chestnut Avenue		
			L		R
	1,500	L			
	6,300	T			
		R			

5					
800		500	R	500	
R	T	L	T	3,200	
			Chestnut Avenue		
			L	400	
	800	L	L	T	R
	3,100	T			
	2,400	R	2,400	2,800	300

6					
			R	200	
			T	2,000	
			L	1,000	
			Roanoke Avenue		
			L		R
		L			
	600	T			
	2,100	R			

7					
			R	1,400	
			L		
			Roanoke Avenue		
			L		R
		L			
	600	T			
		R	1,800		1,400

8					
400		400	R	500	
R	T	L	T	700	
			Roanoke Avenue		
			L	200	
		L	L	T	R
	300	L			
	1,300	T			
	400	R	300	4,700	300

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 2



1					
	500	14,100		T 4,400	
				L 7,400	
	<hr/>				35th Street
					Huntington Ave

6					
		5,600	600	R 1,100	
				T 200	
		<hr/>			36th Street
		7,200	L		T R
		1,000	T	4,800	200
		200	R		
					Jefferson Ave

2					
		11,600	9,900		
		<hr/>			34th Street
		5,600	T		
		400	R		Huntington Ave

7					
		5,800	200		
		<hr/>			35th Street
		700	L		T R
		500	T	4,300	200
		300	R		
					Jefferson Ave

3					
	500	9,500	400	R 500	
				T 600	
				L 300	
	<hr/>				28th Street
		500	T		
		400	R		Huntington Ave

8					
		4,900	1,000		
		<hr/>			27th Street
		1,500	L		T R
		900	T	3,600	
		1,200	R		
					Jefferson Ave

4					
	1,400	12,000		T 6,200	
				L 3,400	
	<hr/>				26th Street
					Huntington Ave

9					
	2,300	3,800		R 600	
				T 2,700	
				L 500	
	<hr/>				26th Street
			L		T
			T	1,800	3,000
			R		
					Jefferson Ave

5					
	1,900	100	11,300		
	<hr/>				23rd Street
		6,400	T		
		400	R		Huntington Ave

10					
		3,200	1,100		
		<hr/>			25th Street
		1,500	L		T R
		2,500	T	3,300	300
		1,200	R		
					Jefferson Ave

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

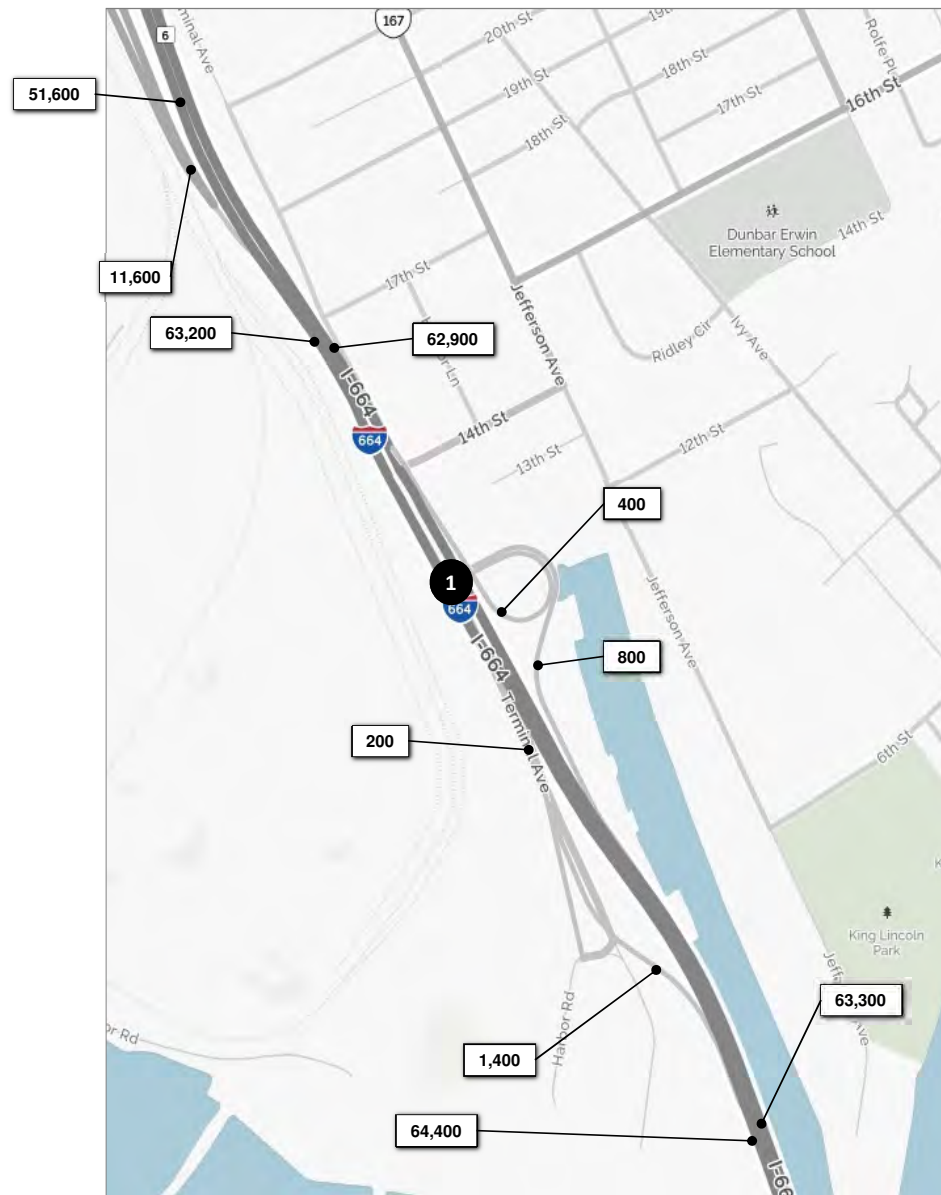
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 3



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR VOLUMES



1	4,000	300	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 4



1			<i>R</i>	200		
	<i>T</i>			12,000		
	<i>L</i>			400		
<i>R</i>	<i>T</i>	<i>L</i>				
	1,400	<i>L</i>				
	23,400	<i>T</i>				
	900	<i>R</i>				
			<i>L</i>	<i>T</i>	<i>R</i>	
			300	400	1,000	

2				<i>T</i>	12,600
	<i>L</i>			<i>L</i>	7,100
<i>US 17</i>					
				<i>T</i>	
	12,000			<i>R</i>	
	12,400				

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

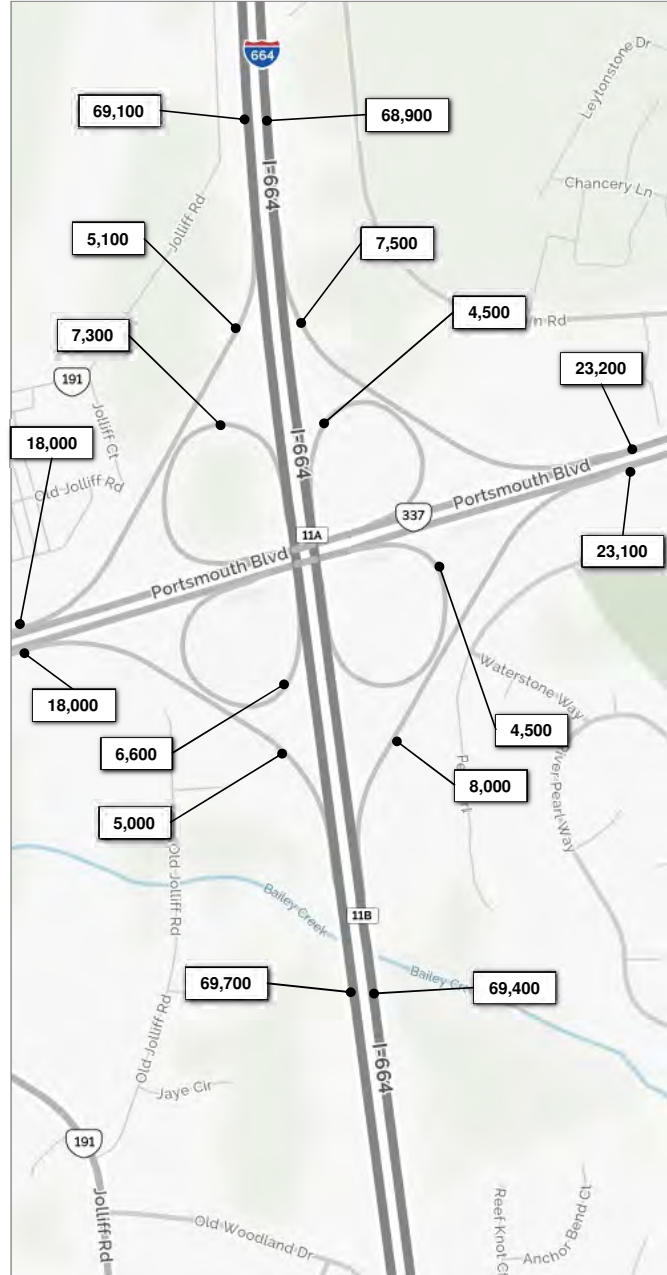
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 5



1	4,100	7,200	T 10,000	
	R	L	L 5,800	
			Pughsville Road	
			10,700 T	
			3,400 R	

2			R 7,600	
			T 12,700	
Pughsville Road			L	R
			14,900 T	3,100
			3,000 R	6,000

3	3,500	2,400	T 3,800	
	R	L	L 2,200	
			Dock Landing Road	
			4,400 T	
			2,900 R	

4			R 2,600	
			T 4,300	
Dock Landing Road			L	R
			2,400 L	1,700
			4,400 T	2,700

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

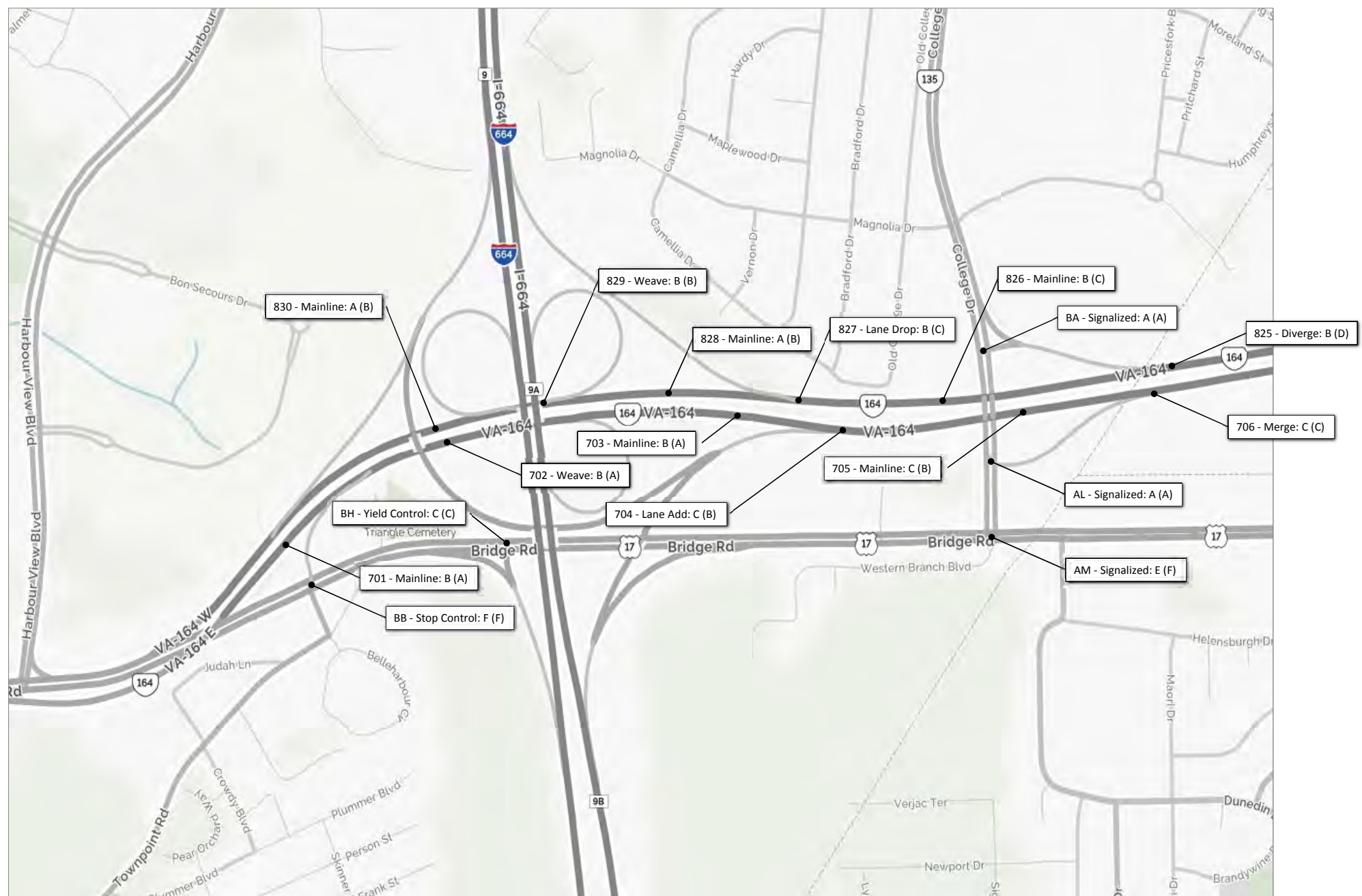
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
I-664 Corridor**

March 1, 2016

Sheet 6



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
VA 164 Corridor**

February 29, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service
 Numbered items correspond to freeway segments, evaluated using HCS
 700 series VA 164 Eastbound
 800 series VA 164 Westbound
 Lettered items correspond to intersections, evaluated using Synchro

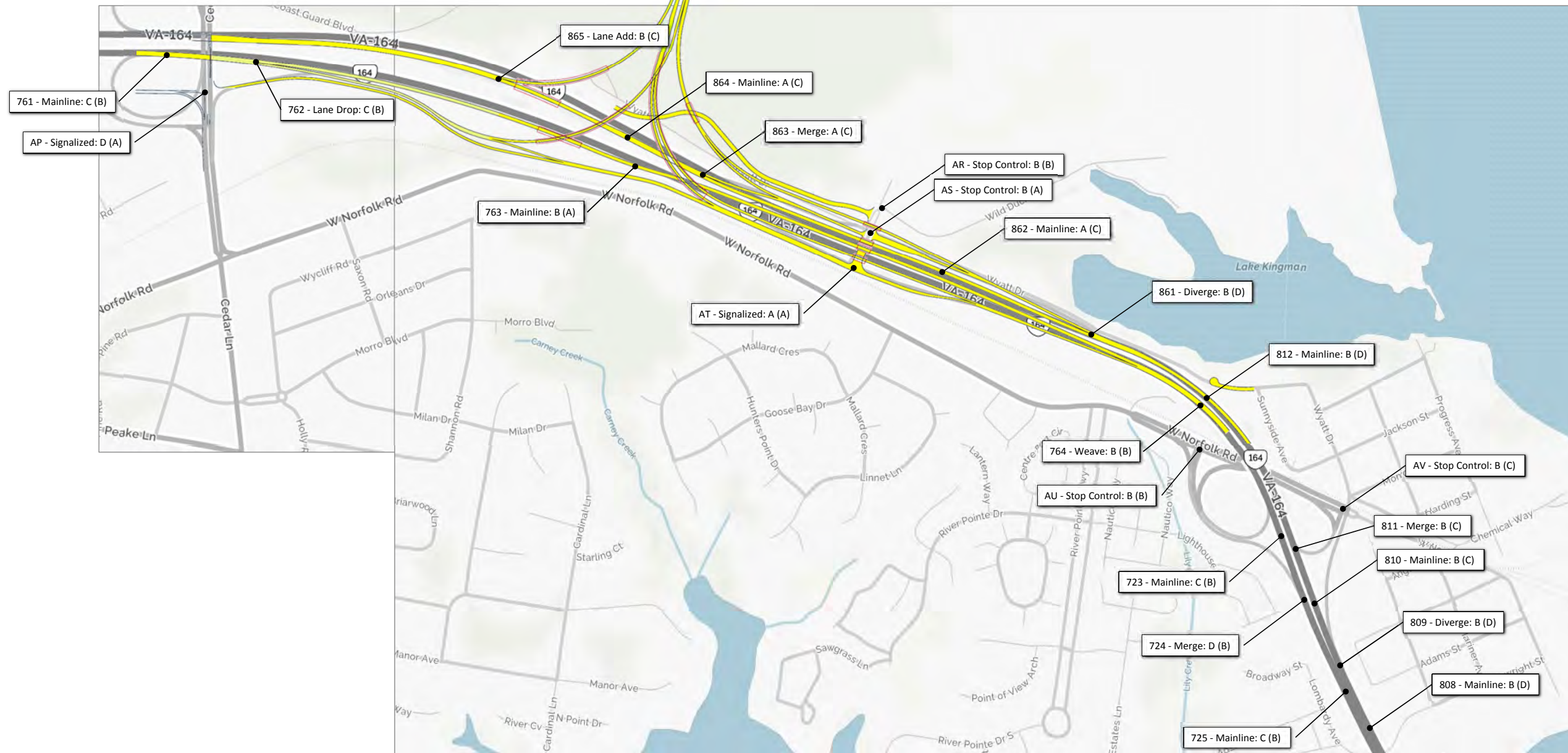
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
 VA 164 Corridor**

February 29, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
VA 164 Corridor**

February 29, 2016

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
 800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C Level of Service
 VA 164 Corridor**

February 29, 2016

Sheet 4



1					
			R	30 (25)	
			T	395 (965)	
			L	35 (50)	
	US 17				
	105 (90)	L			105 (90)
	1,595 (1,445)	T	35 (35)	55 (20)	
	50 (130)	R			

2					
			T	460 (1,040)	
			L	475 (545)	
	US 17				
	805 (740)	T			
	895 (795)	R			

3					
	910 (1,710)		R	395 (490)	
			L	80 (125)	
			VA 164 Ramp		
			T	665 (1,030)	

4					
	745 (1,380)		L	245 (455)	
			VA 164 Ramp		
			T	665 (1,030)	
			R	85 (70)	

5					
	425 (700)		R	285 (580)	
			T	505 (875)	
			L	10 (15)	
	460 (510)	L			5 (15)
	765 (735)	T	5 (10)	5 (10)	
	10 (15)	R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Peak Hour Volumes
VA 164 Corridor**

February 23, 2016

Sheet 1



1	
420 (200)	880 (630)
R	T
<hr/>	
85 (340)	155 (330)
R	L
<hr/>	
150 (180)	300 (1,025)
L	T
Towne Point Road	

2	
645 (800)	390 (160)
T	L
<hr/>	
120 (305)	L
210 (415)	R
<hr/>	
L	T
330 (900)	R
Towne Point Road	

3	
215 (135)	510 (295)
R	T
<hr/>	
50 (155)	L
80 (10)	T
210 (205)	R
<hr/>	
30 (15)	L
5 (15)	T
15 (175)	L
25 (90)	R
<hr/>	
340 (295)	L
470 (440)	T
365 (40)	R

4	
425 (390)	320 (200)
T	L
<hr/>	
390 (110)	L
470 (460)	R
<hr/>	
L	T
785 (665)	R
Cedar Lane	

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
 Peak Hour Volumes
 VA 164 Corridor**

February 23, 2016

Sheet 2



1	0 (5)	185 (210)	0 (0)	R	0 (5)		
	R	T	L	T	0 (0)	L	5 (15)
		0 (5)	L	L	205 (65)	T	30 (15)
		0 (0)	T	5 (5)			
		5 (5)	R				

2	85 (105)	110 (125)	V/G Blvd	R	120 (45)		
	R	T		T	0 (0)	L	0 (0)
				L	120 (40)	T	
				95 (95)			
							Wyatt Dr

3		110 (125)					
			L				VA 164 Ramp
		215 (135)	L				
		365 (215)	T				
				V/G Blvd			

4							
				T	60 (185)		
				L	50 (90)		
				L		R	
		160 (75)	T	25 (70)			70 (40)
		300 (65)	R				

5	30 (15)	10 (10)	10 (10)	R	10 (10)		
	R	T	L	T	40 (80)	L	25 (55)
		15 (35)	L	L	40 (180)	T	65 (35)
		135 (40)	T	40 (180)		5 (10)	
		80 (40)	R				

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
 Peak Hour Volumes
 VA 164 Corridor**

February 23, 2016

Sheet 3



1	5 (20)	40 (40)	55 (55)	R	110 (55)
				T	165 (230)
	R	T	L	L	T
	Cleveland St			L	T
		25 (15)	L		
		190 (270)	T	5 (5)	5 (5)
		10 (10)	R		55 (90)

2	370 (310)	265 (110)		T	65 (65)
	R	L			
	Cleveland St				
	300 (415)	T			

3	25 (20)	35 (5)		R	60 (100)
				T	40 (45)
	R	L		L	
	Cleveland St				
	505 (405)	L			
	60 (20)	T			
		R			

4	5 (5)	50 (40)	155 (95)	R	30 (65)
				T	25 (35)
	R	T	L	L	45 (100)
	Woodrow St				
		35 (35)	L		
		100 (50)	T		
		10 (15)	R		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Peak Hour Volumes
VA 164 Corridor**

February 23, 2016

Sheet 4



1			R	200			
			T	12,000			
			L	400			
R	T	L					
	1,400	L	L	T	R		
	23,400	T	300	400	1,000		
	900	R					

2							
			T	12,600			
			L	7,100			
US 17							
			12,000	T			
			12,400	R			

3							
			R	5,600			
			L	1,100			
20,600							
			T	VA 164 Ramp			
			14,900				

4							
			R	5,400			
			L	1,300			
16,300							
			T	VA 164 Ramp			
			14,900				

5							
			R	7,600			
			T	10,600			
			L	200			
9,000							
			L	T	R		
			8,500	L	100	100	100
			11,000	T	100	100	100
			200	R			

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

February 29, 2016

Sheet 1



1					
3,800	10,000	R	3,200		
		L	3,500		
R	T	L		T	
		L	2,400	10,100	Towne Point Road

2					
9,900	3,600				
T	L	L	T	R	
3,900	L	L	8,600	2,900	Towne Point Road
3,500	R				

3					
1,800	3,600	300	R 100		
			T 1,300		
R	T	L	L 800		
	1,400	L	L	T	R
	500	T	4,200	4,600	2,000
	2,400	R			

4					
4,000	2,800				
T	L				
2,100	L		T	R	
4,700	R		8,700	2,600	Cedar Lane

Legend

x,xxx Average Daily Volumes

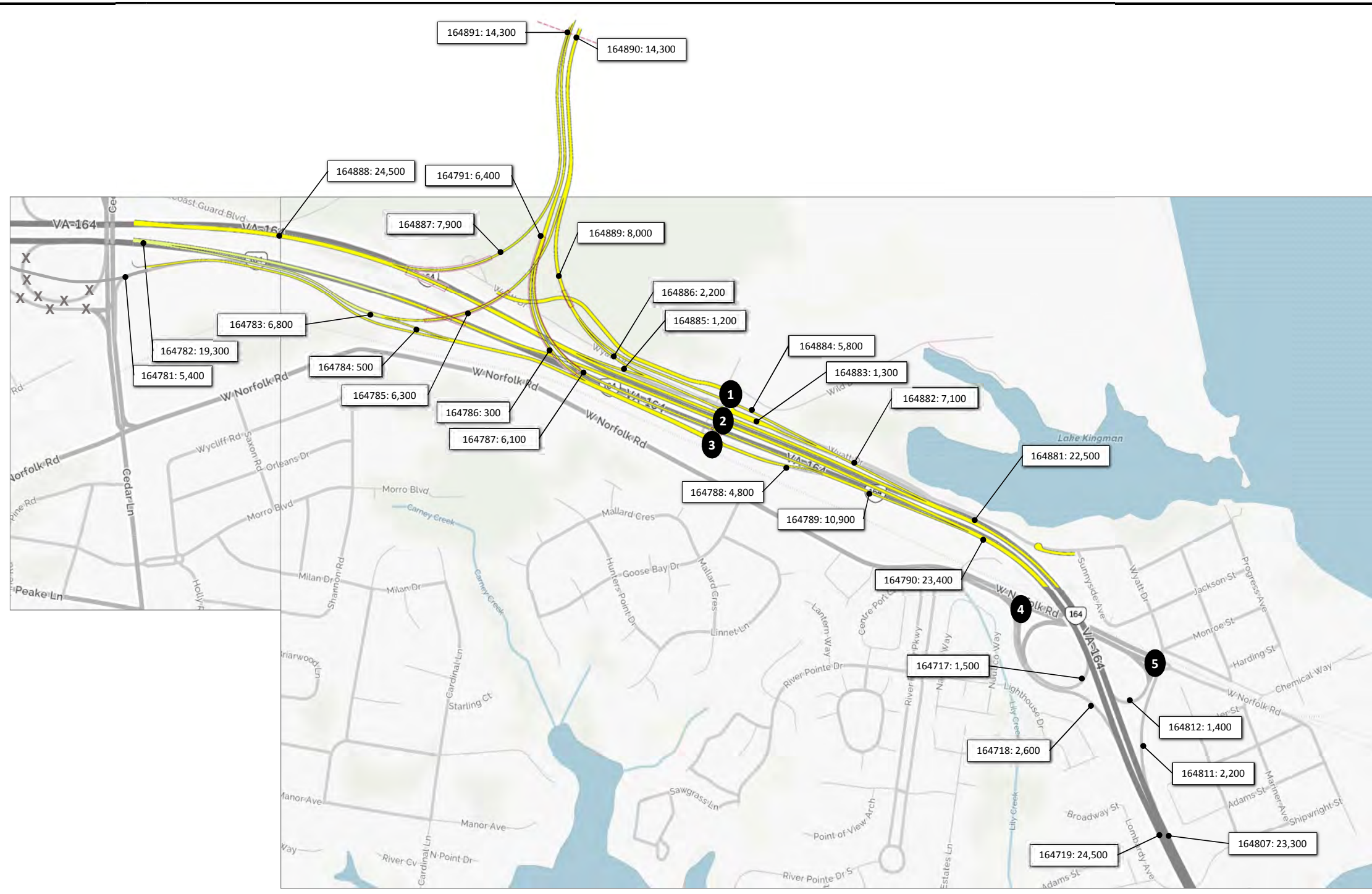
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

February 29, 2016

Sheet 2



1			R	100
100	2,700	100	T	100
R	T	L	L	300
			L	T
	100	L	100	2,000
	100	T		300
	100	R		

2			R	1,300
1,600	1,500	V/G Blvd	T	0
R	T		L	0
			L	T
			1,800	1,100
			Wyatt Dr	

3				
		1,500		
			L	VA 164 Ramp
			L	T
	2,900	L		
	3,300	T		
			V/G Blvd	

4			T	1,800
W Norfolk Rd			L	1,000
			L	R
	1,300	T	700	800
	1,600	R		

5			R	200
300	200	200	T	1,100
R	T	L	L	600
W Norfolk Rd			L	T
	300	L	1,400	100
	1,200	T		700
	600	R		

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Alternati

February 29, 2016

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

February 29, 2016

Sheet 3



1			R	900	
300	700	600	T	2,700	
			L	2,200	
R	T	L			
Cleveland St			L	T	R
	400	L			
	2,700	T	100	100	800
	200	R			

2			T	900
4,900		1,600		
R		L		
Cleveland St				
	4,100	T		

3			R	1,100
400		400	T	500
R		L		
Cleveland St				
	5,200	L		
	500	T		
		R		

4			R	700
100	700	2,300	T	600
			L	1,200
R	T	L		
Woodrow St				
	300	L	1,664 Ramp	
	1,500	T		
	200	R		

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

February 29, 2016

Sheet 4



1			R	200			
			T	12,000			
			L	400			
R	T	L					
	1,400	L	L	T	R		
	23,400	T	300	400	1,000		
	900	R					

2							
US 17			T	12,600			
			L	7,100			
			12,000	T			
			12,400	R			

3							
20,600			R	5,600			
			L	1,100	VA 164 Ramp		
			T				
			14,900				

4								
16,300			5,400					
			T	L	VA 164 Ramp			
							T	R
							14,900	1,300

5							
9,000			R	7,600			
			T	10,600			
			L	200			
R	T	L					
	8,500	L	L	T	R		
	11,000	T	100	100	100		
	200	R					

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

February 23, 2016

Sheet 1



1			
3,800	10,000	R	3,200
		L	3,500
R	T	<hr/>	
		L	T
	Towne Point Road	2,400	10,100

2			
9,900	3,600		
T	L		
<hr/>		L	T
3,900	L	Towne Point Road	8,600
3,500	R		2,900

3			
1,800	3,600	300	R 100
			T 1,300
R	T	L	L 800
<hr/>		L	T
		L	T
		1,400	L
		500	T
		2,400	R
		4,200	4,600
			2,000

4			
4,000	2,800		
T	L		
<hr/>		T	R
2,100	L	Cedar Lane	8,700
4,700	R		2,600

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

February 23, 2016

Sheet 2



1					
300	700	600	R	900	
			T	2,700	
			L	2,200	
R	T	L			
Cleveland St			L	T	R
	400	L			
	2,700	T	100	100	800
	200	R			

2					
4,900		1,600	T	900	
R		L			
Cleveland St					
	4,100	T			

3					
400		400	R	1,100	
			T	500	
R		L			
Cleveland St					
	5,200	L			
	500	T			
		R			

4					
100	700	2,300	R	700	
			T	600	
			L	1,200	
R	T	L			
Woodrow St					
	300	L			
	1,500	T			
	200	R			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative C
Weekday Daily Volumes
VA 164 Corridor**

February 23, 2016

Sheet 4



1	12,200	6,100	2,800	R	2,700		
				T	19,600		
				L	2,900		
						L	T
		12,200	L				
		19,900	T			1,400	6,100
		11,100	R				2,500

2	1,900	13,600					
						L	T
		2,100	L				
		1,500	R			1,700	13,400

3							
						L	T
		29,900	T			2,200	13,300
		3,000	R				

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Notes

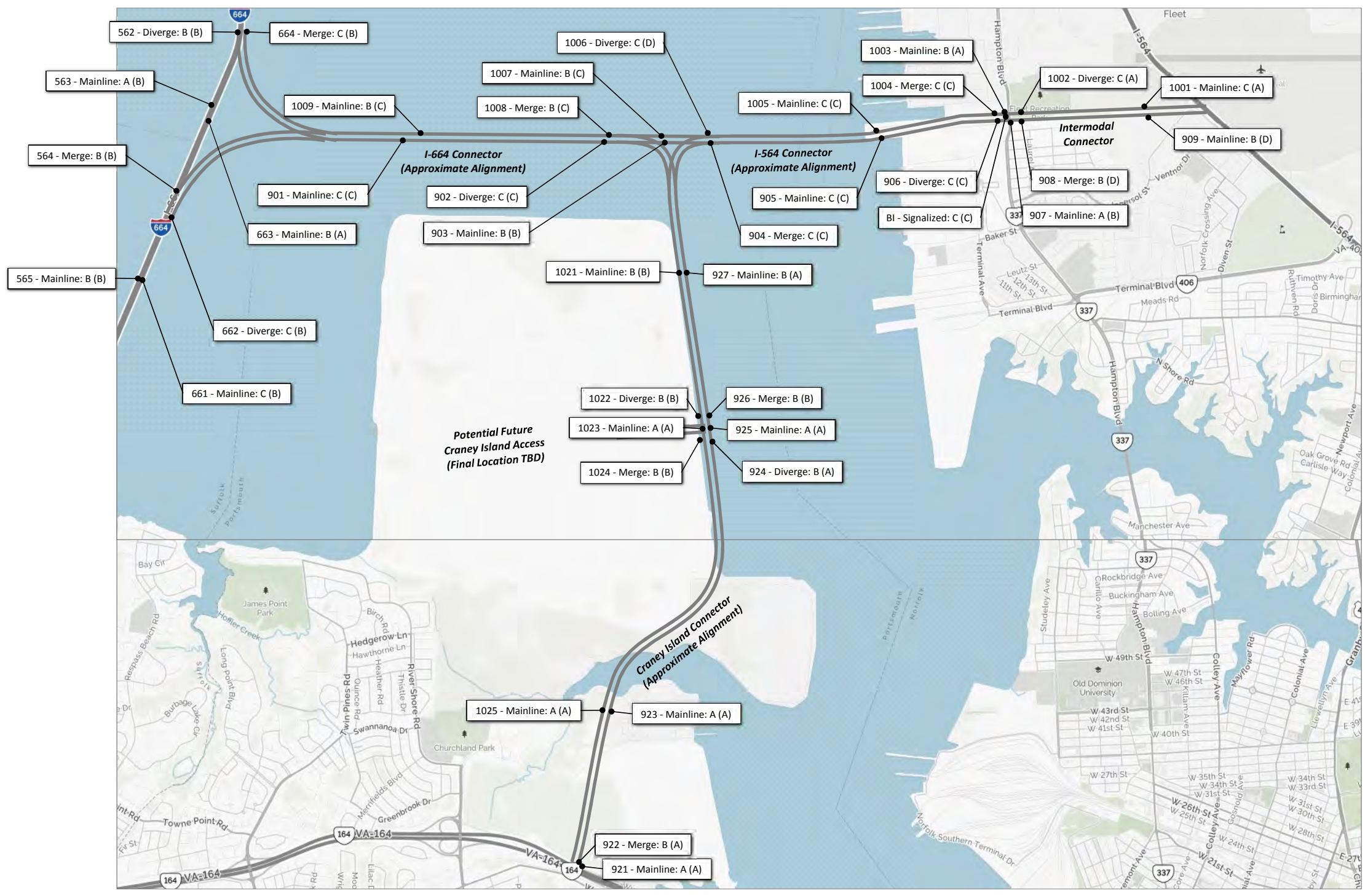
Exhibit is intended to show traffic volumes only.
 Crane Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Crane Island Connector Southern Terminus.

Hampton Roads Crossing Study

**2040 Alternative D
 James River Connectors
 Weekday Daily Volumes**

March 7, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

900 series James River Connectors Eastbound/Northbound
 1000 series James River Connectors Westbound/Southbound

Lettered items correspond to intersections, evaluated using Synchro

Notes

Exhibit is intended to show traffic volumes only.
 Crane Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Crane Island Connector Southern Terminus.

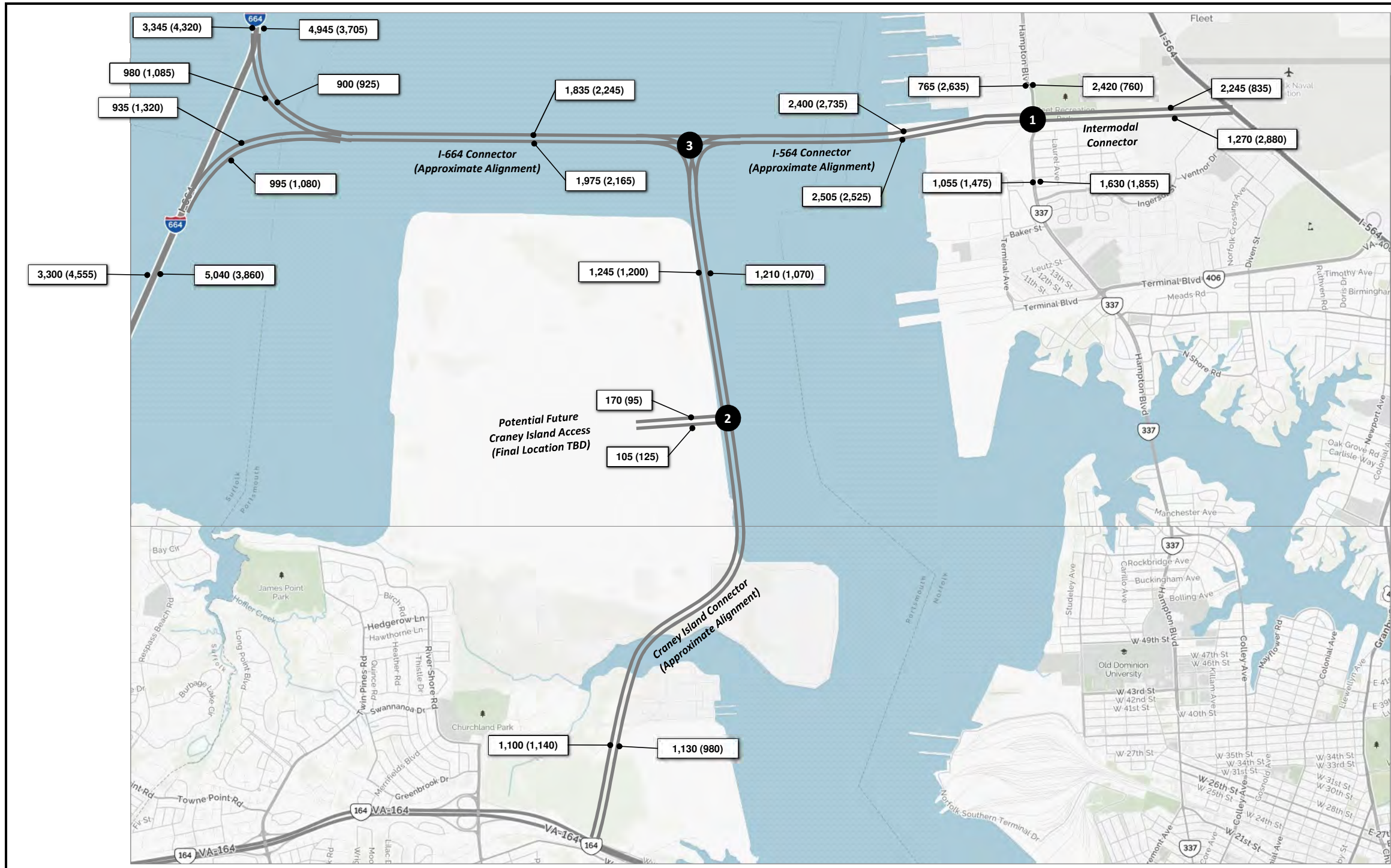
DRAFT

Hampton Roads Crossing Study

**2040 Alternative D
 James River Connectors
 Level of Service**

March 9, 2016

Sheet 1



1	370 (1,075)	190 (850)	205 (710)	R	545 (35)		
				T	1,495 (695)		
				L	205 (105)		
	960 (375)		L				
	885 (1,630)		T	535 (965)	915 (350)		180 (540)
	660 (520)		R				

2	155 (75)	1,090 (1,125)					
	95 (110)		L				
	10 (15)		R	15 (20)	1,115 (960)		

3					T	1,565 (1,925)	
					L	835 (810)	
	1,565 (1,775)		T				
	410 (390)		R	270 (320)			940 (750)

Legend
 xx,xxx Weekday Daily Volume
 NOT TO SCALE

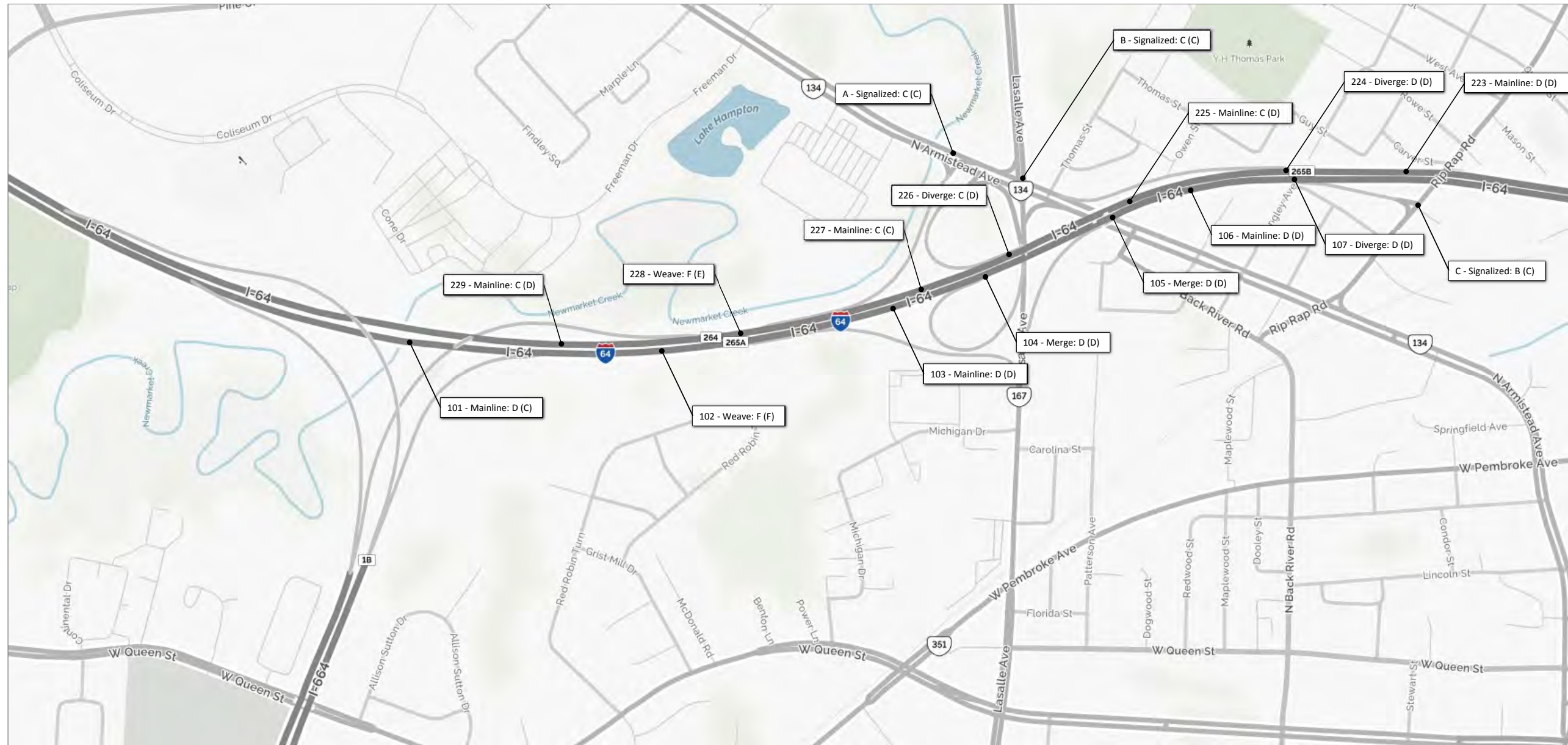
Notes
 Exhibit is intended to show traffic volumes only.
 Craney Island Connector, I-664 Connector and I-564 Connector final alignment to be determined.
 Hampton Boulevard Interchange at Intermodal Connector final configuration to be determined.
 Refer to VA 164 Sheet 3 for detailed interchange volumes at Craney Island Connector Southern Terminus.

DRAFT

Hampton Roads Crossing Study
2040 Alternative D
James River Connectors
Peak Hour Volumes

March 7, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
I-64 Corridor**

March 9, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

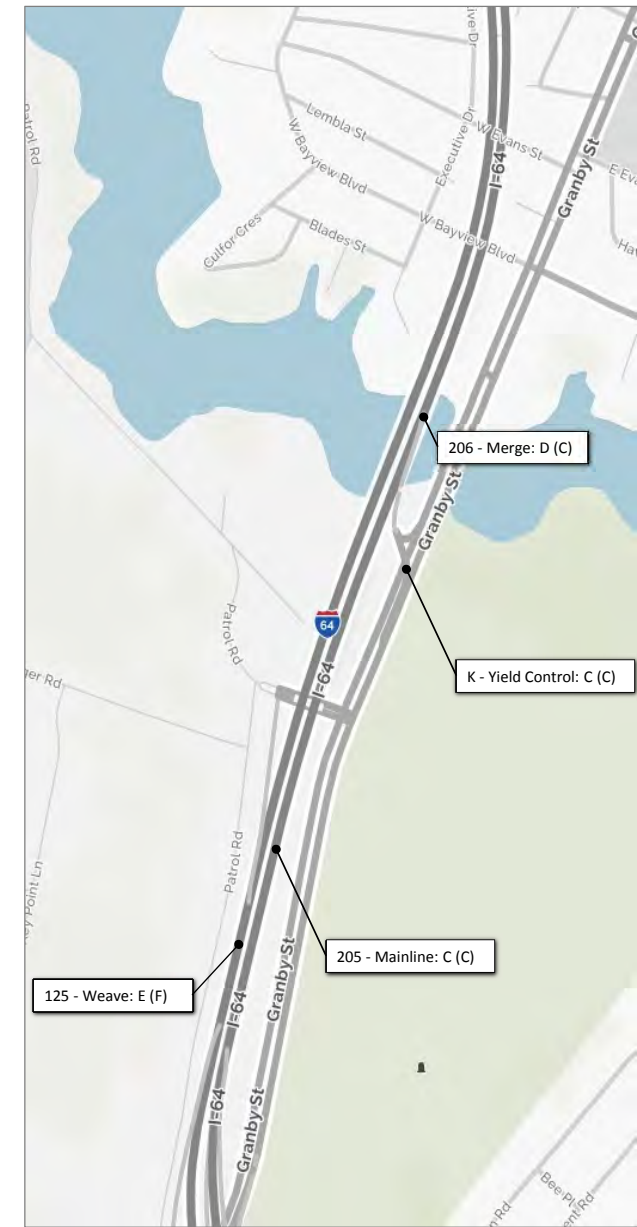
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
I-64 Corridor**

March 9, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

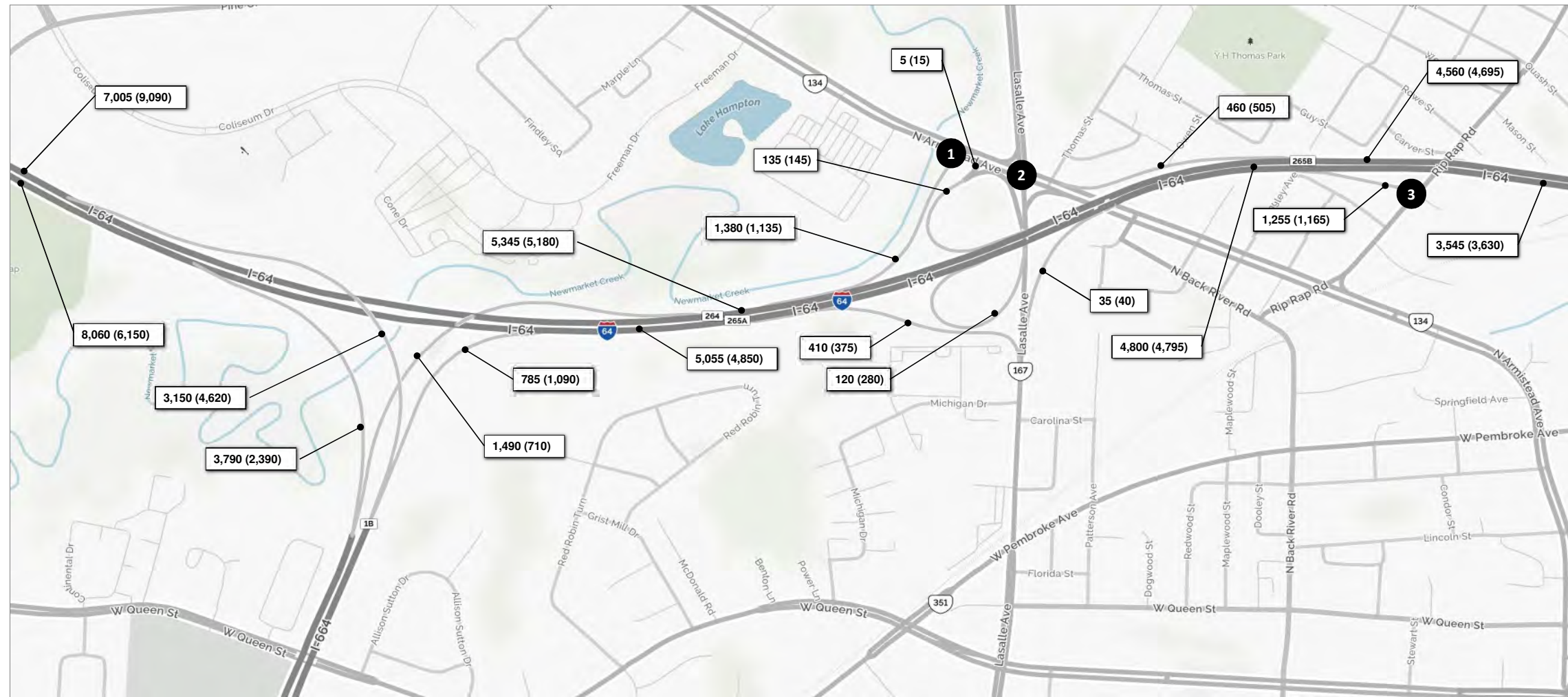
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
I-64 Corridor**

March 9, 2016

Sheet 3



1					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
		900 (1,275)			
		1,035 (875)			
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
					5 (15)
	855 (1,210)	<i>T</i>			
	345 (260)	<i>R</i>			

2					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
	475 (305)			230 (145)	
	160 (235)			915 (1,235)	
	20 (20)			45 (65)	
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
					5 (40)
	50 (80)	<i>L</i>	545 (610)	160 (160)	
	540 (635)	<i>T</i>			
	265 (495)	<i>R</i>			

3			
	<i>T</i>		<i>T</i>
	255 (225)		
<i>I-64 Ramp</i>			
	730 (820)	<i>L</i>	
	525 (345)	<i>R</i>	
			105 (215)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Peak Hour Volumes
I-64 Corridor**

March 7, 2016

Sheet 1



1						
	R	T	L	T	L	R
	35 (55)	335 (225)	340 (395)	485 (555)	215 (65)	
Settlers Land ing Rd						
	960 (1,270)		30 (125)			90 (400)
	310 (115)					

2						
				T	L	R
				700 (620)	300 (195)	
Settlers Land ing Rd						
	650 (1,275)					
	740 (790)					

3						
				R	L	R
				675 (360)		
				800 (540)		
Settlers Land ing Rd						
	125 (635)					
	525 (640)					

4						
	R	T	L	T	L	R
	95 (20)	5 (10)	55 (85)	300 (55)	455 (325)	
S. Mallory St						
	85 (380)					
	135 (315)					

5						
	R	T	L	R	T	R
	200 (40)	0 (0)	230 (285)	265 (235)	540 (310)	5 (5)
S. Mallory St						
	30 (205)					
	105 (250)					

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative D
Peak Hour Volumes
I-64 Corridor

March 7, 2016

Sheet 2



1	255 (70)	275 (515)	T 145 (120)	L 290 (135)
	R	L		
	4th View St			
	60 (565)	T		
	85 (105)	R		

2			R 460 (465)	T 365 (205)
	4th View St			
	30 (385)	L	L 70 (50)	R 105 (105)
	305 (695)	T		

3	70 (55)	1,030 (715)	US 460	
	R	T	L 375 (510)	T 210 (630)

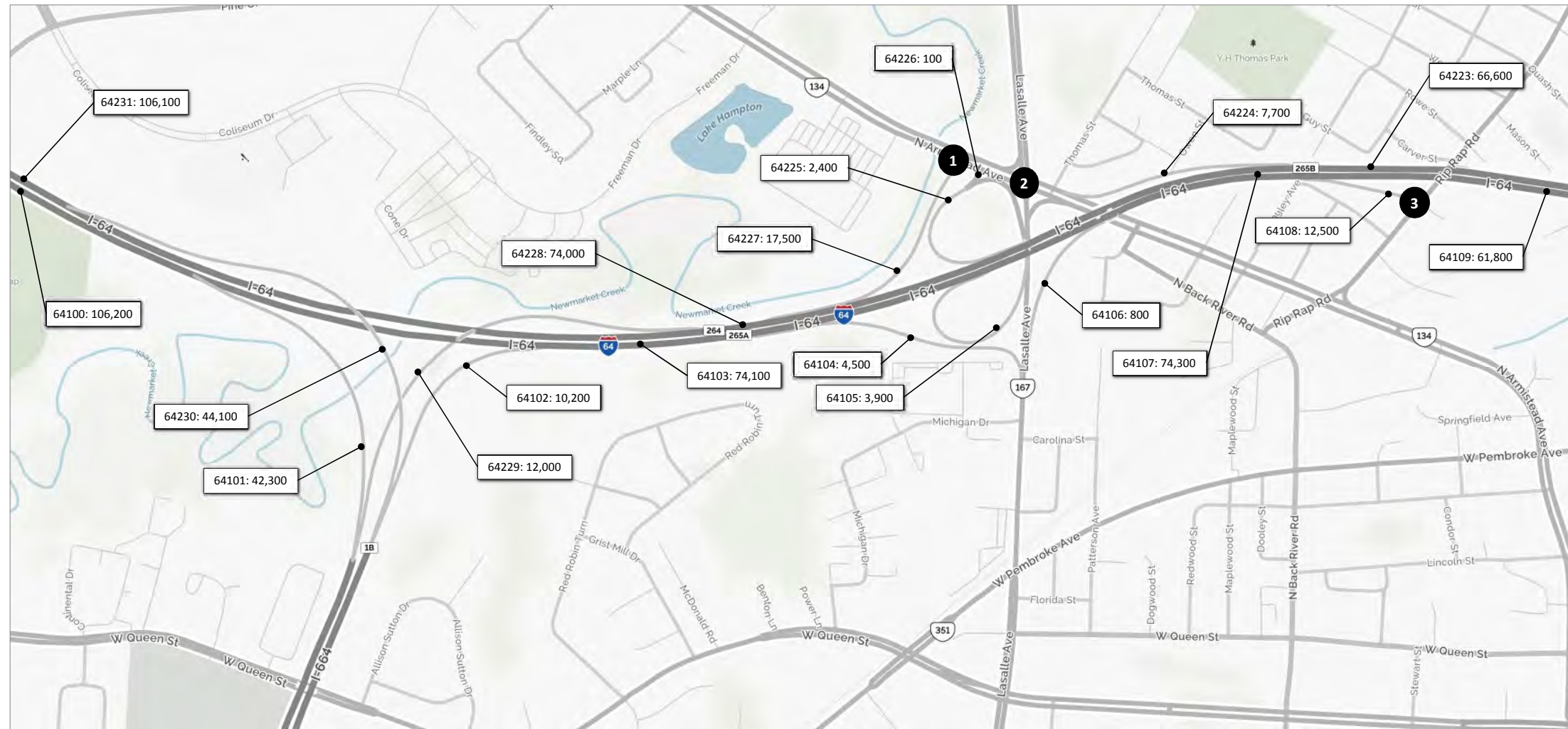
Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative D
Peak Hour Volumes
I-64 Corridor

March 7, 2016

Sheet 3



1						
	R	T	L	R	T	L
				14,000		
				13,300		
Armistead Ave						
			L			
		16,400	T			100
		4,200	R			

2						
	R	T	L	R	T	L
	2,400					
	14,700					
	800					
Armistead Ave						
		1,200	L			
		9,000	T			
		6,300	R			
				7,700		
				2,000		200

3			
	T		T
	3,200		
I-64 Ramp			
	8,500	L	
	4,000	R	
			Rip Rap Rd
			2,100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-64 Corridor**

March 8, 2016

Sheet 1



1	1,800	3,400	4,600	T 4,400	L 1,500
	R	T	L		
	Settlers Landing Rd			L	R
		10,000	T	900	3,200
		2,000	R		

2				T 5,900	L 5,400
	Settlers Landing Rd				
		12,800	T		
		5,000	R		

3				R 7,100	T 7,900
	Settlers Landing Rd			L	R
		4,900	L	3,400	4,400
		7,900	T		

4	2,100	100	2,700	T 1,700	L 3,100
	R	T	L		
	S. Mallory St				
		2,200	T		
		1,400	R		

5	1,100	100	3,700	R 3,700	T 3,400	L 100
	R	T	L			
	S. Mallory St			L	T	R
		1,000	L	300	500	100
		3,800	T			
		100	R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-64 Corridor**

March 8, 2016

Sheet 2



1	2,300	5,300	T 1,700	
	R	L	L 2,800	
4th View St				
	2,900	T		
	1,100	R		

2			R 5,200	
			T 3,700	
4th View St				
	1,800	L	L	R
	6,400	T	800	3,200

3	700	10,200	US 460	
	R	T	L	T
			5,500	5,600

Legend

x,xxx Average Daily Traffic

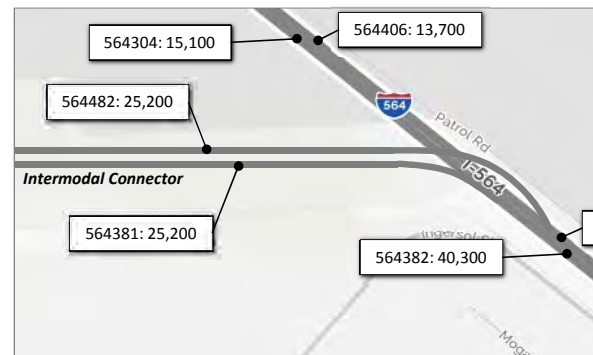
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-64 Corridor**

March 8, 2016

Sheet 3



1		Bainbridge Ave		R	T	L
2,300	5,300					
R	T	Bellinger Blvd		U	L	T
		100	U			
		2,100	L	100	100	5,200



Legend

x,xxx Average Daily Traffic

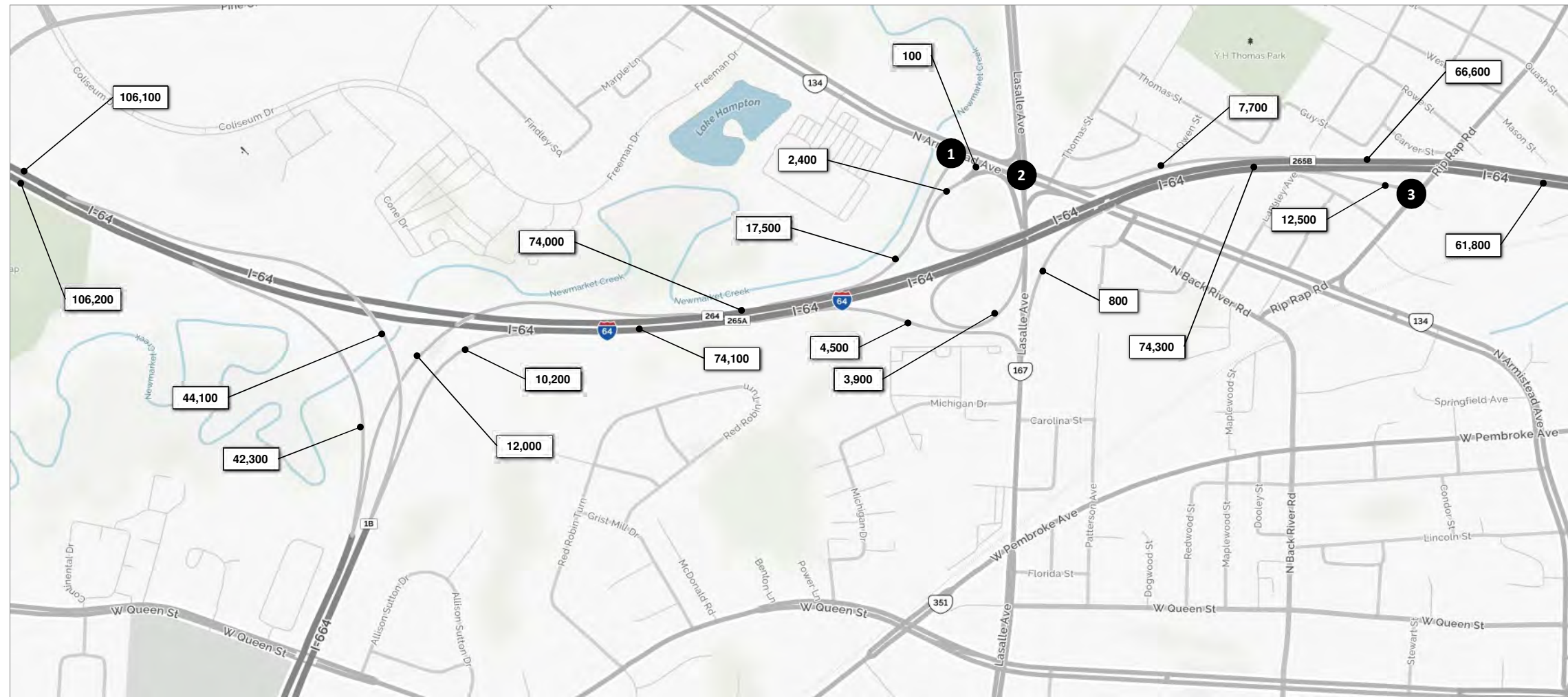
DRAFT

Hampton Roads Crossing Study SEIS

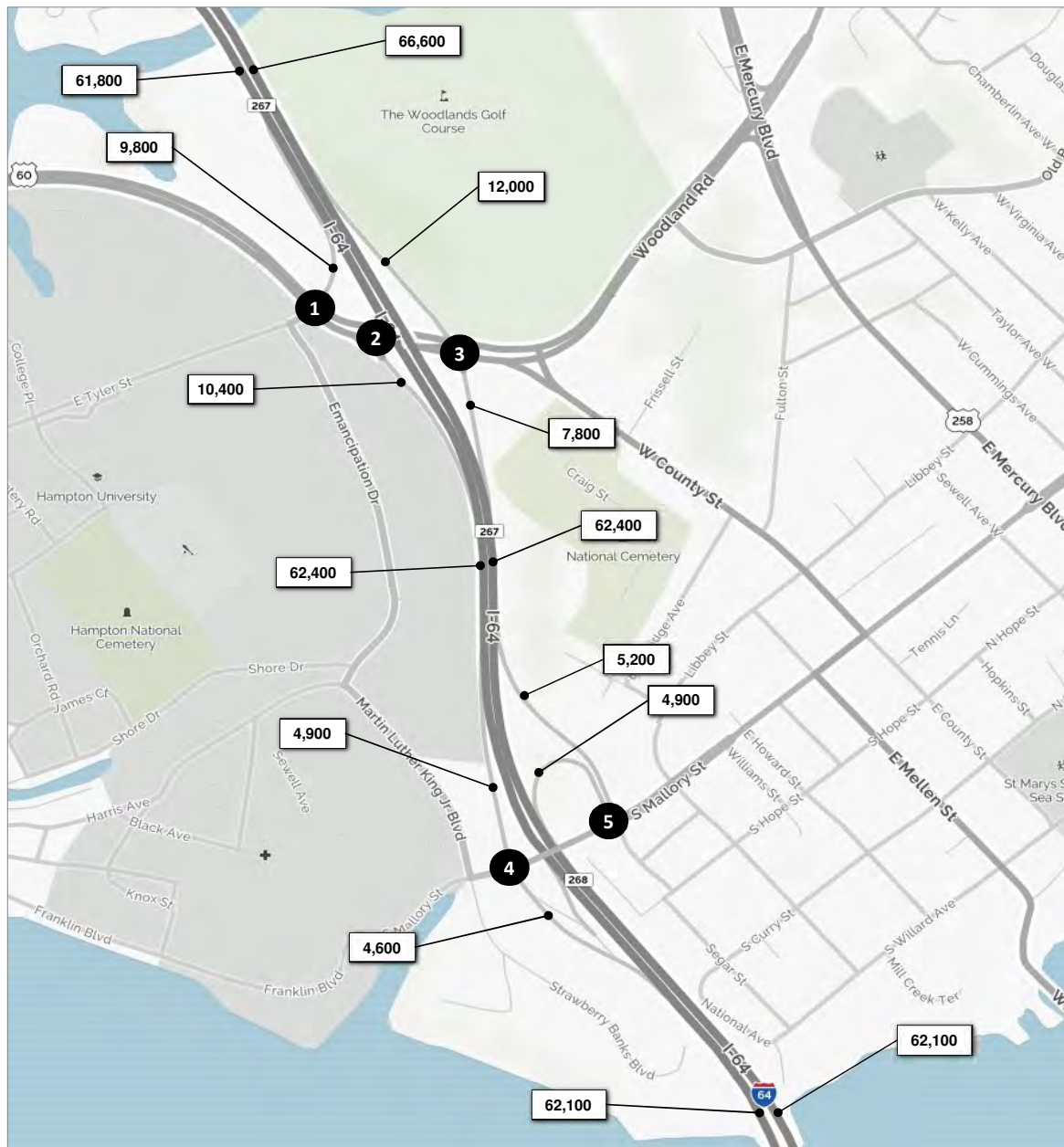
**2040 Alternative D
Weekday Daily Volumes
I-64 Corridor**

March 8, 2016

Sheet 4



1					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	14,000
				<i>T</i>	13,300
				<i>L</i>	106,100
					106,200
					44,100
					42,300
					10,200
					12,000
					74,100
					74,000
					17,500
					2,400
					100
					74,300
					800
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900
					800
					74,300
					12,500
					7,700
					61,800
					66,600
					12,500
					800
					4,500
					3,900



1						
	1,800	3,400	4,600		T 4,400	
					L 1,500	
	Settlers Land ing Rd				L	R
		10,000	T		900	3,200
		2,000	R			

2						
					T 5,900	
					L 5,400	
	Settlers Land ing Rd					
		12,800	T			
		5,000	R			

3						
					R 7,100	
					T 7,900	
	Settlers Land ing Rd				L	R
		4,900	L		3,400	4,400
		7,900	T			

4						
	2,100	100	2,700		T 1,700	
					L 3,100	
	S. Mallory St					
		2,200	T			
		1,400	R			

5						
	1,100	100	3,700		R 3,700	
					T 3,400	
					L 100	
	S. Mallory St				L	T
		1,000	L		300	500
		3,800	T			100
		100	R			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

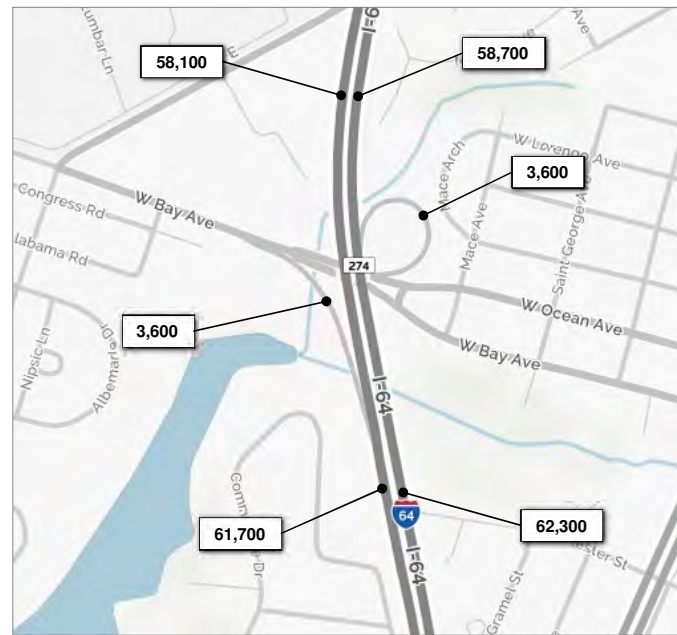
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-64 Corridor**

March 7, 2016

Sheet 2



1	2,300	5,300	T 1,700
	R	L	L 2,800
4th View St			
	2,900	T	
	1,100	R	

2			R 5,200
			T 3,700
4th View St			
	1,800	L	L
	6,400	T	R 3,200
			800

3	700	10,200	US 460
	R	T	L
			T 5,600
			L 5,500

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

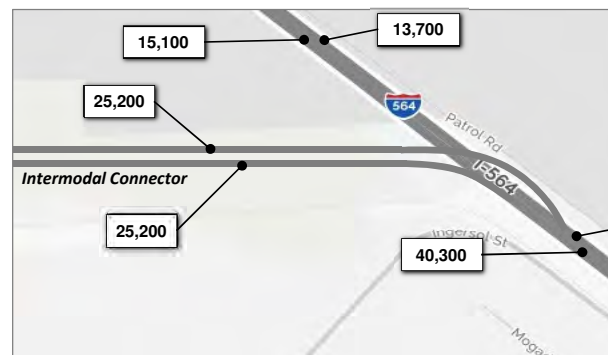
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-64 Corridor**

March 7, 2016

Sheet 3

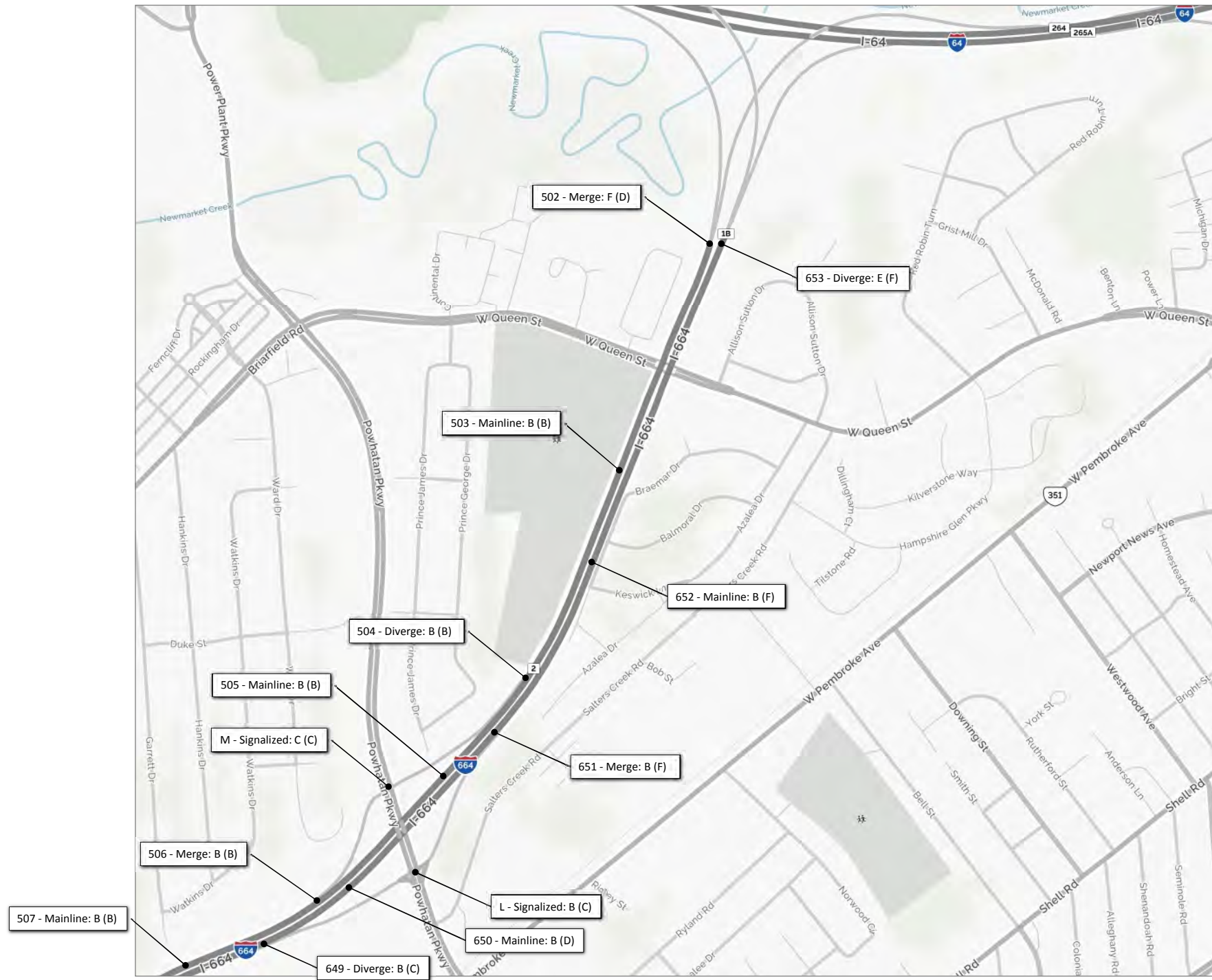


1					
		Bainbridge Ave	R	T	
			L		
		Bellinger Blvd	U	L	T
	2,300		100	U	
			2,100	L	
			100		100
					5,200



Legend
 xx,xxx Weekday Daily Volume
 NOT TO SCALE

DRAFT



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

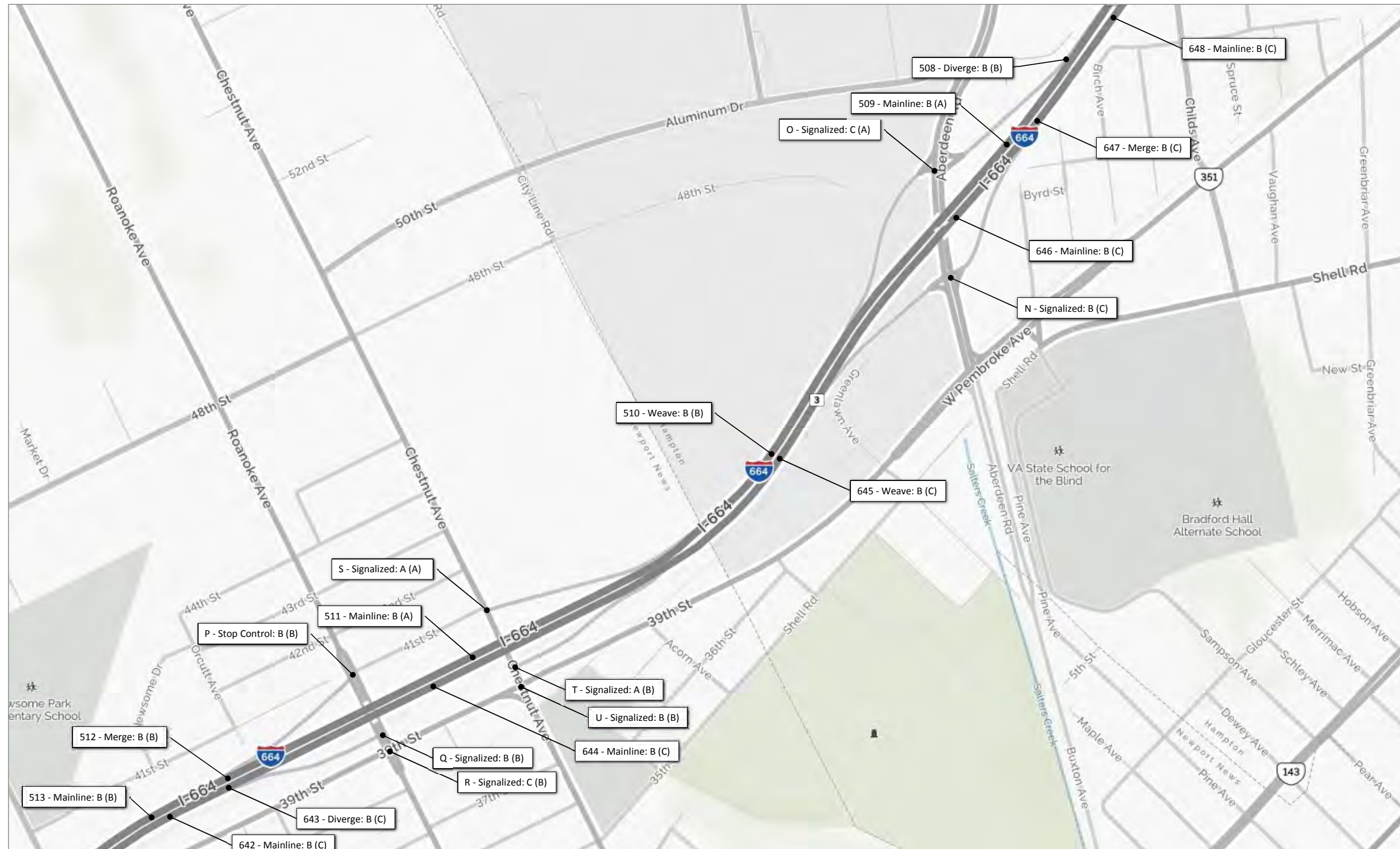
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
 I-664 Corridor**

March 9, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
 I-664 Corridor**

March 9, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

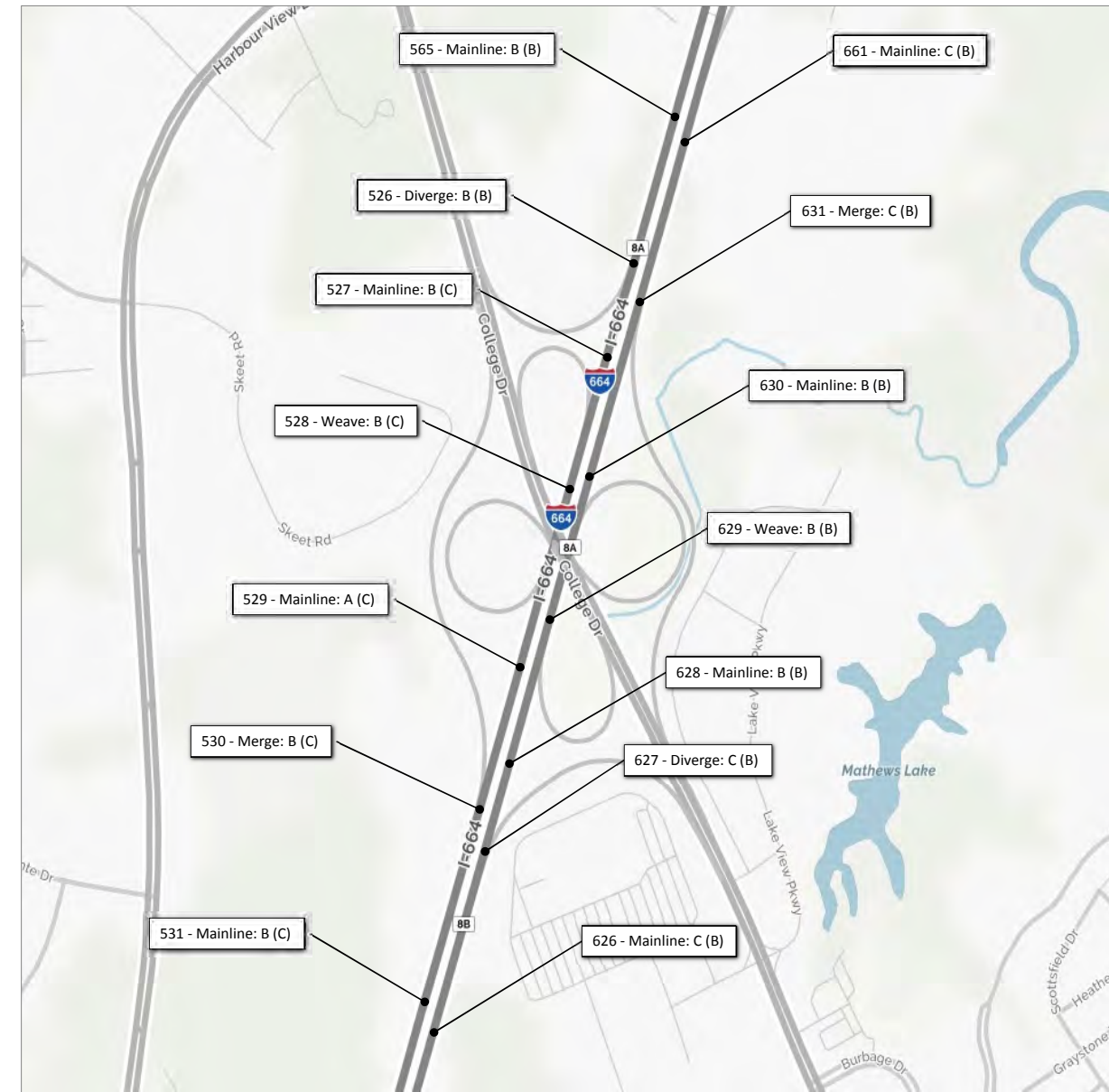
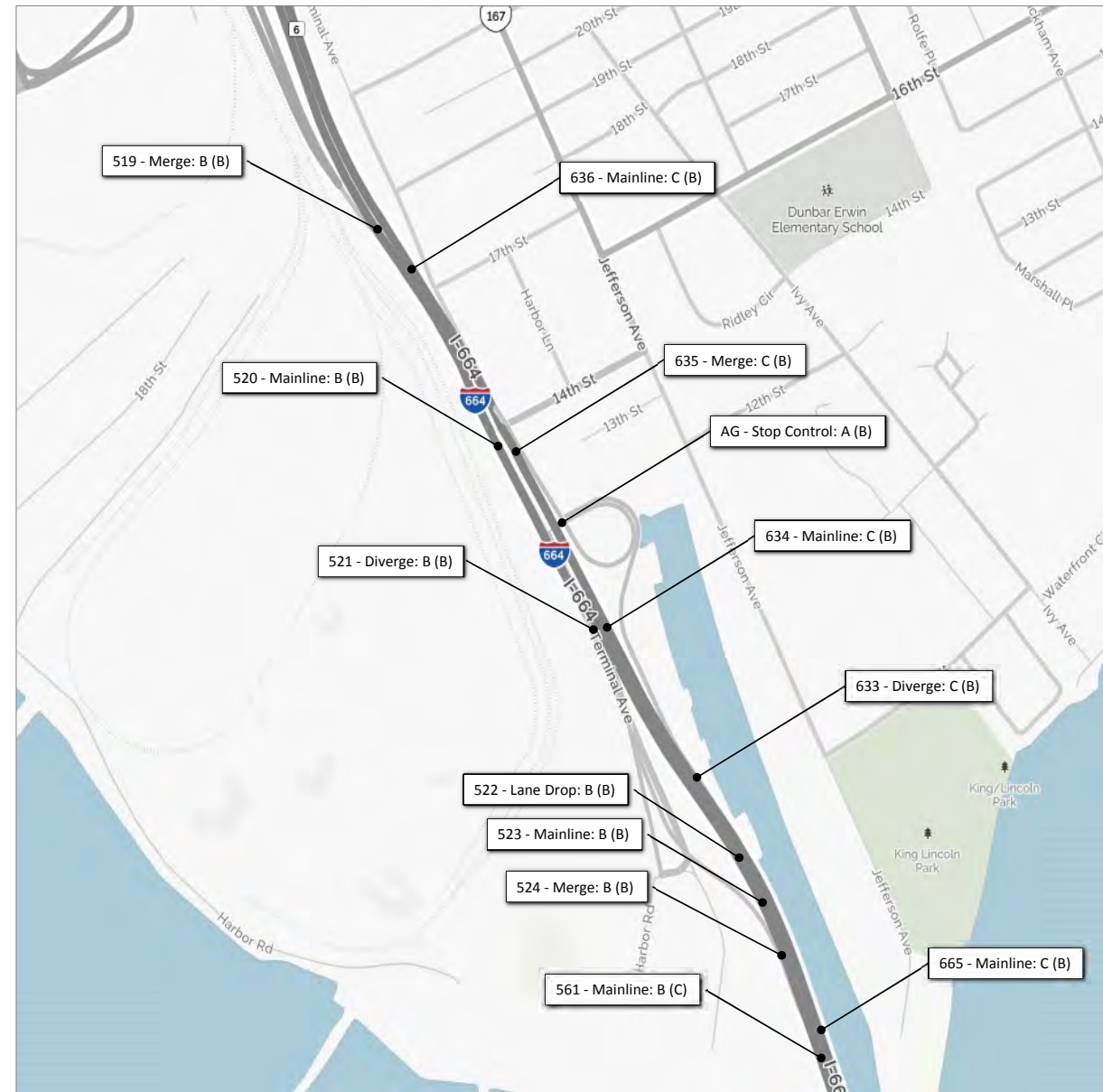
DRAFT

Hampton Roads Crossing Study SEIS

2040 Alternative D Level of Service

I-664 Corridor

March 9, 2016 Sheet 3



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR LOS RESULTS

Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

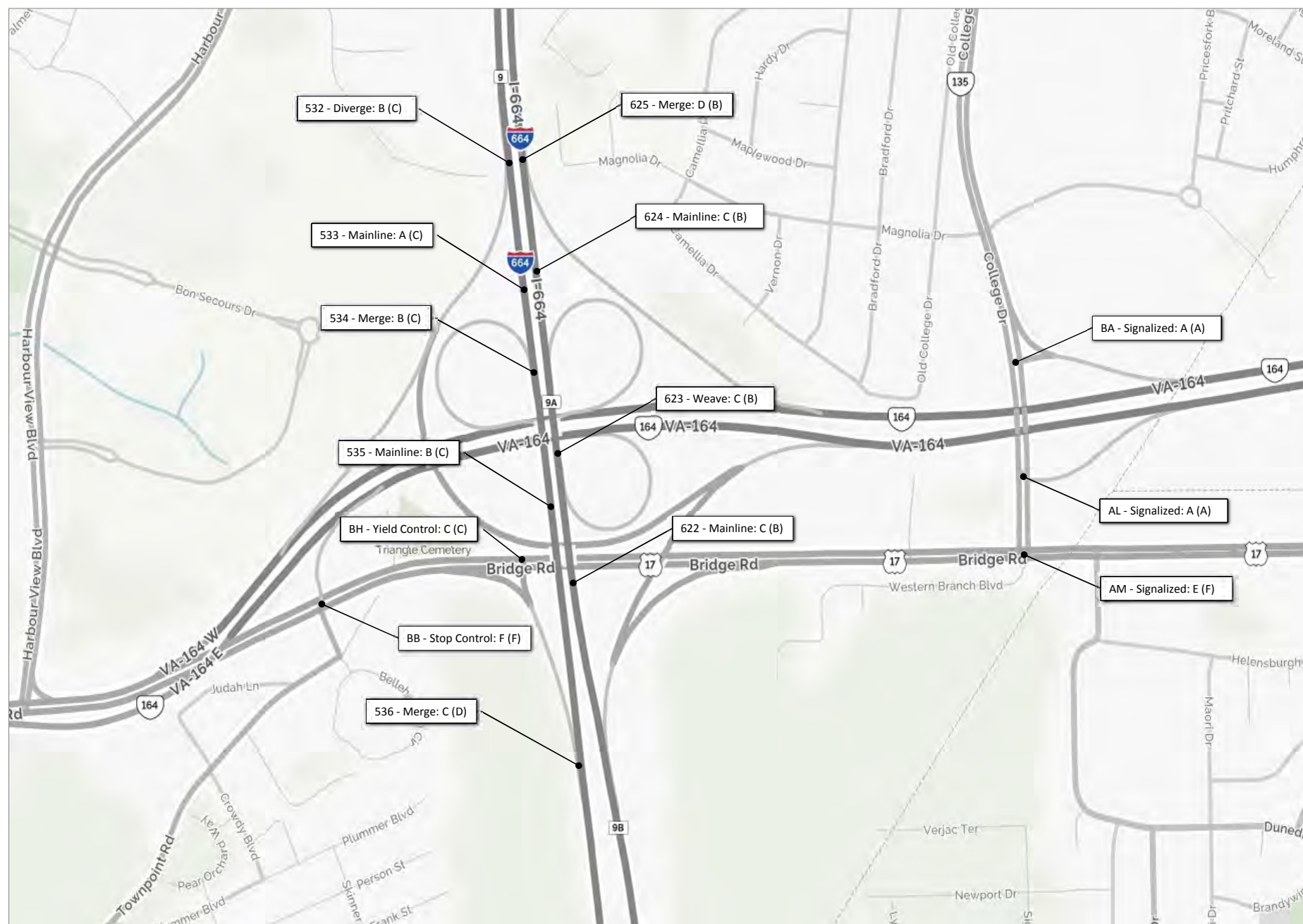
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
I-664 Corridor**

March 9, 2016

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

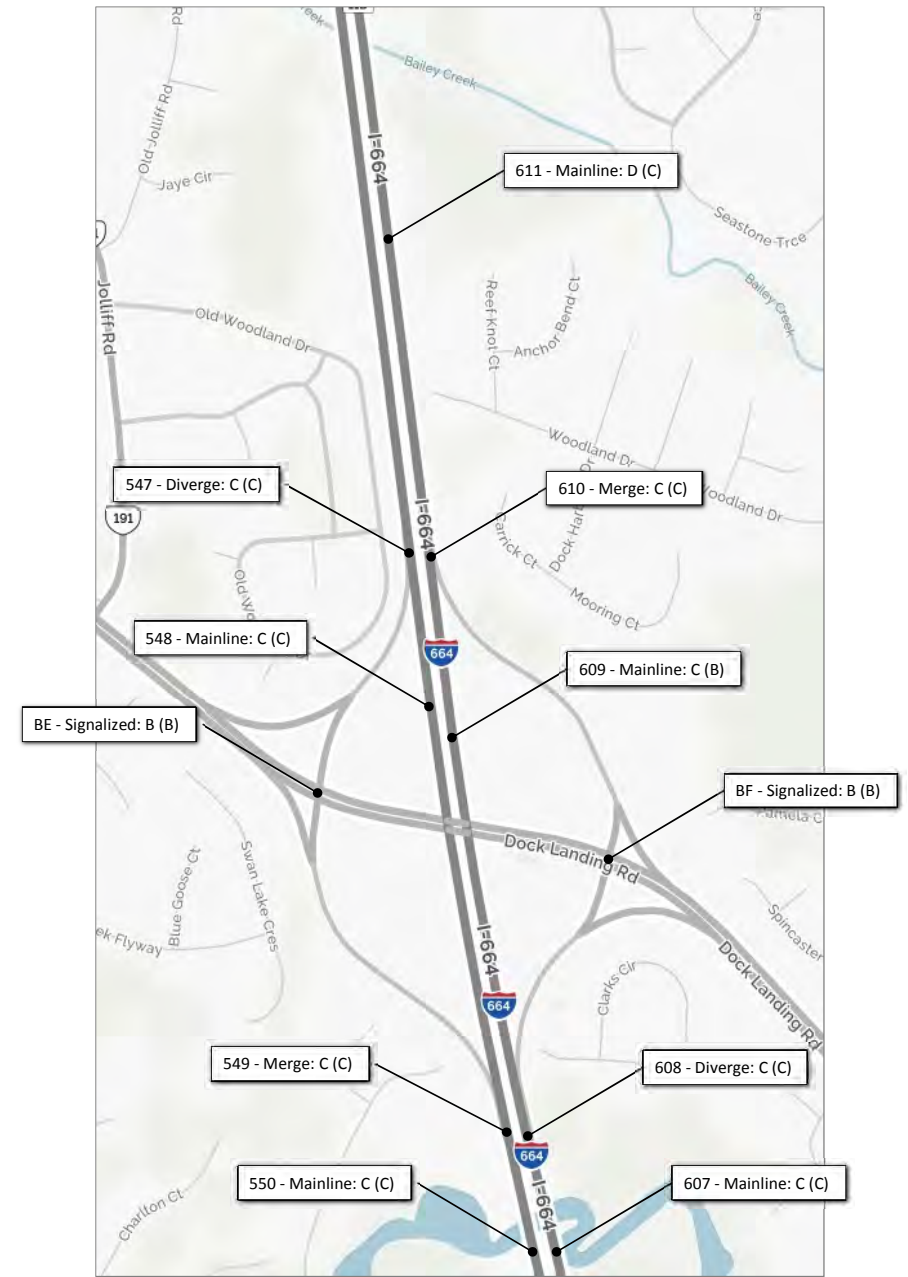
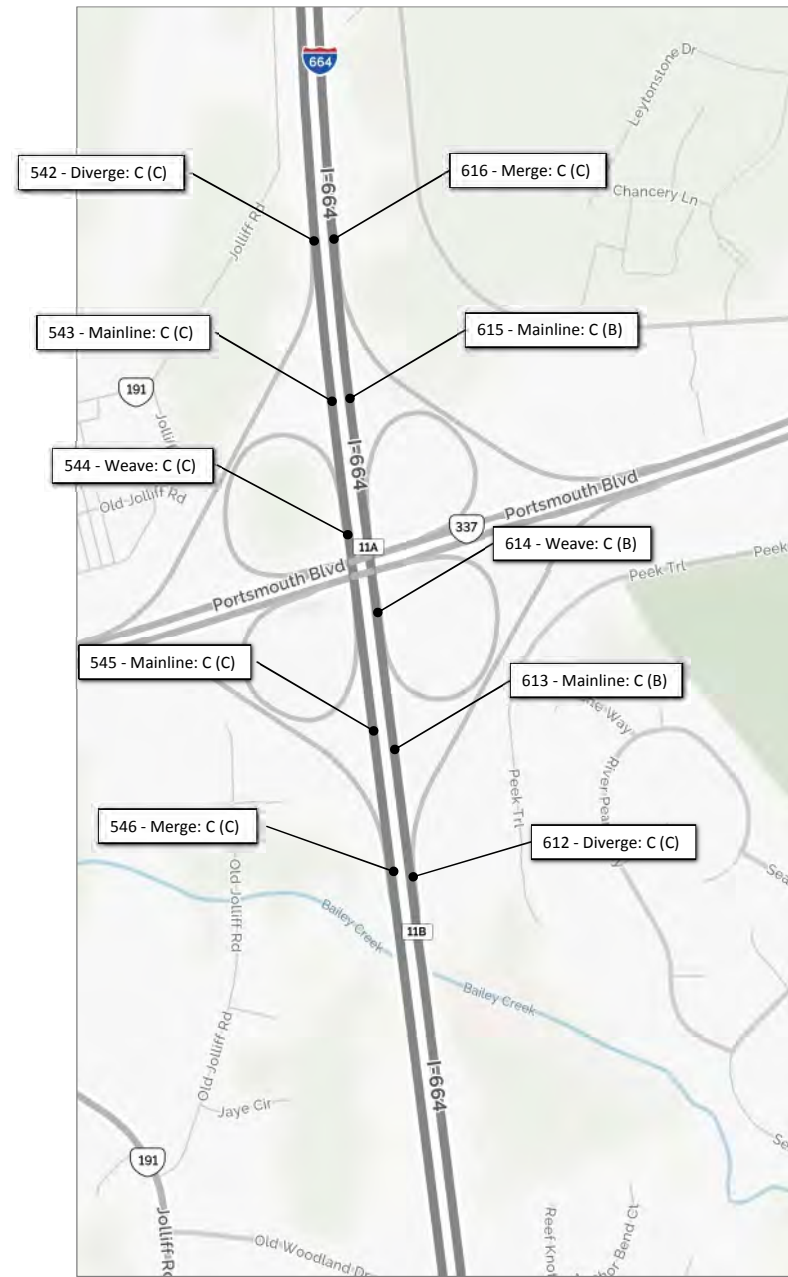
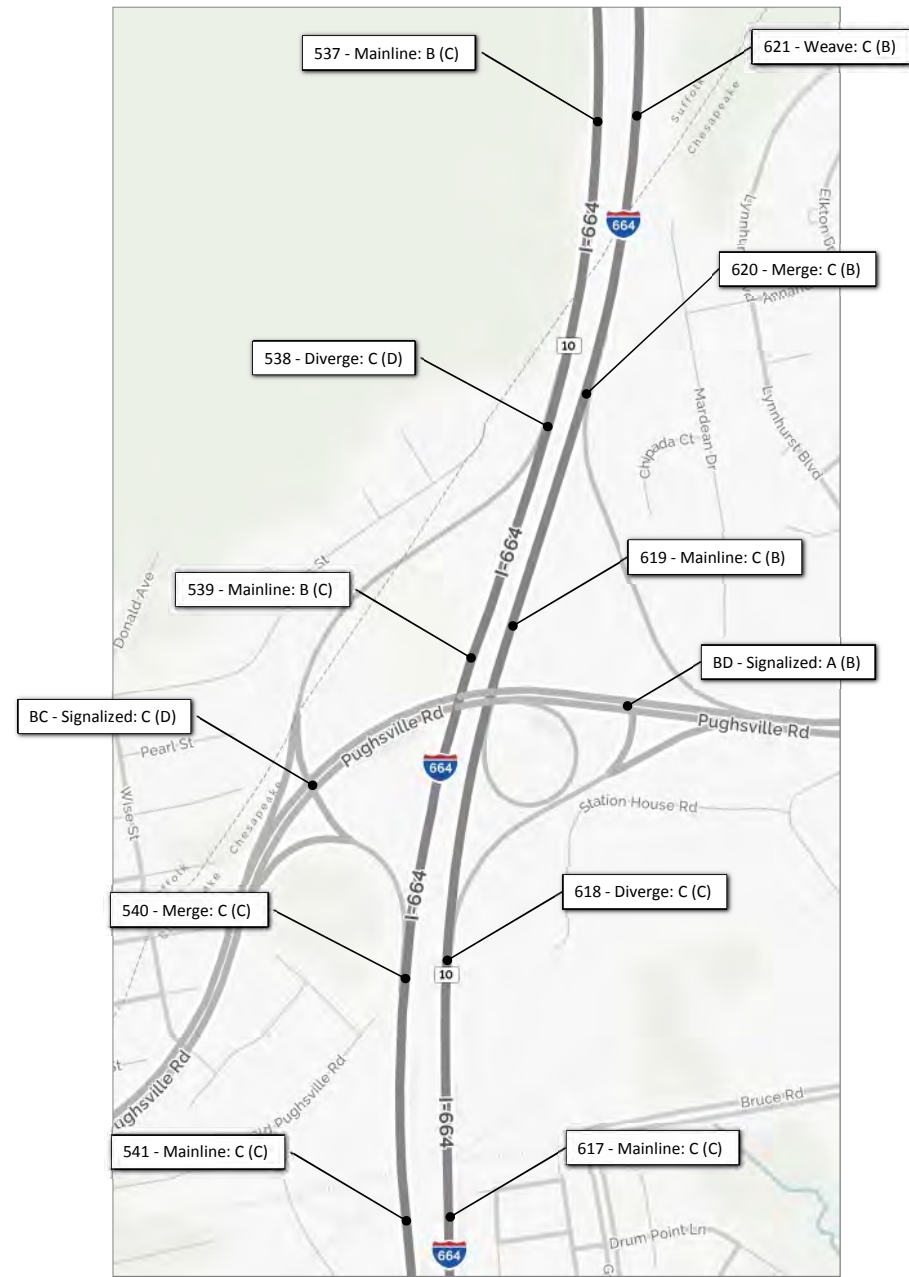
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
I-664 Corridor**

March 9, 2016

Sheet 5



Legend

X (X) AM (PM) Level of Service
 Numbered items correspond to freeway segments, evaluated using HCS
 500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound
 Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
 I-664 Corridor**

March 9, 2016

Sheet 6



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

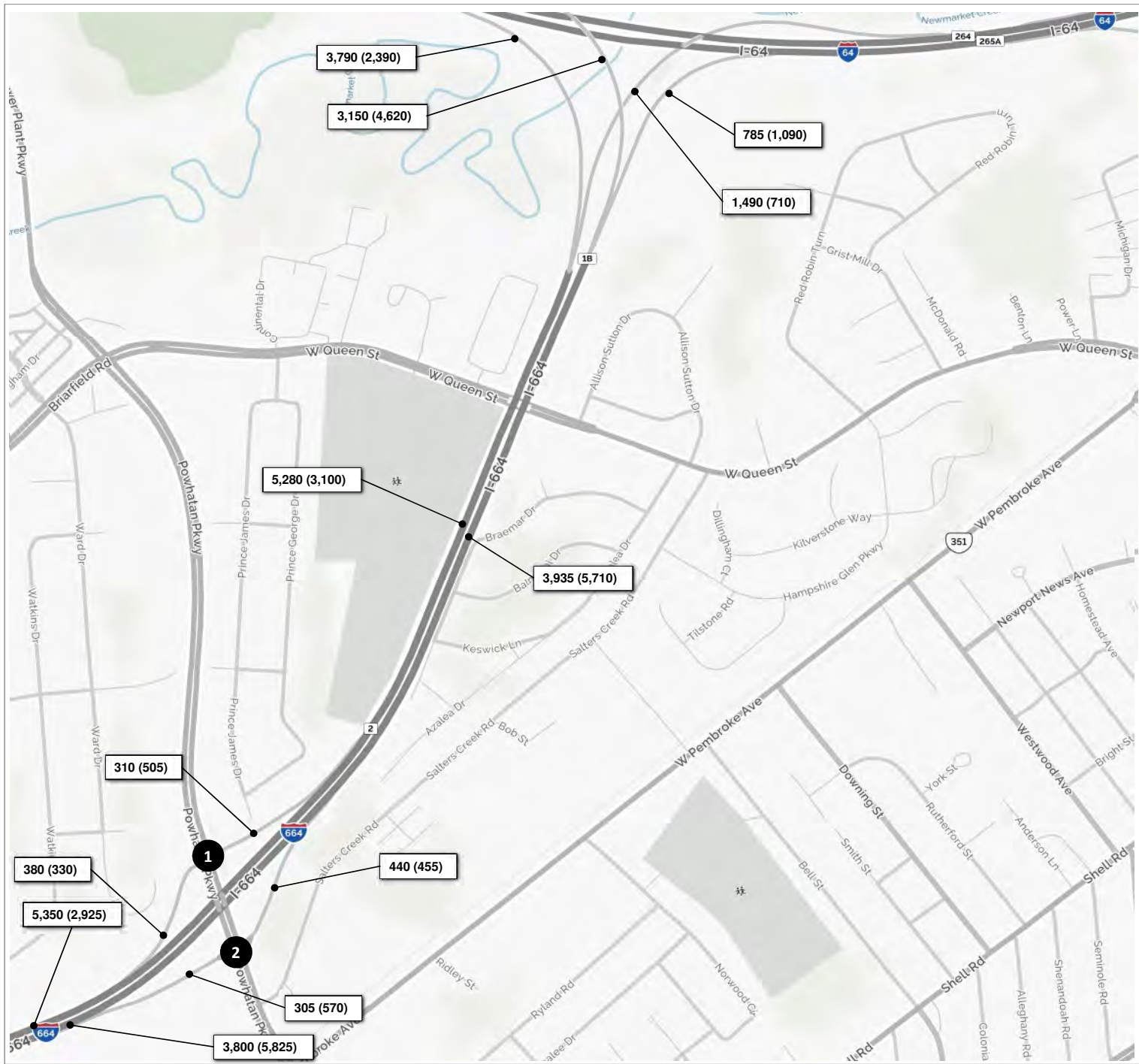
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
 I-664 Corridor**

March 9, 2016

Sheet 7



1	90 (115)	220 (390)	T 310 (620)
	R	L	L 220 (170)
	255 (450)	T	Powhatan Pkwy
	160 (160)	R	
		I-664 Ramp	

2	I-664 Ramp	R 375 (365)
		T 455 (530)
	Powhatan Pkwy	
	65 (90)	L
	410 (750)	T
		L 75 (260)
		R 230 (310)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Peak Hour Volumes
I-664 Corridor**

March 7, 2016

Sheet 1



1	625 (325)	155 (155)	T	585 (820)
	R	T	L	100 (90)
			Aberdeen Road	
			I-664 Ramp	
		535 (1,110)	T	
		290 (255)	R	

2				R	130 (185)
				T	445 (630)
			Aberdeen Road		
			L	240 (280)	R
			210 (500)	L	75 (95)
			480 (765)	T	

3	300 (145)	480 (175)	R	120 (260)	
	R	T	L		
			Chestnut Avenue		
			L	T	R
			320 (390)	T	20 (25)
			50 (25)	R	

4				R	165 (425)
				T	120 (260)
			Chestnut Avenue		
			L	T	R
			70 (165)	L	
			730 (425)	T	
				R	

5	50 (65)	250 (185)	20 (5)	R	30 (50)
	R	T	L	T	140 (295)
			Chestnut Avenue		
			L	T	R
			35 (85)	L	15 (35)
			230 (240)	T	95 (325)
			465 (100)	R	125 (300)
					15 (25)

6	15 (10)	10 (5)	25 (10)	R	5 (5)
	R	T	L	T	155 (230)
			Roanoke Avenue		
			L	T	R
			15 (20)	L	15 (80)
			80 (45)	T	
			105 (85)	R	

7				R	80 (210)
				L	
			Roanoke Avenue		
			L	T	R
			105 (55)	L	65 (40)
				T	
				R	95 (105)

8	20 (25)	680 (265)	30 (30)	R	10 (35)
	R	T	L	T	50 (160)
			Roanoke Avenue		
			L	T	R
			20 (35)	L	20 (20)
			60 (45)	T	10 (25)
			90 (15)	R	205 (580)
					15 (20)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

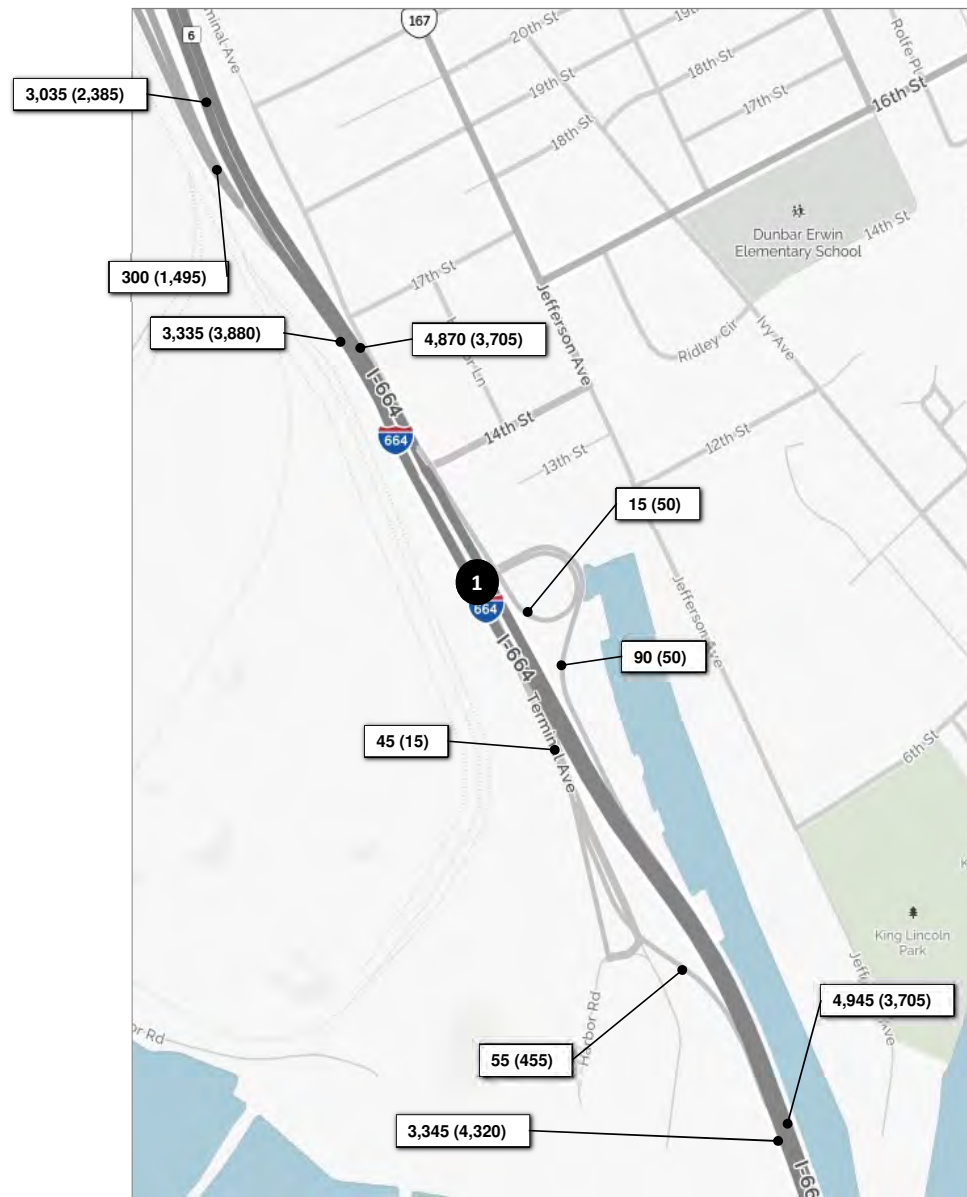
DRAFT

Hampton Roads Crossing Study SEIS

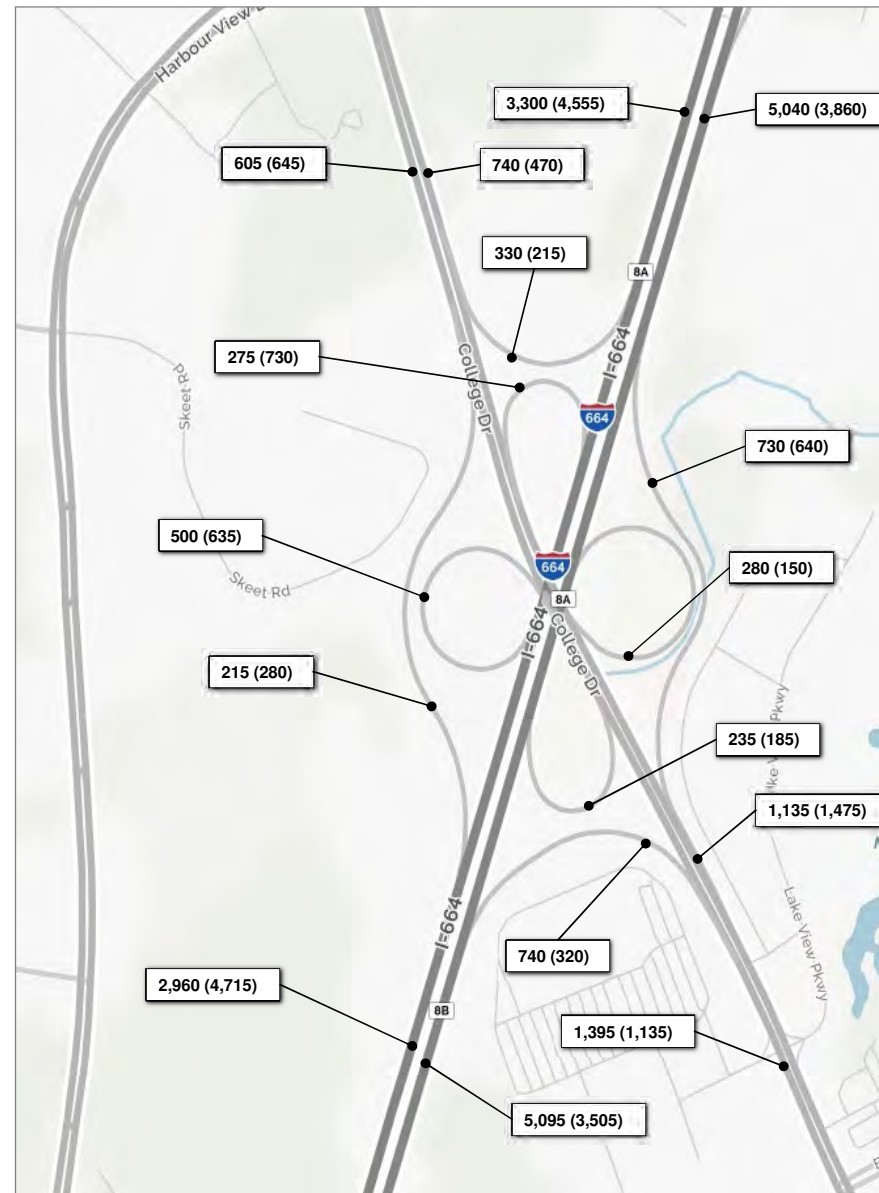
**2040 Alternative D
Peak Hour Volumes
I-664 Corridor**

March 7, 2016

Sheet 2



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR VOLUMES



1	115 (555)	10 (40)	R	40 (40)
	T	L	L	50 (10)
		Terminal Ave	T	R
			35 (25)	5 (10)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

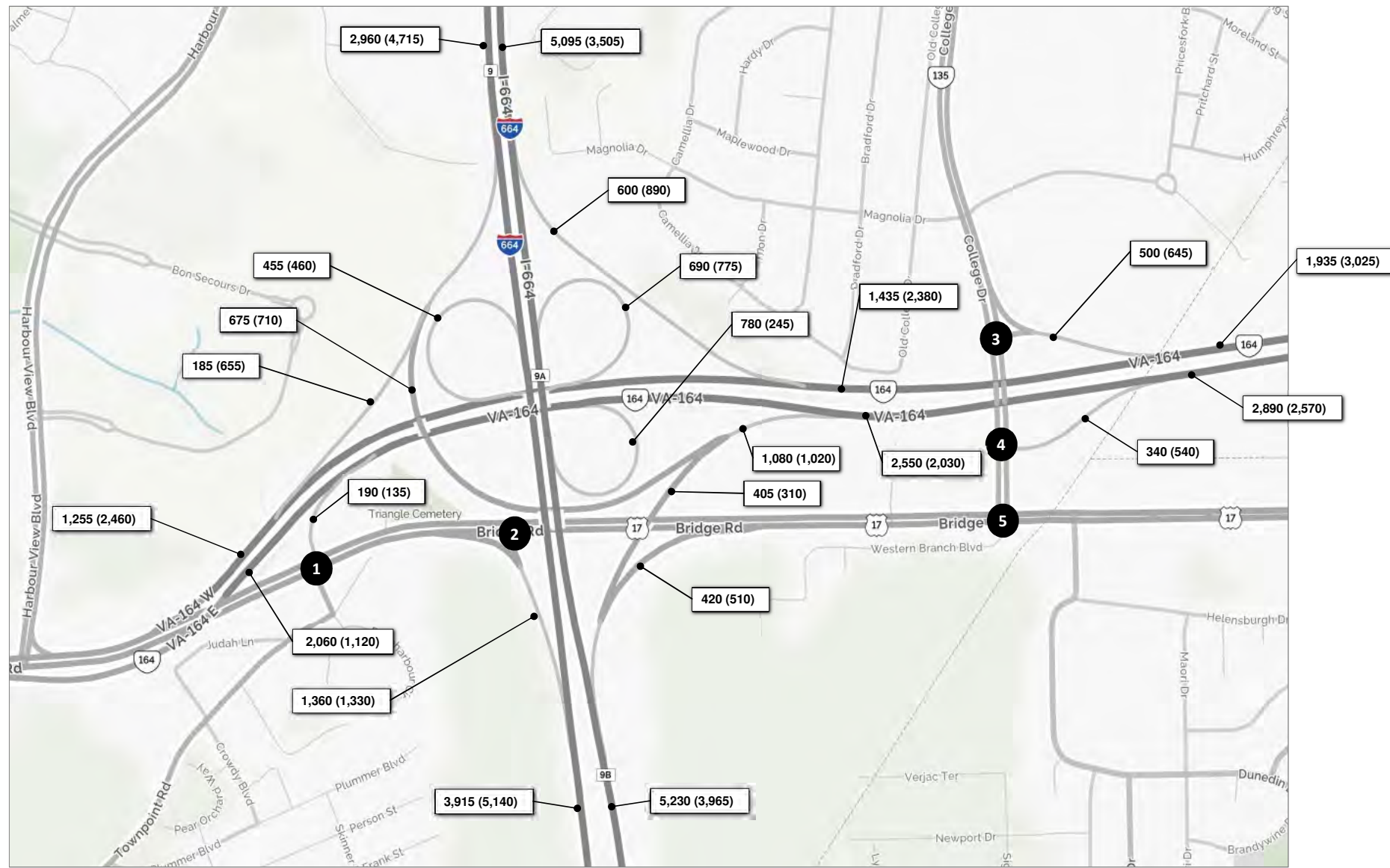
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Peak Hour Volumes
I-664 Corridor**

March 7, 2016

Sheet 4



1			R	30 (25)	
			T	415 (1,015)	
			L	35 (50)	
	US 17				
		105 (90)	L		105 (90)
		1,595 (1,445)	T	35 (35)	55 (20)
		50 (130)	R		

2				T	480 (1,090)
				L	465 (530)
	US 17				
		805 (735)	T		
		895 (800)	R		

3		910 (1,710)		R	415 (510)
				L	85 (135)
					VA 164 Ramp
				T	660 (1,025)

4		745 (1,380)			
				L	250 (465)
					VA 164 Ramp
				T	660 (1,025)
					College Dr
				R	90 (75)

5		425 (700)		R	285 (580)
				T	515 (910)
				L	10 (15)
					US 17
		460 (510)	L		
		755 (720)	T	5 (10)	5 (10)
		10 (15)	R		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

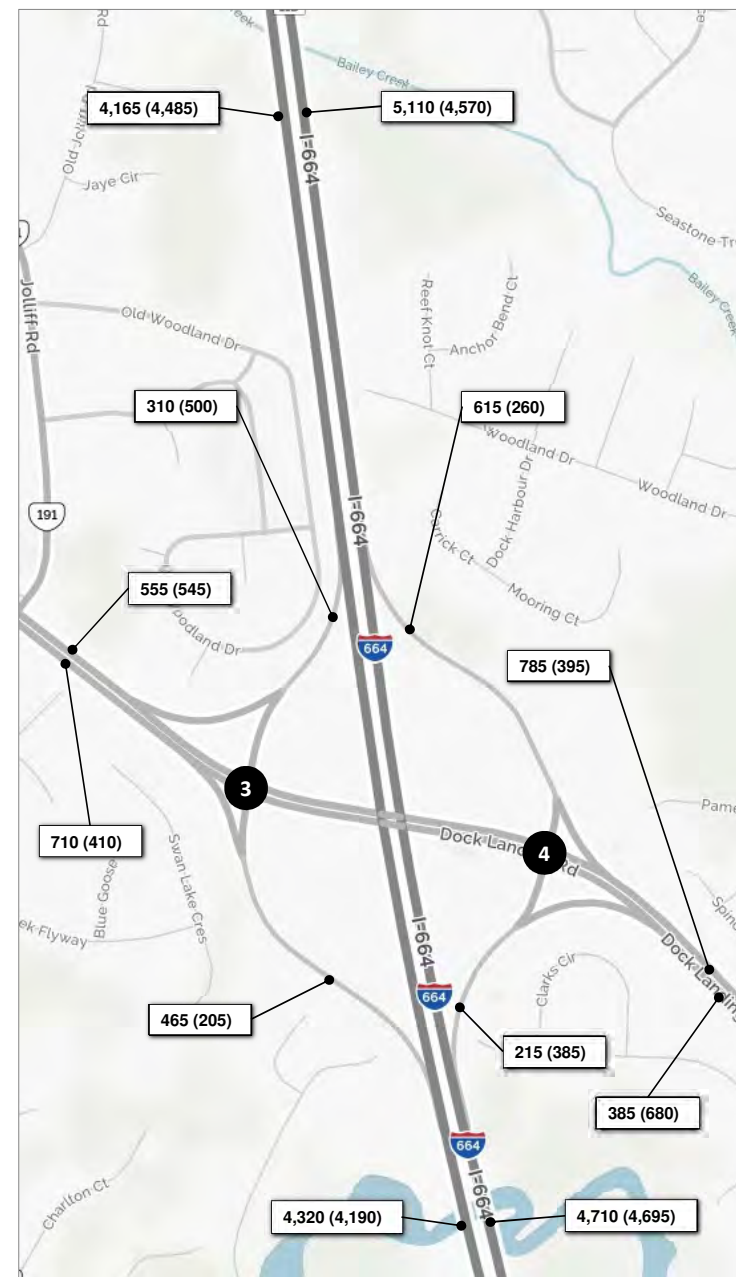
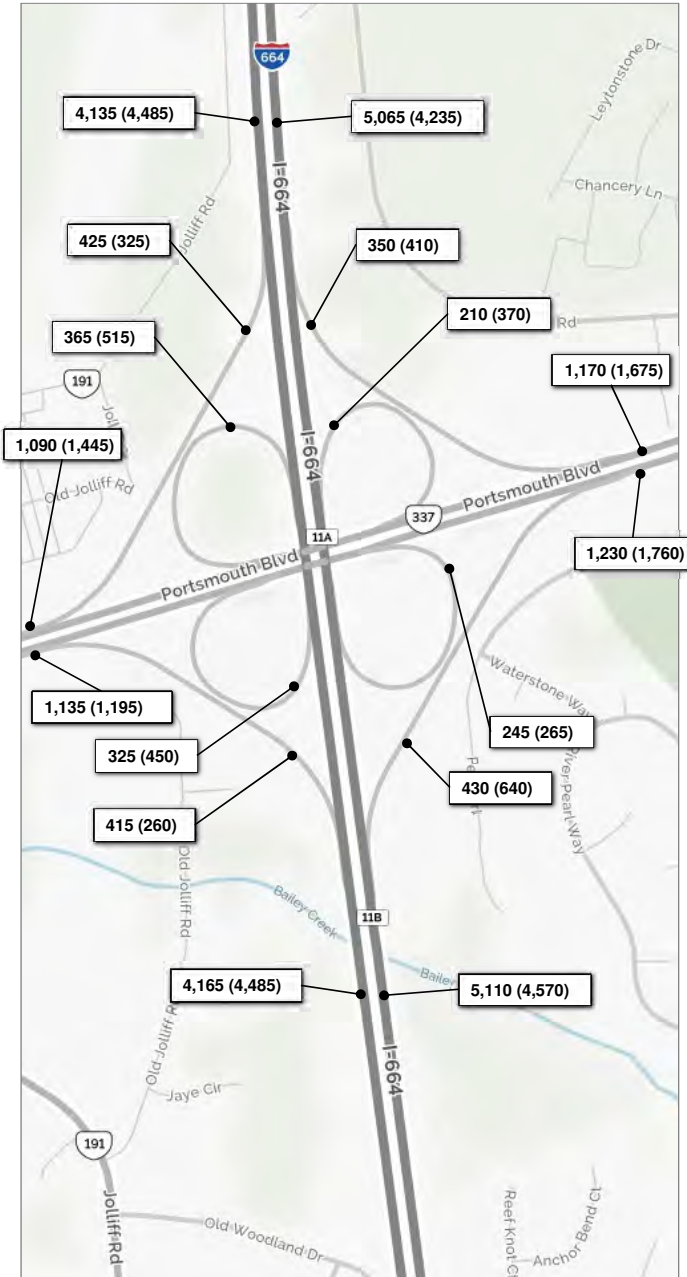
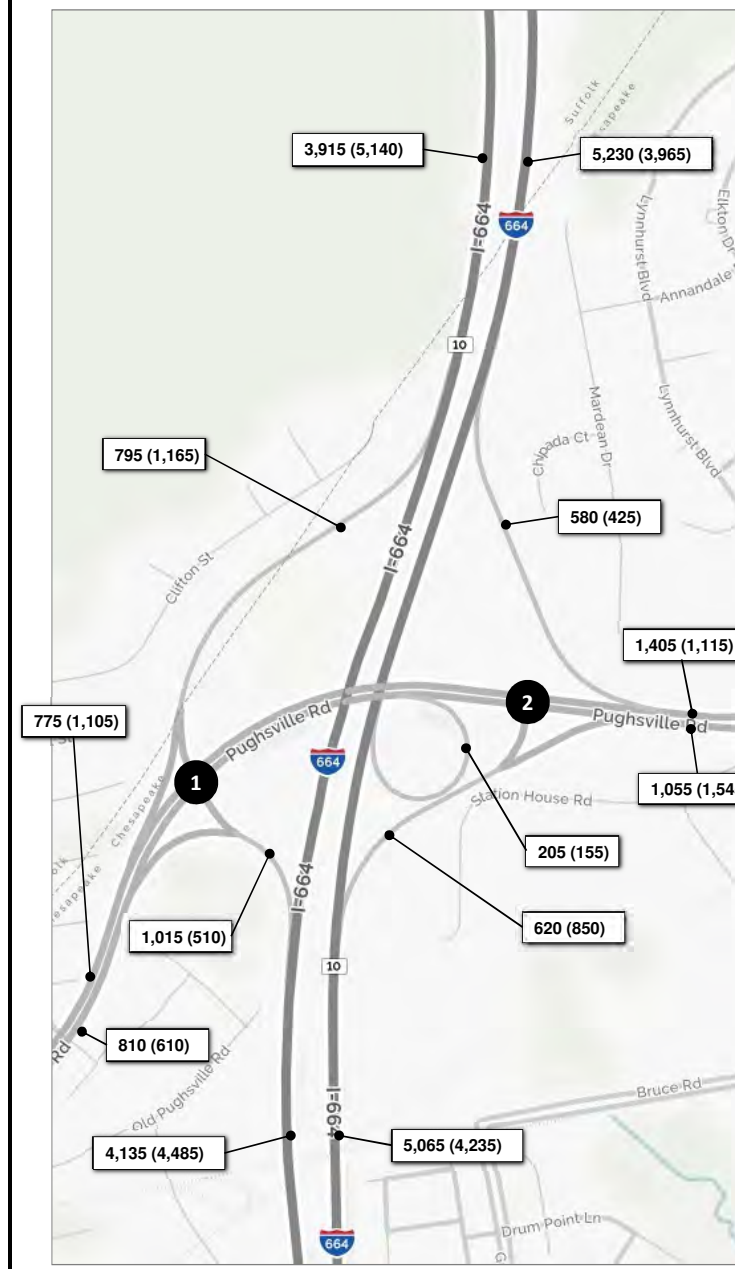
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Peak Hour Volumes
I-664 Corridor**

March 7, 2016

Sheet 5



1	445 (465) R	350 (700) L	T 330 (640) L 610 (350)	Pughsville Road	
	405 (450) 405 (160)	T R			
2			R 580 (425) T 825 (690)	Pughsville Road	
	550 (995) 205 (155)	T R	L 115 (300) R 505 (550)		
3	225 (280) R	85 (220) L	T 330 (265) L 255 (125)	Dock Landing Road	
	500 (330) 210 (80)	T R			
4			R 290 (110) T 495 (285)	Dock Landing Road	
	325 (150) 260 (400)	L T	R 90 (105) L 125 (280)		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

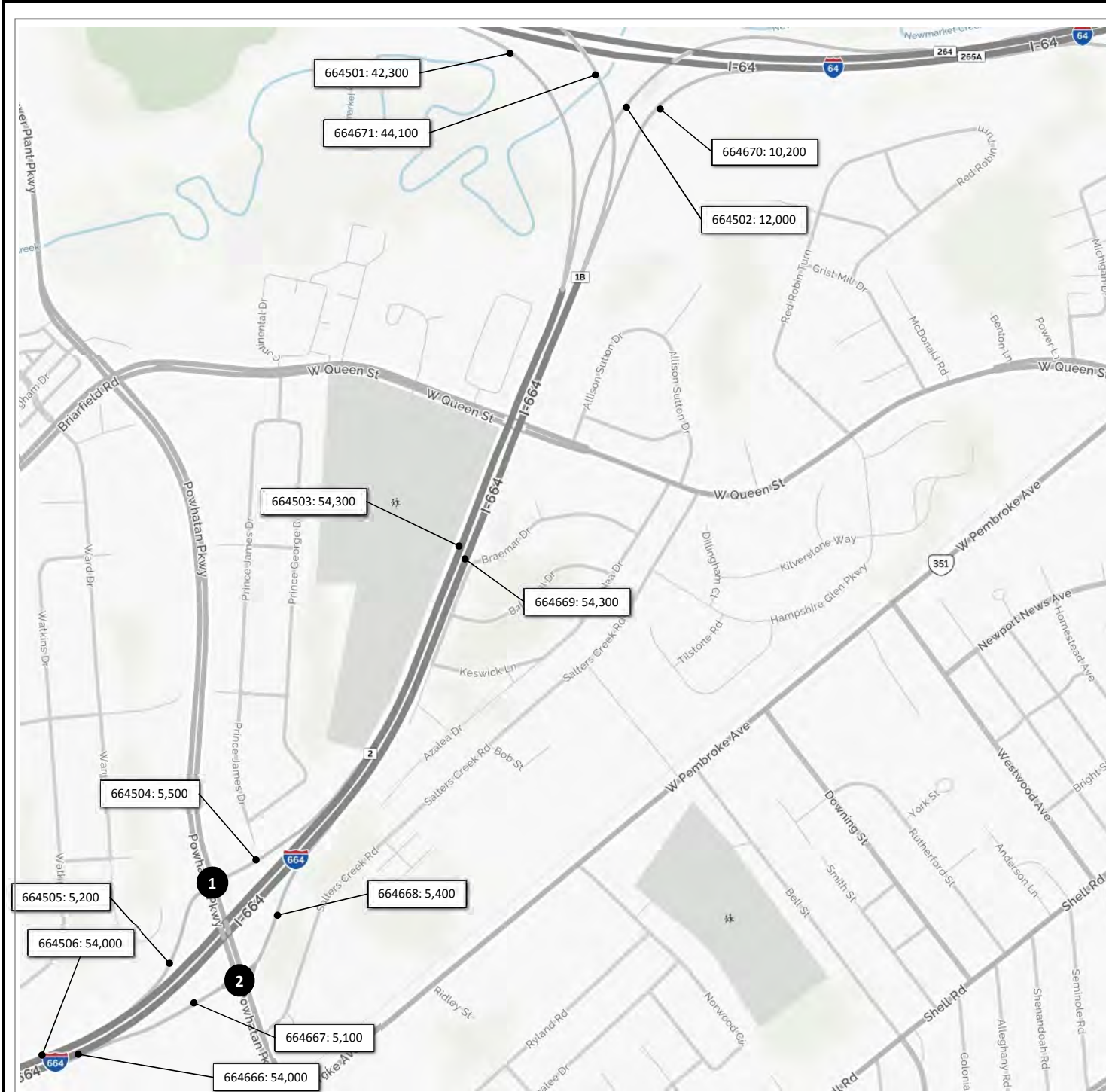
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Peak Hour Volumes
I-664 Corridor**

March 7, 2016

Sheet 6



1			
1,300	4,200	T 6,400	
R	L	L 2,800	
		Powhatan Pkwy	
5,300	T		
2,400	R		
		I-664 Ramp	

2			
	I-664 Ramp	R 4,600	
		T 6,700	
Powhatan Pkwy			
800	L	L 2,500	
8,700	T		R 2,500

Legend

x,xxx Average Daily Traffic

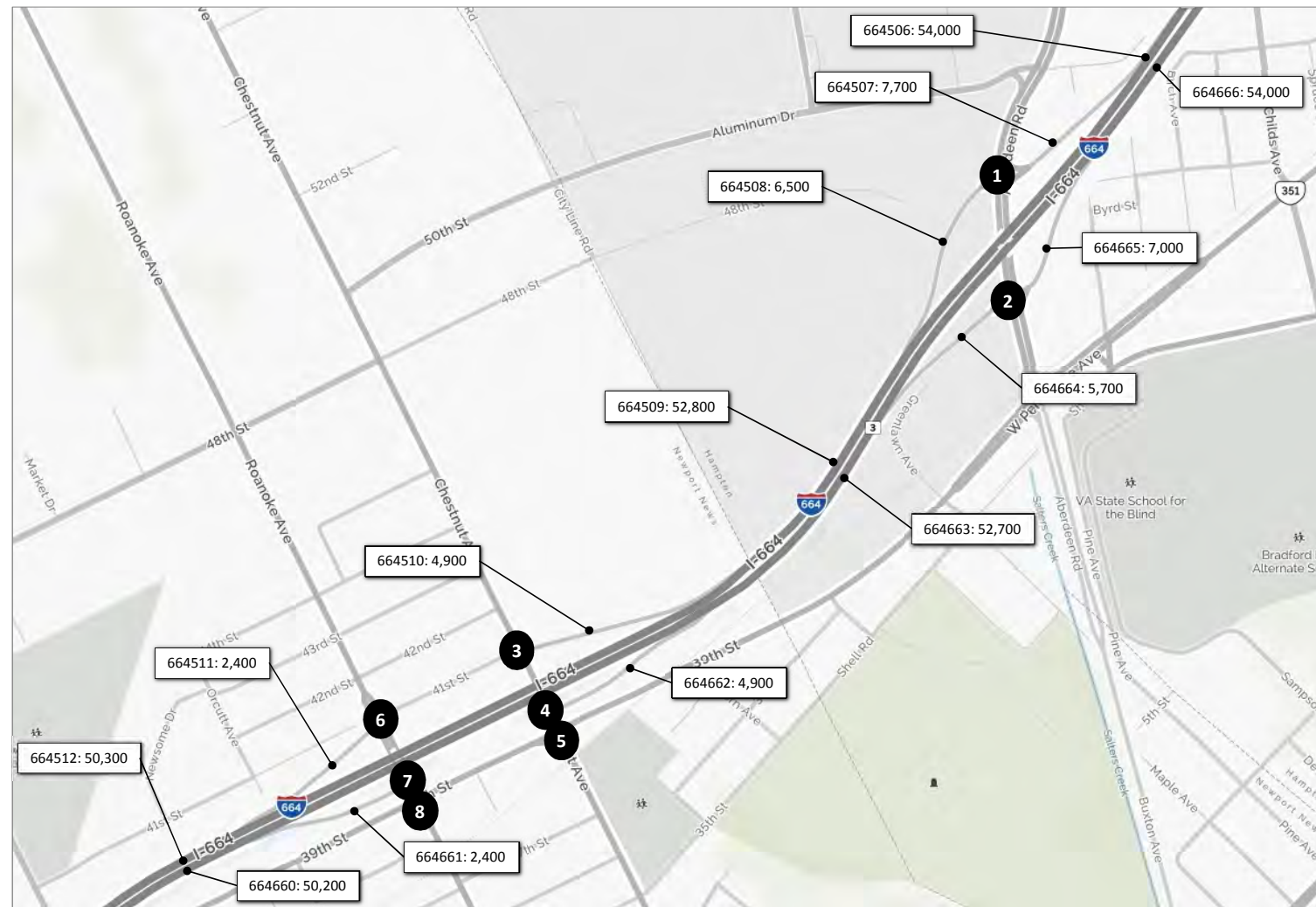
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 8, 2016

Sheet 1



1					
5,900		1,800	T	11,300	
R	T	L	L	1,100	
			Aberdeen Road		
11,900		T			
5,400		R	L	T	R
			I-664 Ramp		

2					
			I-64 Ramp	R	2,100
			Aberdeen Road	T	7,400
			L	R	
4,900	L		L		
8,800	T		5,000		700

3					
2,200		2,700	R	2,800	
R	T	L	T		
Chestnut Avenue			L	T	R
		L			
4,900	L				
300	T				200
	R				

4					
			R	3,400	
			T	2,800	
			L		
			Chestnut Avenue		
R	T	L	L	T	R
		L			
1,500	L				
6,300	T				
	R				

5					
800	2,700	500	R	500	
R	T	L	T	3,000	
Chestnut Avenue			L	400	
		L	L	T	R
800	L				
3,100	T		2,400	2,700	300
2,400	R				

6					
100	100	100	R	200	
R	T	L	T	2,300	
Roanoke Avenue			L	400	
		L	L	T	R
	L				
600	T				
1,900	R				

7					
			R	1,200	
			T		
			L		
			Roanoke Avenue		
R	T	L	L	T	R
		L			
	700	T	1,700		700
	R				

8					
300	4,600	400	R	500	
R	T	L	T	600	
Roanoke Avenue			L	200	
		L	L	T	R
	L				
300	T		300	4,600	300
700	T				
400	R				

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 8, 2016

Sheet 2



1					
500	13,700	T	4,200	35th Street	
R	T	L	7,600		
				Huntington Ave	

6					
5,400	600	R	1,100	36th Street	
T	L	L	200		
				Jefferson Ave	
6,900	900	T	4,700	200	
200	R	R			

2					
11,400	9,900			34th Street	
T	L				
				Huntington Ave	
5,600	400	T			
	R	R			

7					
5,600	200			35th Street	
T	L	T	R		
				Jefferson Ave	
700	500	L	4,200	200	
300	R	R			

3					
500	9,500	400	R	500	28th Street
R	T	L	T	600	
				L	300
				Huntington Ave	
400	400	T			
	R	R			

8					
5,000	900			27th Street	
T	L	T	R		
				Jefferson Ave	
1,400	800	L	3,500		
1,100	R	R			

4					
1,400	11,900	T	5,800	26th Street	
R	T	L	3,700		
				Huntington Ave	

9					
2,000	4,100	Jefferson Ave	R	600	26th Street
R	T	T	2,700	L	600
				L	T
				1,900	2,900

5					
1,800	100	10,800			23rd Street
R	T	L			
				Huntington Ave	
6,400	400	T			
	R	R			

10					
3,600	1,100			25th Street	
R	T	L	T	R	
				Jefferson Ave	
1,400	2,500	L	3,400	300	
1,200	R	R			

Legend

x,xxx Average Daily Traffic

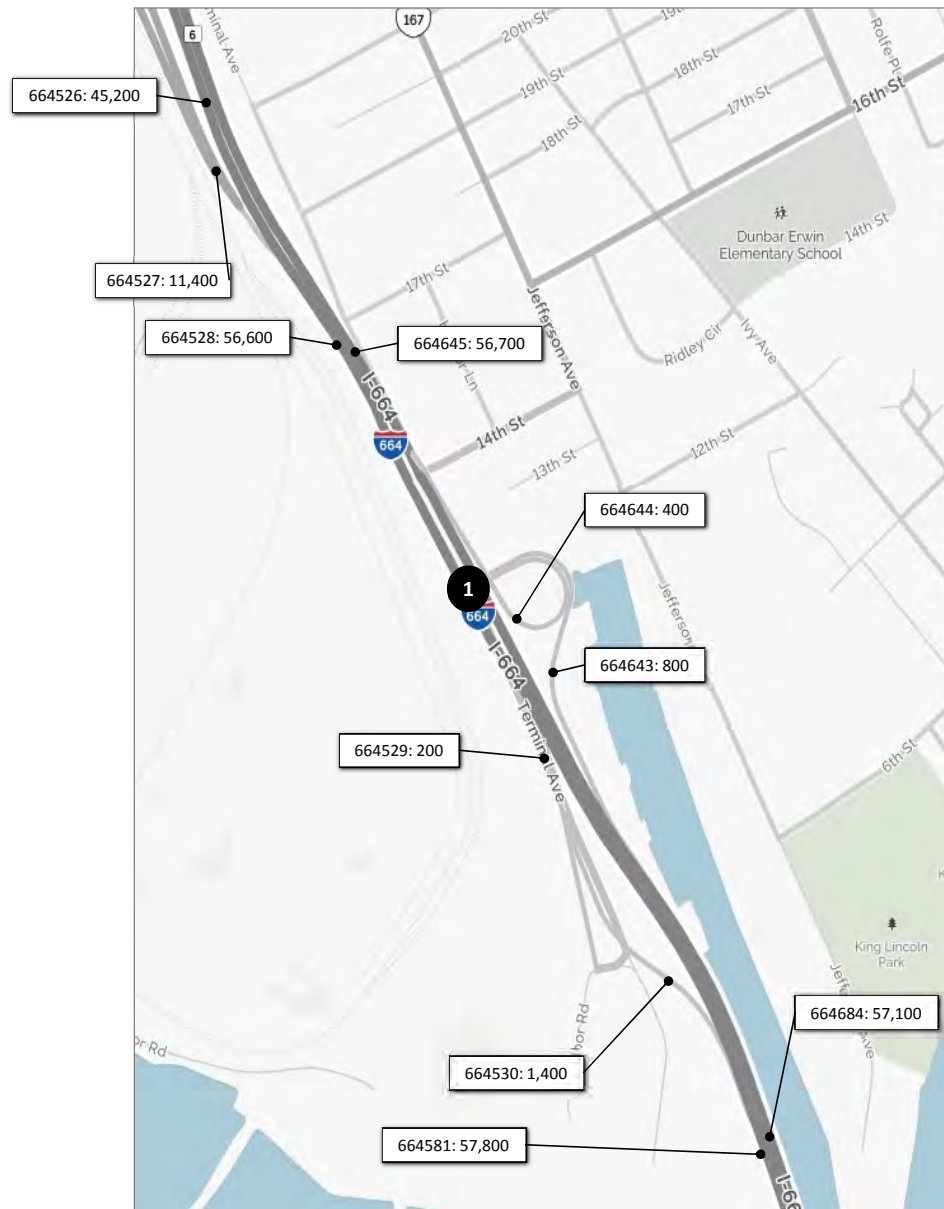
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 8, 2016

Sheet 3



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR VOLUMES



1	4,000	300	R 600
	T	L	L 200
		Terminal Ave	T 400
			R 100

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 8, 2016

Sheet 4



1			R	200		
			T	11,800		
			L	400		
	R	T	L			
		1,400	L			
		23,300	T			
		900	R			
				L	300	
				T	400	
				R		1,000

2						
			T	12,400		
			L	6,900		
	US 17					
		11,800	T			
		12,500	R			

Legend

x,xxx Average Daily Traffic

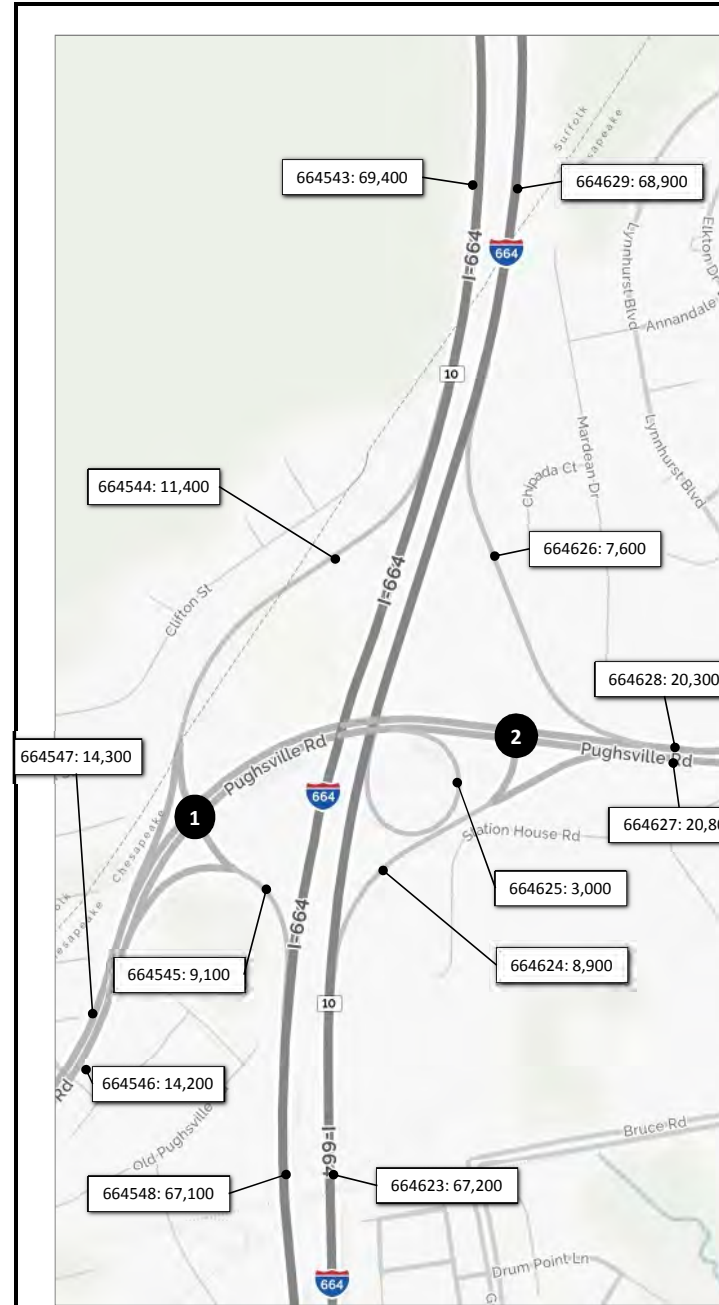
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 8, 2016

Sheet 5



1	4,200	7,200	T 10,100	
	R	L	L 5,700	
			Pughsville Road	
		10,800	T	
		3,400	R	

2			R 7,600	
			T 12,700	
Pughsville Road			L	R
		15,000	T	5,800
		3,000	R	3,100

3	3,500	2,400	T 3,800	
	R	L	L 2,200	
			Dock Landing Road	
		4,400	T	
		2,900	R	

4			R 2,600	
			T 4,400	
Dock Landing Road			L	R
		2,400	L	2,600
		4,400	T	1,600

Legend

x,xxx Average Daily Traffic

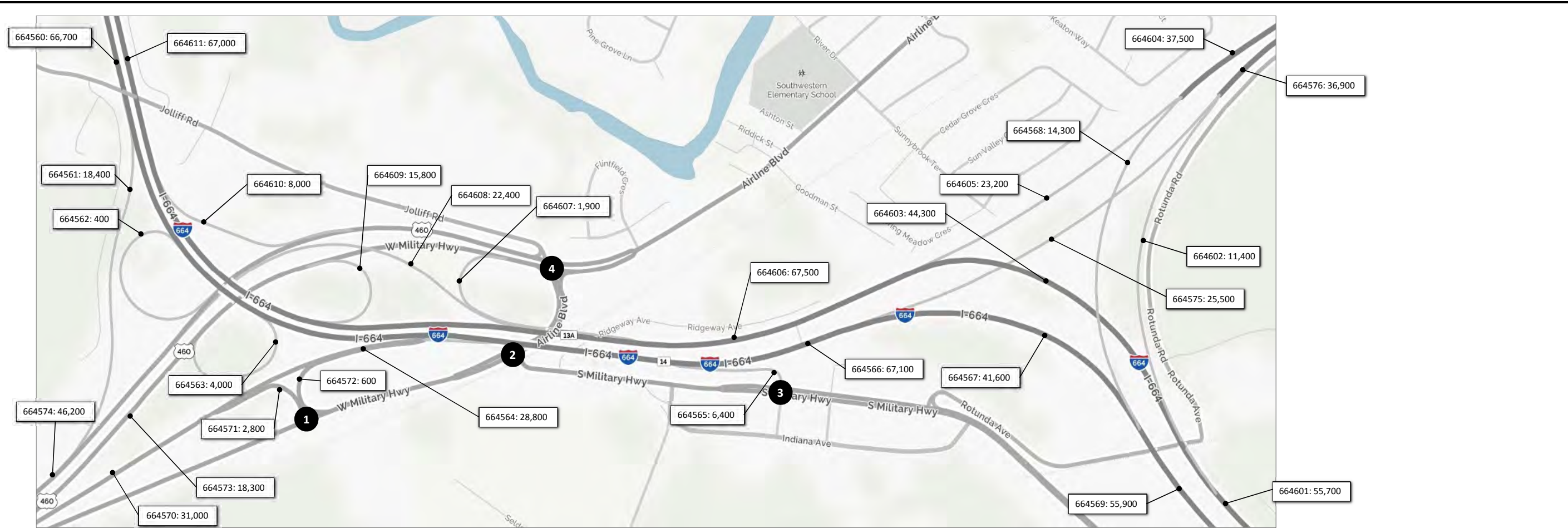
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 8, 2016

Sheet 6



1			
100	2,700	R 500	
		T 1,500	
R	L	<hr/>	
W. Military Hwy			
100	L		
3,800	T		

2			
		T 1,200	
		L 3,800	
		<hr/>	
	W. Military Hwy	L	R
6,300	T	800	3,800
200	R		

3			
100	6,300	T 4,500	
R	L	<hr/>	
S. Military Hwy			
	4,000	T	

4				
1,400	2,400	1,900	R 1,300	
			T 5,400	
			L 900	
			<hr/>	
	R	T	L	L
				T
		2,400	L	R
		4,300	T	
		1,700	R	7,000
				1,600
				1,500

Legend

x,xxx Average Daily Traffic

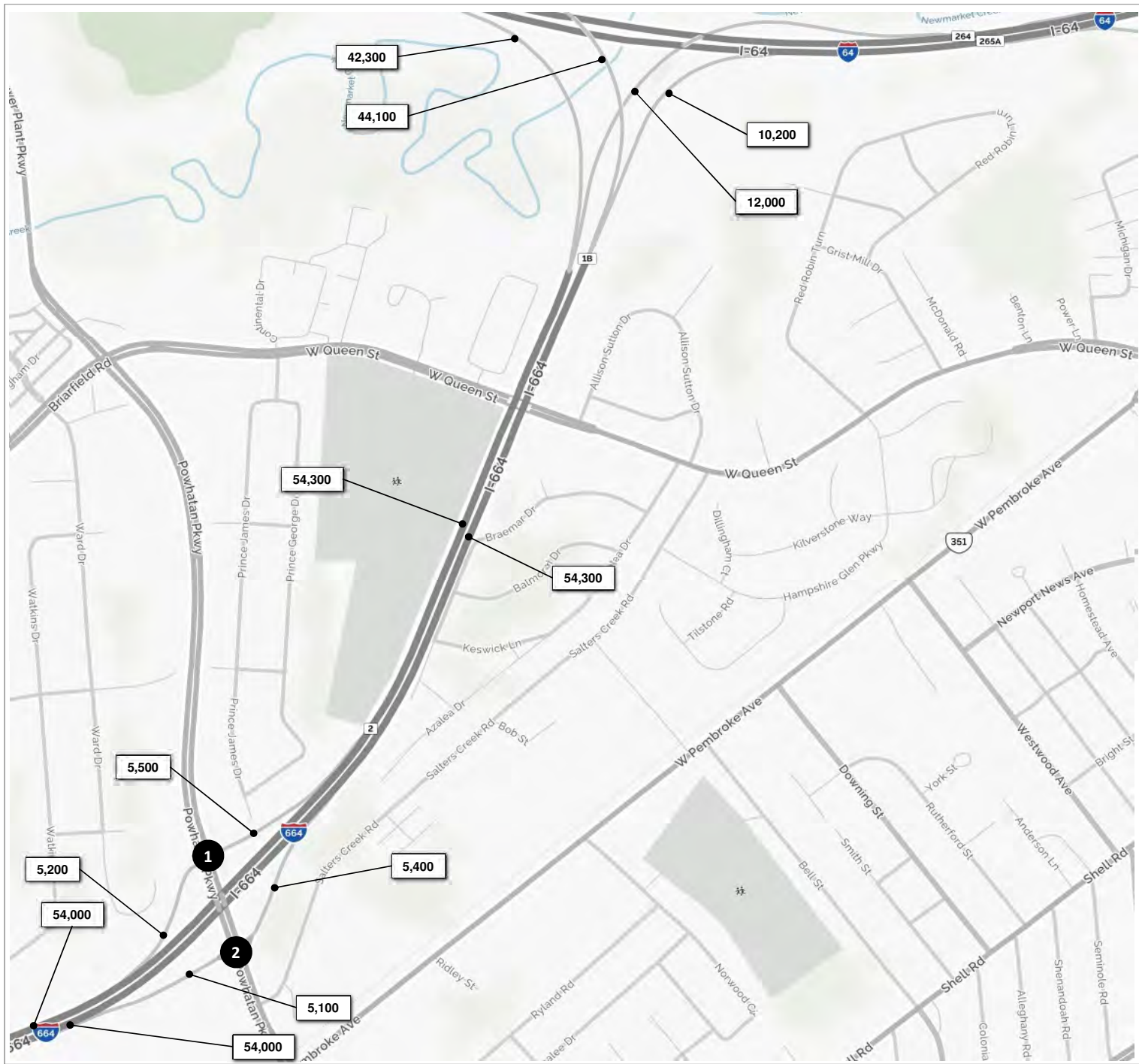
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 8, 2016

Sheet 7



1				
	1,300	4,200	T	6,400
R		L	L	2,800
			Powhatan Pkwy	
	5,300	T	I-664 Ramp	
	2,400	R		

2					
		I-664 Ramp	R	4,600	
			T	6,700	
	Powhatan Pkwy		L		R
	800	L	L		
	8,700	T	T	2,500	2,600

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 7, 2016

Sheet 1



1					
	500	13,700		T 4,200	
				L 7,600	
R		T			35th Street
					Huntington Ave

2					
		11,400	9,900		
		T	L		
		5,600	T		
		400	R		
					Huntington Ave

3					
	500	9,500	400	R 500	
				T 600	
				L 300	
R		T	L		28th Street
					Huntington Ave

4					
	1,400	11,900		T 5,800	
				L 3,700	
R		T			26th Street
					Huntington Ave

5					
	1,800	100	10,800		
		T	L		
R		6,400	T		
		400	R		
					Huntington Ave

6					
	5,400	600		R 1,100	
				T 200	
				L	
		6,900	L		
		900	T		
		200	R		
					36th Street
					Jefferson Ave

7					
	5,600	200			
		T	L		
		700	L		
		500	T		
		300	R		
					35th Street
					Jefferson Ave

8					
	5,000	900			
		T	L		
		1,400	L		
		800	T		
		1,100	R		
					27th Street
					Jefferson Ave

9					
	2,000	4,100		R 600	
				T 2,700	
				L 600	
R		T			26th Street
					Jefferson Ave

10					
	3,600	1,100			
		T	L		
		1,400	L		
		2,500	T		
		1,200	R		
					25th Street
					Jefferson Ave

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

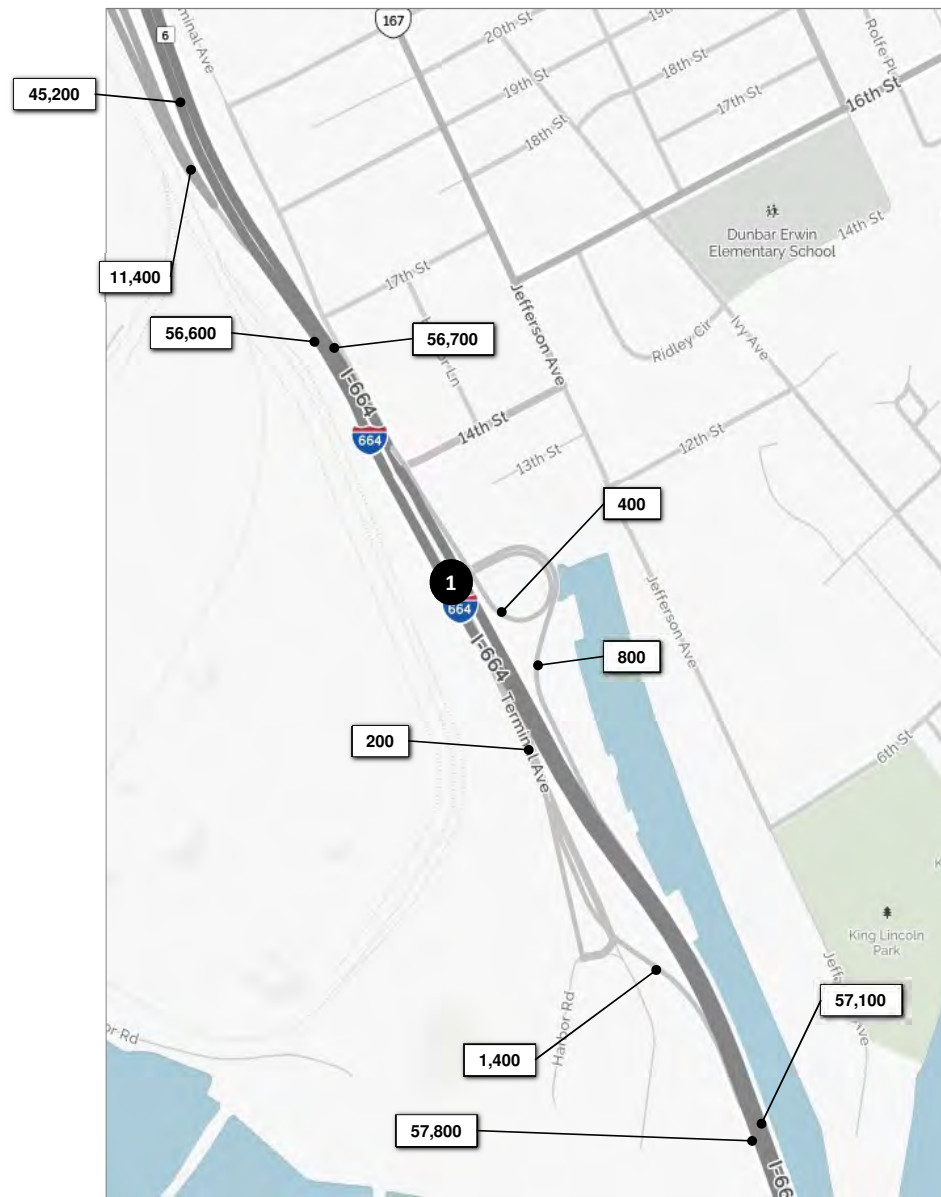
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 7, 2016

Sheet 3



SEE JAMES RIVER CONNECTORS SHEET
FOR I-664/I-664 CONNECTOR VOLUMES



1	4,000	300	R	600
	T	L	L	200
		Terminal Ave	T	R
			400	100

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 7, 2016

Sheet 4



1			<i>R</i>	200		
			<i>T</i>	11,800		
			<i>L</i>	400		
	<i>R</i>	<i>T</i>	<i>L</i>			
		1,400	<i>L</i>			
		23,300	<i>T</i>			
		900	<i>R</i>			
				<i>L</i>	<i>T</i>	<i>R</i>
				300	400	1,000

2						
				<i>T</i>	12,400	
				<i>L</i>	6,900	
	<i>US 17</i>					
		11,800	<i>T</i>			
		12,500	<i>R</i>			

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

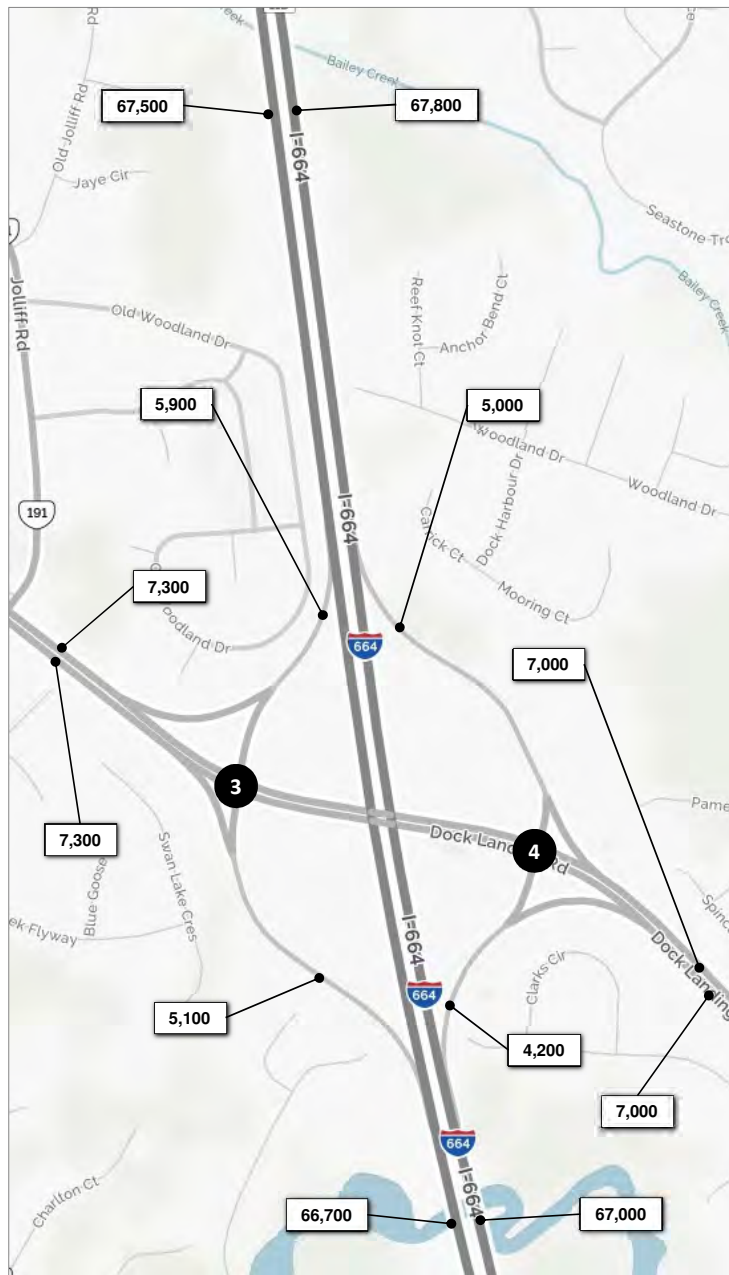
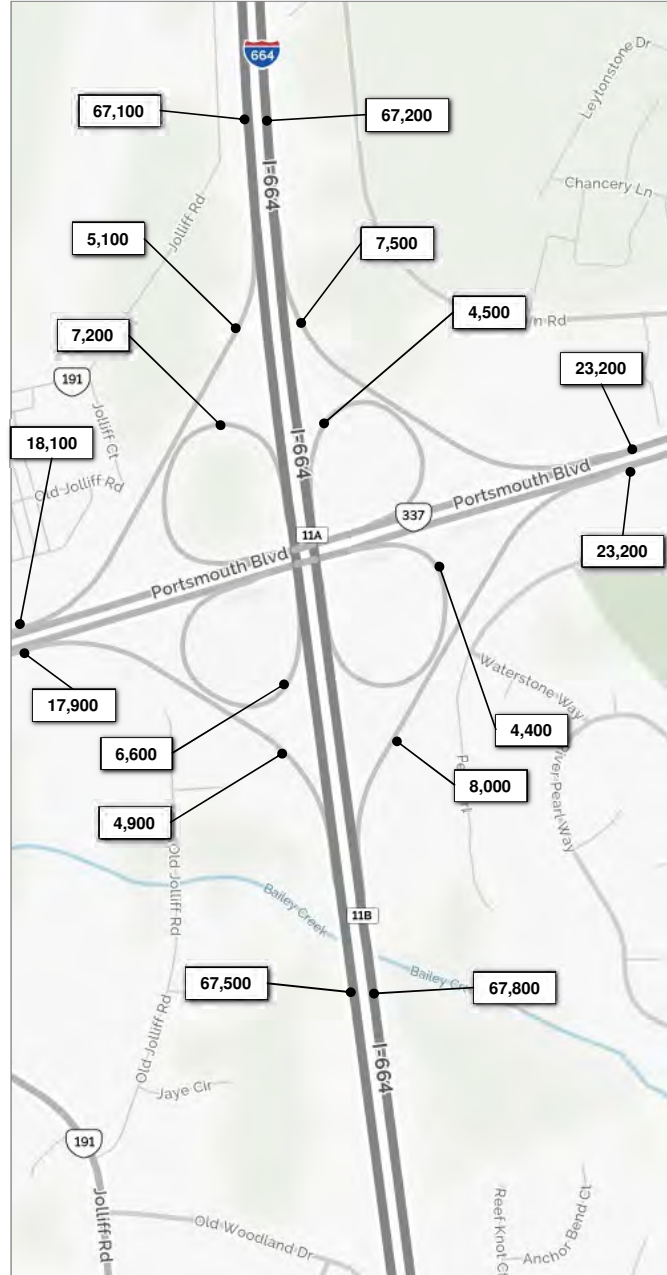
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 7, 2016

Sheet 5



1	4,200	7,200	T 10,100	
	R	L	L 5,700	
			Pughsville Road	
			10,800 T	
			3,400 R	

2			R 7,600	
			T 12,700	
Pughsville Road			L	R
			15,000 T	3,100
			3,000 R	5,800

3	3,500	2,400	T 3,800	
	R	L	L 2,200	
			Dock Landing Road	
			4,400 T	
			2,900 R	

4			R 2,600	
			T 4,400	
Dock Landing Road			L	R
			2,400 L	1,600
			4,400 T	2,600

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

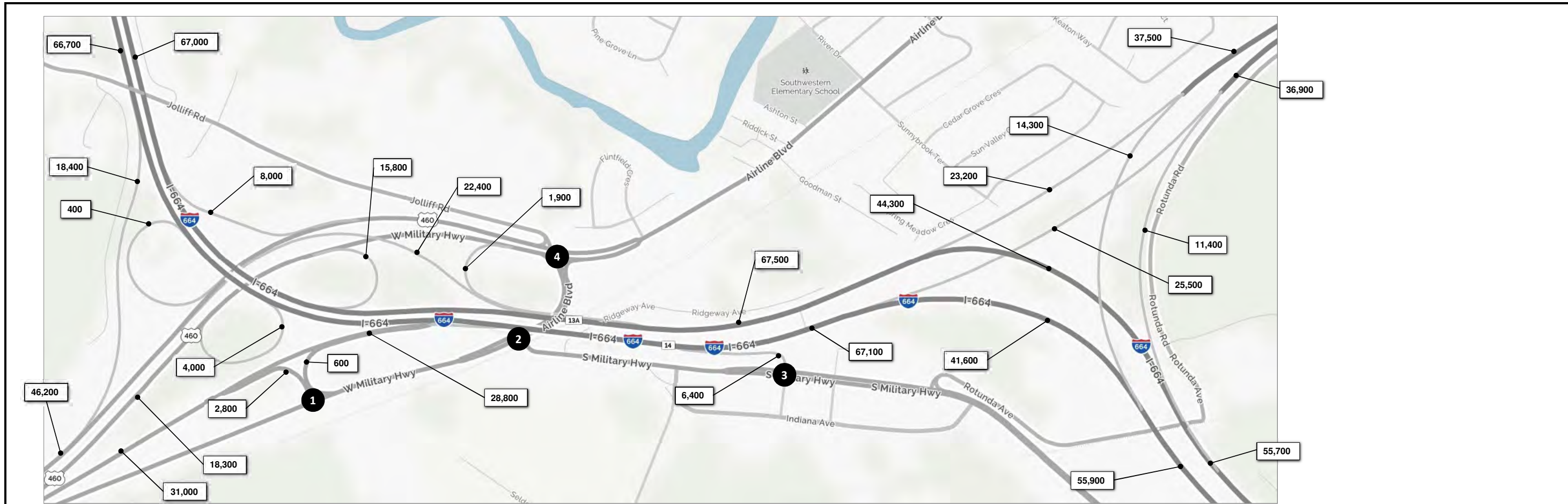
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
I-664 Corridor**

March 7, 2016

Sheet 6



1			
100	2,700	R 500	
		T 1,500	
<hr/>			
R	L		
W. Military Hwy			
100	L		
3,800	T		

2			
		T 1,200	
		L 3,800	
<hr/>			
	L	R	
W. Military Hwy			
6,300	T		
200	R	800	3,800

3			
100	6,300	T 4,500	
<hr/>			
R	L		
S. Military Hwy			
	4,000	T	

4					
1,400	2,400	1,900	R 1,300		
			T 5,400		
			L 900		
<hr/>					
		L	L	T	R
		2,400	7,000	1,600	1,500
		4,300			
		1,700			

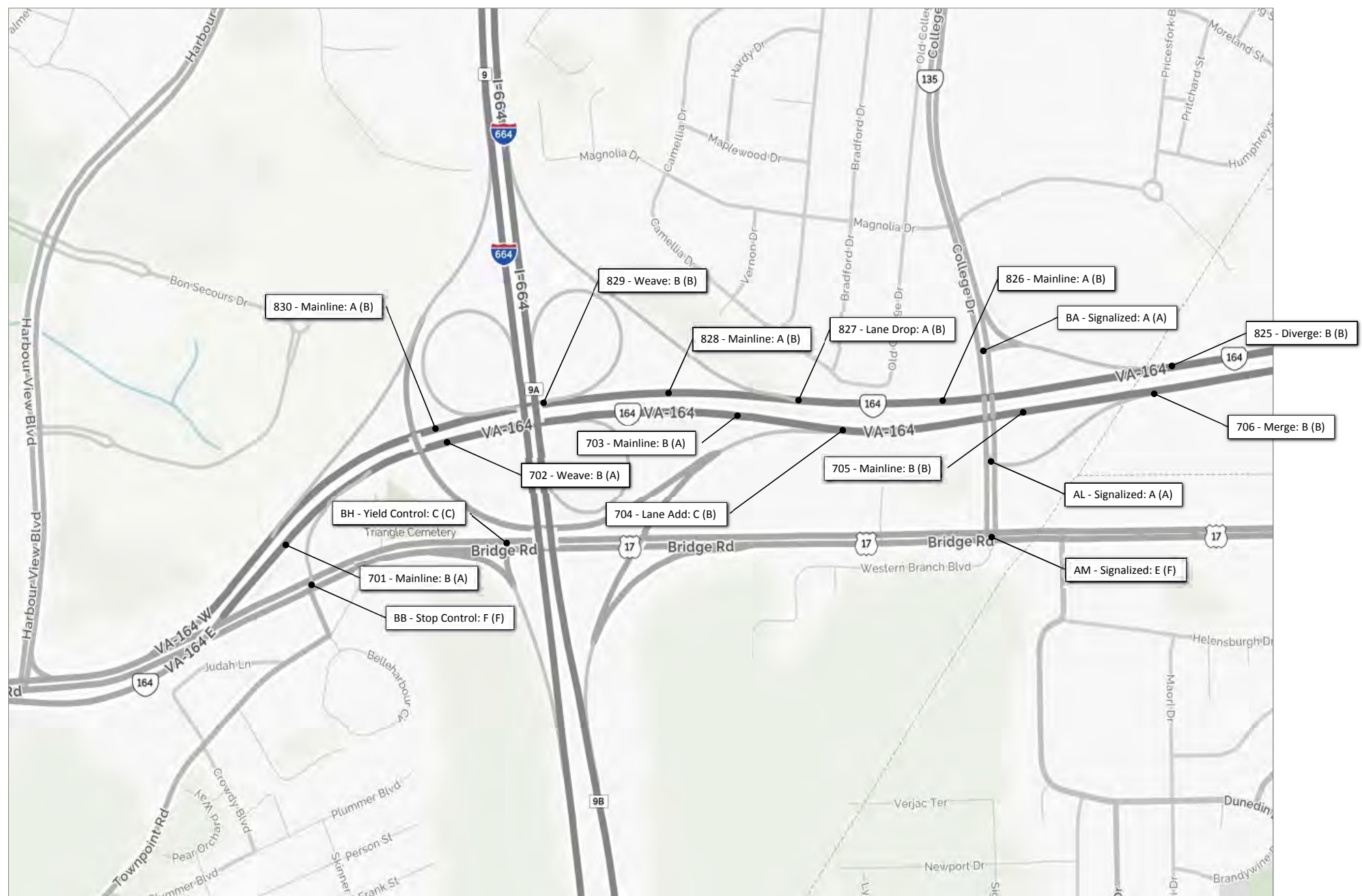
Legend
 xx,xxx Weekday Daily Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS
2040 Alternative D
Weekday Daily Volumes
I-664 Corridor

March 7, 2016

Sheet 7



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

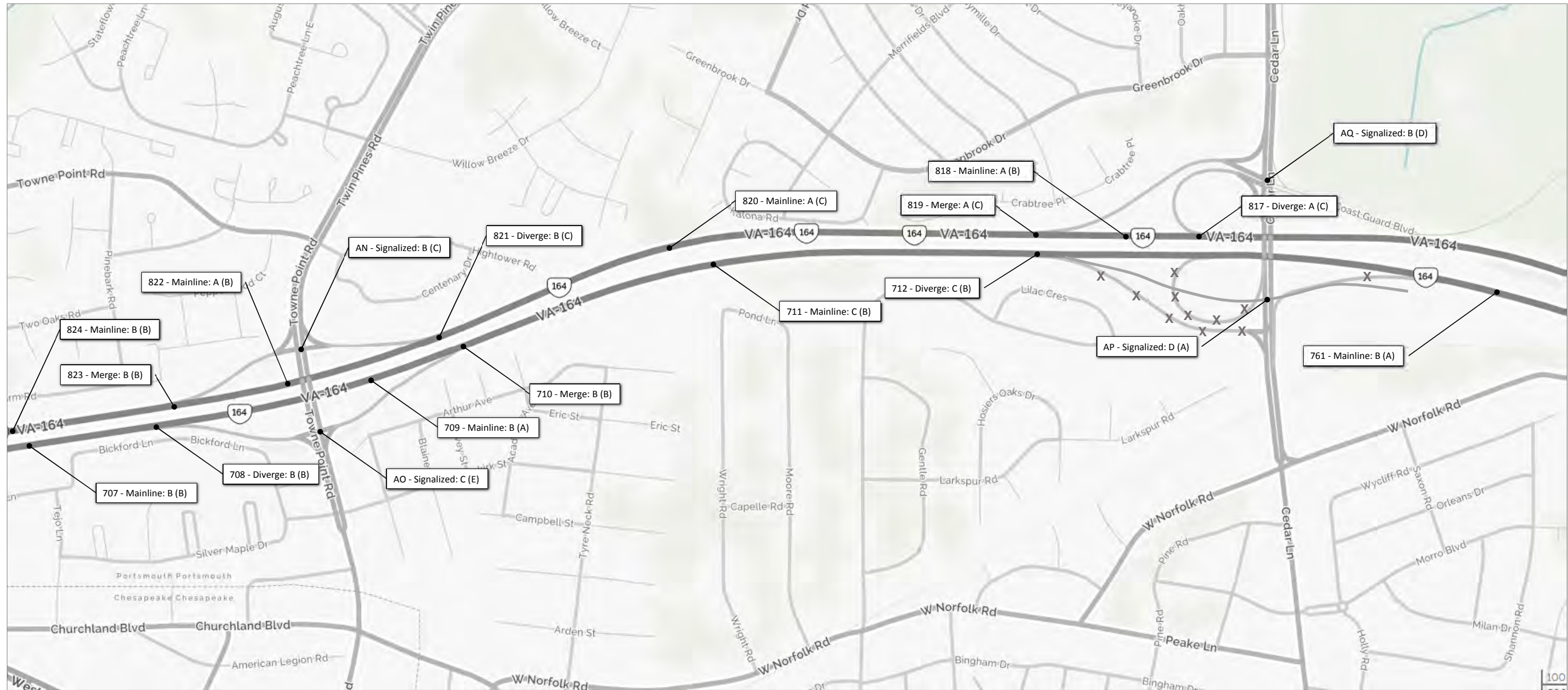
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
VA 164 Corridor**

March 9, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

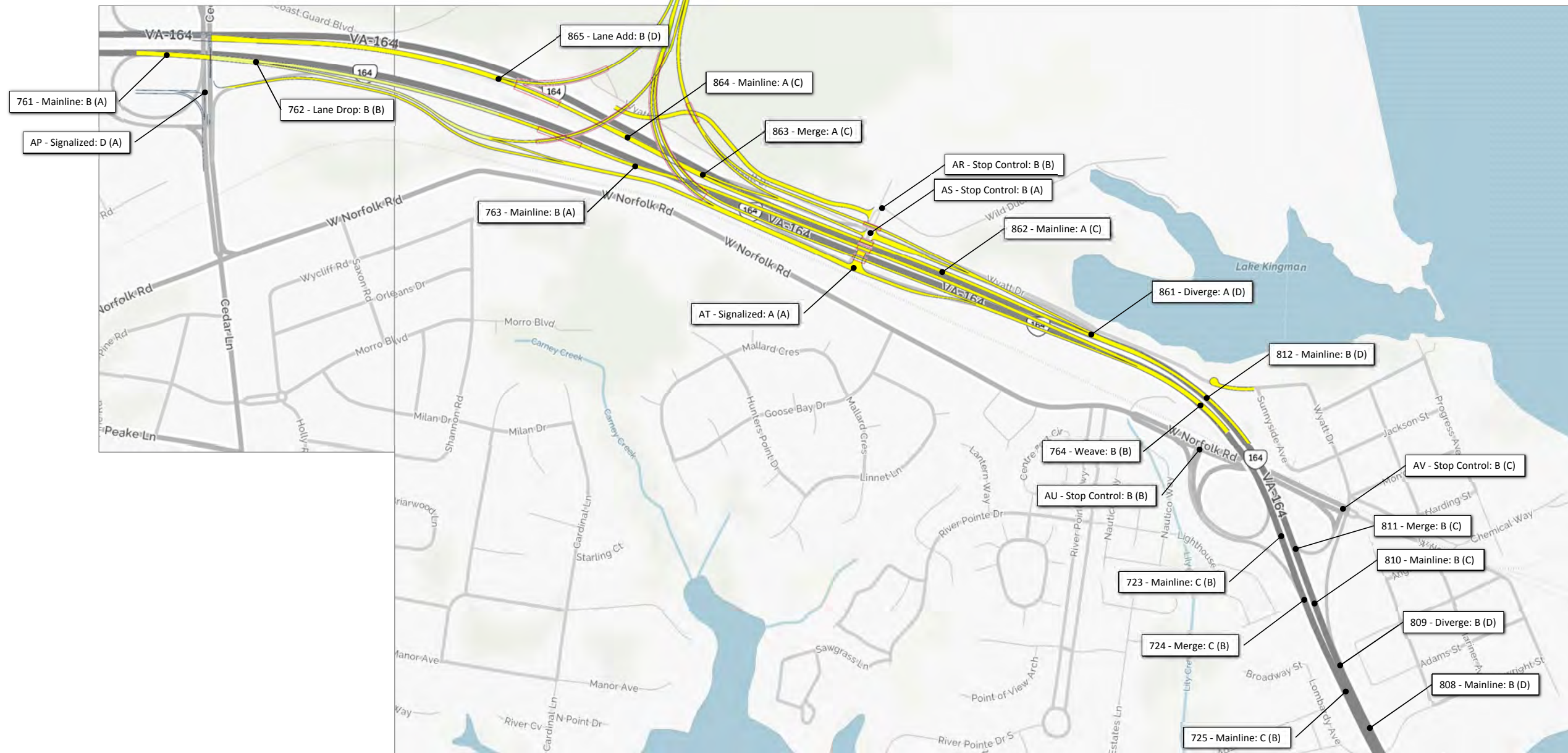
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
VA 164 Corridor**

March 9, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
VA 164 Corridor**

March 9, 2016

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D Level of Service
VA 164 Corridor**

March 9, 2016

Sheet 4



1				R	30 (25)
				T	415 (1,015)
				L	35 (50)
<hr/>					
US 17			L	T	R
105 (90)			L		
1,595 (1,445)			T	35 (35)	55 (20)
50 (130)			R		105 (90)

2				T	480 (1,090)
				L	465 (530)
	<hr/>				
US 17			T		
805 (735)			T		
895 (800)			R		

3	910 (1,710)			R	415 (510)
				L	85 (135)
				VA 164 Ramp	
<hr/>					
			T	660 (1,025)	

4	745 (1,380)				
	250 (465)				
				VA 164 Ramp	
<hr/>					
			T	660 (1,025)	
			R	90 (75)	

5	425 (700)			R	285 (580)
	5 (5)			T	515 (910)
				L	10 (15)
<hr/>					
460 (510)			L		
755 (720)			T	5 (10)	5 (15)
10 (15)			R		

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Peak Hour Volumes
VA 164 Corridor**

March 7, 2016

Sheet 1



1	
430 (205)	890 (635)
R	T
<hr/>	
85 (340)	155 (330)
R	L
<hr/>	
150 (180)	305 (1,040)
L	T
Towne Point Road	

2	
645 (800)	400 (165)
T	L
<hr/>	
125 (315)	330 (905)
L	T
<hr/>	
215 (425)	185 (190)
R	L
Towne Point Road	

3	
215 (135)	525 (305)
R	T
<hr/>	
50 (155)	80 (10)
L	T
<hr/>	
215 (210)	355 (310)
R	L
<hr/>	
5 (15)	15 (175)
R	T
<hr/>	
365 (40)	510 (465)
R	T

4	
445 (405)	320 (200)
T	L
<hr/>	
390 (110)	840 (705)
L	T
<hr/>	
505 (495)	170 (130)
R	L
Cedar Lane	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Peak Hour Volumes
VA 164 Corridor**

March 7, 2016

Sheet 2



1	0 (5)	185 (210)	0 (0)	R	0 (5)		
	R	T	L	T	0 (0)	L	5 (15)
		0 (5)	L	L	195 (60)	T	30 (15)
		0 (0)	T	5 (5)			
		5 (5)	R				

2	85 (105)	110 (125)	V/G Blvd	R	110 (40)		
	R	T		T	0 (0)	L	0 (0)
				L	120 (40)	T	
				100 (95)			
							Wyatt Dr

3		110 (125)					
			L				VA 164 Ramp
		220 (135)	L				
		370 (225)	T				
				V/G Blvd			

4					T	50 (145)	
					L	45 (80)	
		140 (65)	T				
		230 (50)	R				
				25 (70)			80 (45)

5	30 (15)	10 (10)	10 (10)	R	10 (10)		
	R	T	L	T	40 (80)	L	30 (65)
		15 (35)	L	L	25 (130)	T	65 (35)
		140 (40)	T	25 (10)			
		65 (35)	R				

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume
 NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
 Peak Hour Volumes
 VA 164 Corridor**

March 7, 2016

Sheet 3



1							
	5 (20)	30 (35)	55 (55)	R	120 (60)		
				T	140 (210)		
				L	170 (95)		
	R	T	L				
	Cleveland St			L	T	R	
		25 (15)	L				
		160 (250)	T	5 (5)	5 (5)	55 (90)	
		10 (10)	R				

2							
	365 (300)		265 (110)		T	65 (65)	
	R		L				
	Cleveland St						
		270 (395)	T				

3							
	25 (20)		35 (5)	R	50 (100)		
				T	40 (45)		
				L			
	R		L				
	Cleveland St						
		475 (385)	L				
		60 (20)	T				
			R				

4							
	5 (5)	50 (40)	155 (95)	R	30 (65)		
				T	25 (35)		
				L	45 (100)		
	R	T	L				
	Woodrow St			L			
		35 (35)	L				
		100 (50)	T				
		10 (15)	R				
							1664 Ramp

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

NOT TO SCALE

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Peak Hour Volumes
VA 164 Corridor**

March 7, 2016

Sheet 4



1			R	200			
			T	11,800			
			L	400			
R	T	L					
	1,400	L	L	T	R		
	23,300	T	300	400	1,000		
	900	R					

2							
			T	12,400			
			L	6,900			
US 17							
			11,800	T			
			12,500	R			

3							
			R	5,900			
			L	1,200			
20,700							
			T	VA 164 Ramp			
			14,800				

4							
			16,300	5,600			
			T	L			
			VA 164 Ramp				
			14,800				
			1,400				

5							
			R	7,600			
			T	10,200			
			L	200			
9,000							
			100	7,200			
			R	T	L		
			8,500	L	L	T	R
			10,600	T	100	100	100
			200	R			

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
VA 164 Corridor**

March 9, 2016

Sheet 1



1					
3,900	10,100	R	3,200		
		L	3,500		
R	T	Towne Point Road		L	T
				2,400	10,300

2					
9,900	3,700				
T	L	L	T	R	
4,100	L	L	T	R	
3,600	R	Towne Point Road		8,600	2,900

3					
1,800	3,700	300	R	100	
			T	1,300	
R	T	L	Cedar Lane		L
	1,400	L		4,800	2,000
	500	T		4,500	
	2,500	R			

4					
4,200	2,800				
T	L				
2,100	L				
5,200	R				

Legend

x,xxx Average Daily Volumes

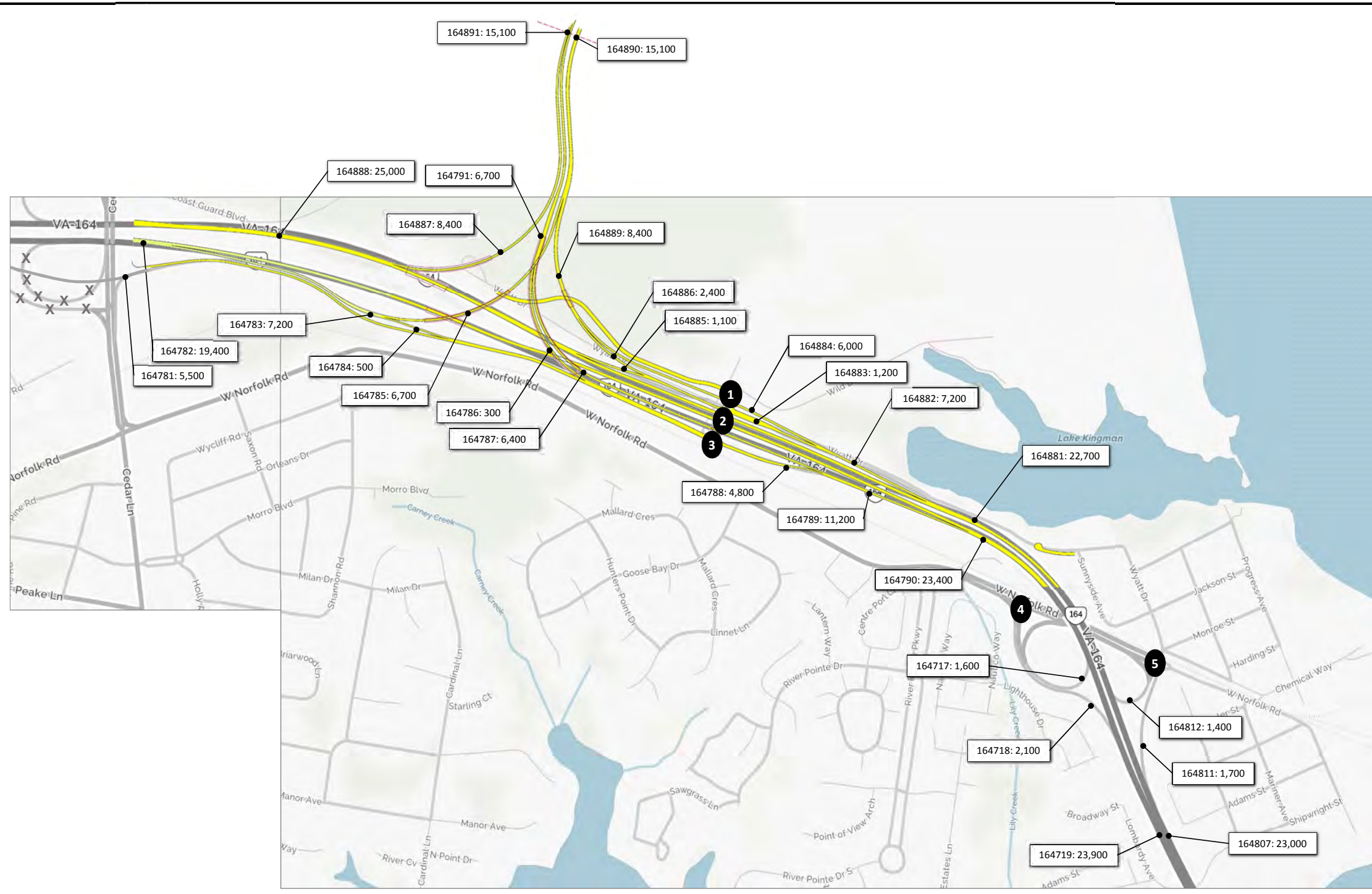
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
VA 164 Corridor**

March 9, 2016

Sheet 2



1					
100	2,700	100	R	100	
			T	100	
			L	300	
<hr/>					
		100	L		
		100	T	1,900	
		100	R		300

2					
1,600	1,500	V/G Blvd	R	1,200	
			T	0	
			L	0	Wyatt Dr
<hr/>					
			L		
			T	1,900	
			R		1,100

3					
		1,500			
			L		VA 164 Ramp
<hr/>					
		3,000	L		
		3,300	T		
			R		

4					
				T	1,400
				L	900
<hr/>					
			L		R
		1,100	T	700	
		1,200	R		900

5					
300	200	200	R	200	
			T	1,000	
			L	700	
<hr/>					
		300	L		
		1,200	T	1,000	
		500	R		600

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

DRAFT

Alternati

March 8, 2016

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
VA 164 Corridor**

March 9, 2016

Sheet 3



1			R	1,000
300	800	800	T	2,400
			L	2,300
R	T	L		
Cleveland St			L	T
	400	L	100	100
	2,400	T		800
	200	R		

2			T	900
4,800		1,600		
R		L		
Cleveland St				
	3,800	T		

3			R	1,100
400		400	T	500
R		L		
Cleveland St				
	4,900	L		
	500	T		
		R		

4			R	700
100	700	2,300	T	600
			L	1,200
R	T	L		
Woodrow St				
	300	L	1,664 Ramp	
	1,500	T		
	200	R		

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
VA 164 Corridor**

March 9, 2016

Sheet 4



1			
3,900	10,100	R	3,200
		L	3,500
R	T	<hr/>	
		L	T
	Towne Point Road	2,400	10,300

2			
9,900	3,700		
T	L		
<hr/>		L	T
4,100	L	Towne Point Road	8,600
3,600	R		2,900

3			
1,800	3,700	300	
R	T	L	
<hr/>			R
	1,400	L	100
	500	T	1,300
	2,500	R	800
		L	T
		4,600	4,800
			2,000

4			
4,200	2,800		
T	L		
<hr/>		L	T
2,100	L	Cedar Lane	9,300
5,200	R		2,700

Legend

xx,xxx Weekday Daily Volume

NOT TO SCALE

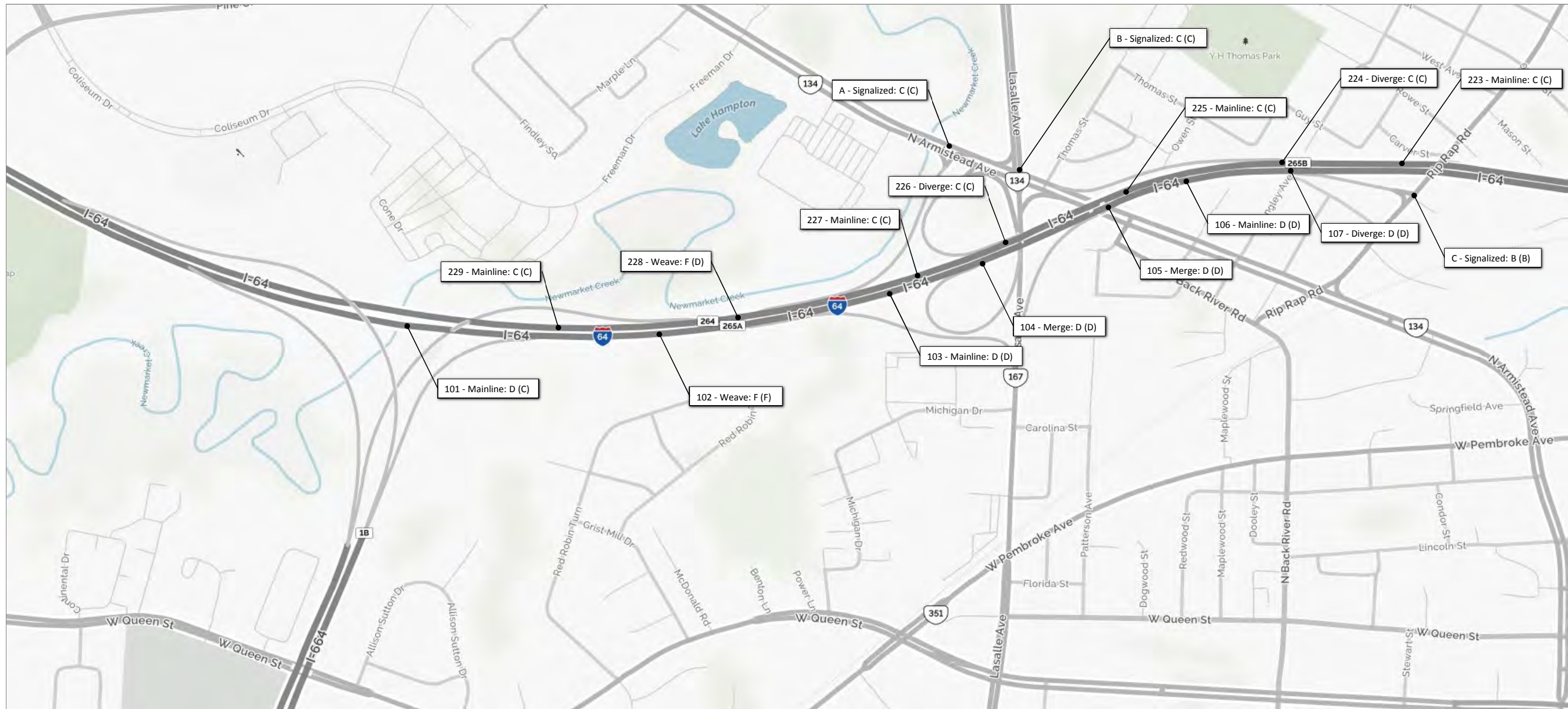
DRAFT

Hampton Roads Crossing Study SEIS

**2040 Alternative D
Weekday Daily Volumes
VA 164 Corridor**

March 7, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
I-64 Corridor**

January 18, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
I-64 Corridor**

January 18, 2016

Sheet 2

DRAFT



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

- 100 series I-64 Eastbound
- 200 series I-64 Westbound
- 300 series I-564 Eastbound
- 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

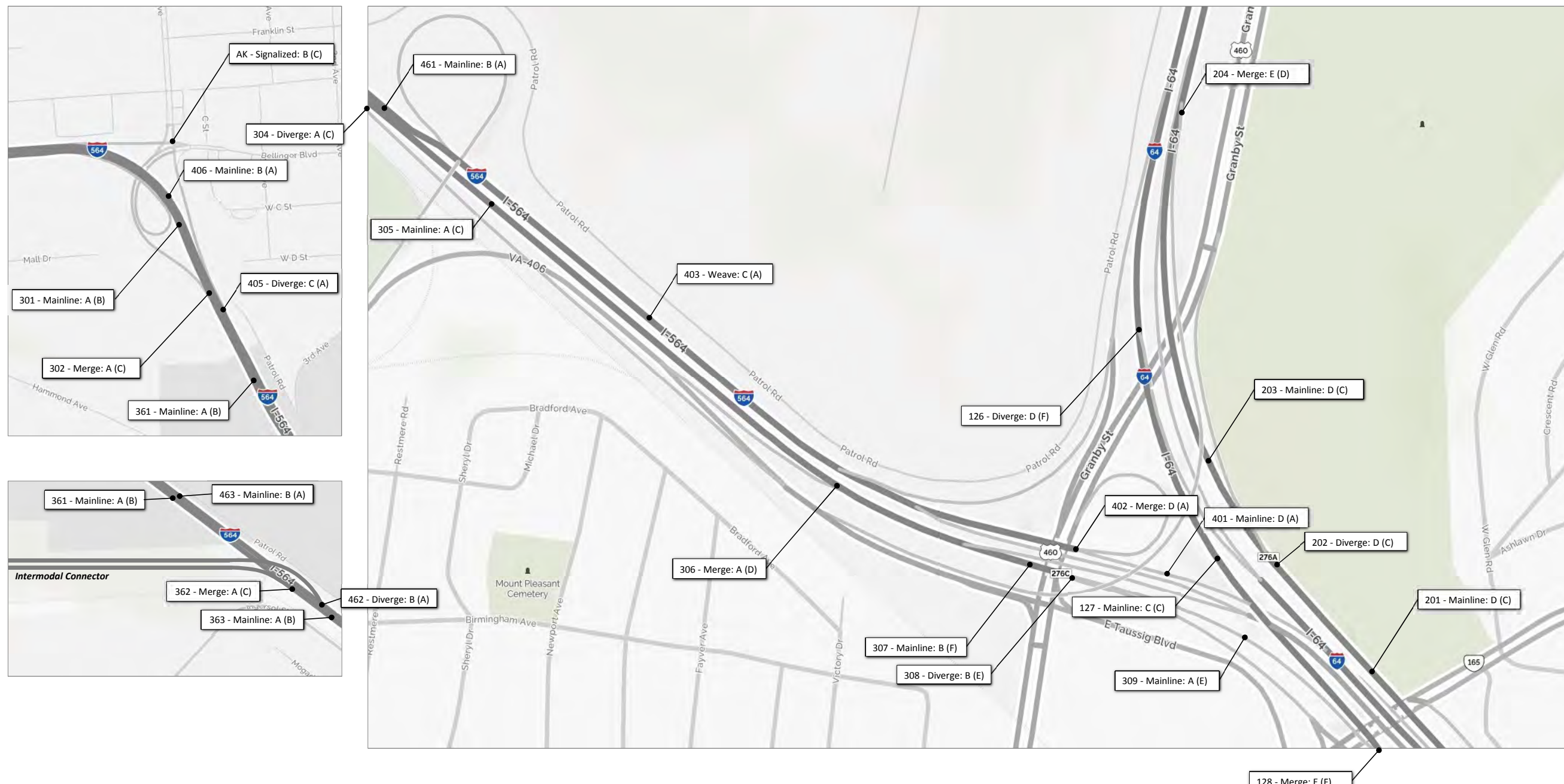
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
I-64 Corridor**

January 18, 2016

Sheet 3



Legend

X (X) AM (PM) Level of Service

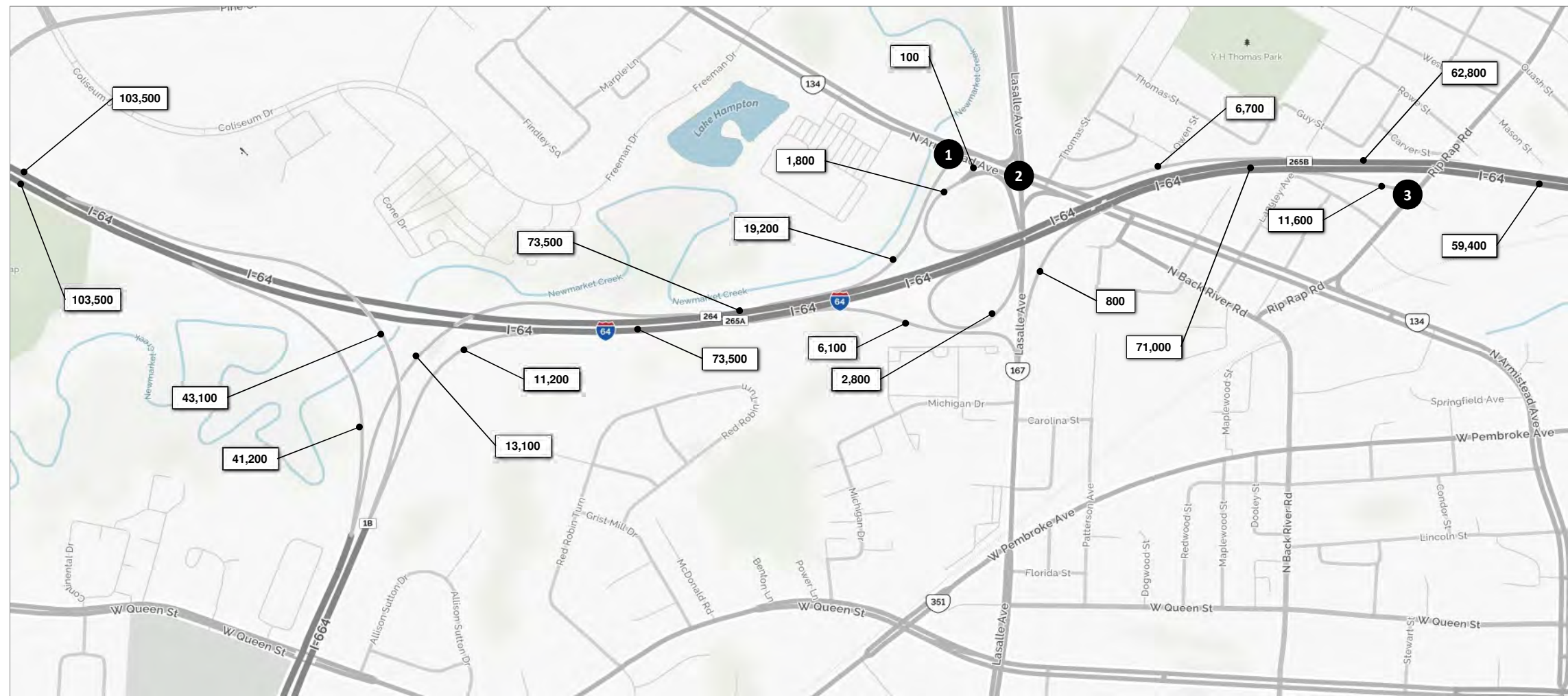
Numbered items correspond to freeway segments, evaluated using HCS

100 series I-64 Eastbound
 200 series I-64 Westbound
 300 series I-564 Eastbound
 400 series I-564 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS	
2040 No Build Level of Service I-64 Corridor	
January 18, 2016	Sheet 4



1			<i>R</i>		
	<i>T</i>	<i>L</i>	<i>T</i>	12,700	
			<i>L</i>	15,100	
<hr/>					
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
<hr/>					
		<i>L</i>			
	15,300	<i>T</i>			
	4,100	<i>R</i>			100

2			<i>R</i>	2,200	
	<i>T</i>	<i>L</i>	<i>T</i>	14,000	
			<i>L</i>	700	
<hr/>					
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
<hr/>					
	1,000	<i>L</i>			
	8,900	<i>T</i>	8,500	2,600	200
	5,500	<i>R</i>			

3			<i>T</i>		
			<i>T</i>		
<hr/>					
		<i>L</i>			
	7,800	<i>L</i>			
	3,800	<i>R</i>			2,100

Legend

xx,xxx Weekday Daily Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-64 Corridor**

January 11, 2016

Sheet 1



1	2,700	3,400	6,100	T 6,300		
	R	T	L	L 1,500		
Settlers Land ing Rd					L	R
		10,100	T		900	3,200
		2,000	R			

2				T 7,800		
Settlers Land ing Rd				L 3,600		
		15,800	T			
		3,600	R			

3				R 7,500		
Settlers Land ing Rd				T 7,200		
		5,800	L			
		10,000	T		4,200	3,400

4	2,000	100	2,200	T 2,400		
	R	T	L	L 4,000		
S. Mallery St						
		2,100	T			
		2,000	R			

5	1,200	100	3,100	R 3,700		
	R	T	L	T 4,900		
S. Mallery St				L 100		
		1,300	L			
		2,900	T		300	500
		100	R		300	100

Legend

xx,xxx Weekday Daily Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-64 Corridor**

January 11, 2016

Sheet 2



1	2,300	5,100	T 1,300
	R	L	L 1,900
4th View St			
	2,800	T	
	1,000	R	

2			R 5,400
			T 2,500
4th View St			
	2,100	L	L
	5,800	T	R
			700
			2,100

3	400	9,500	US 460
	R	T	L
			T
			4,500
			9,900

Legend

xx,xxx Weekday Daily Volume

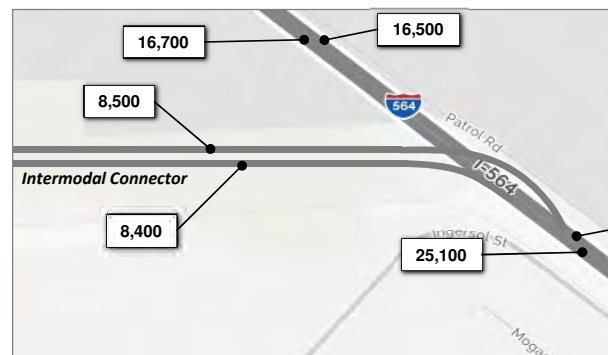
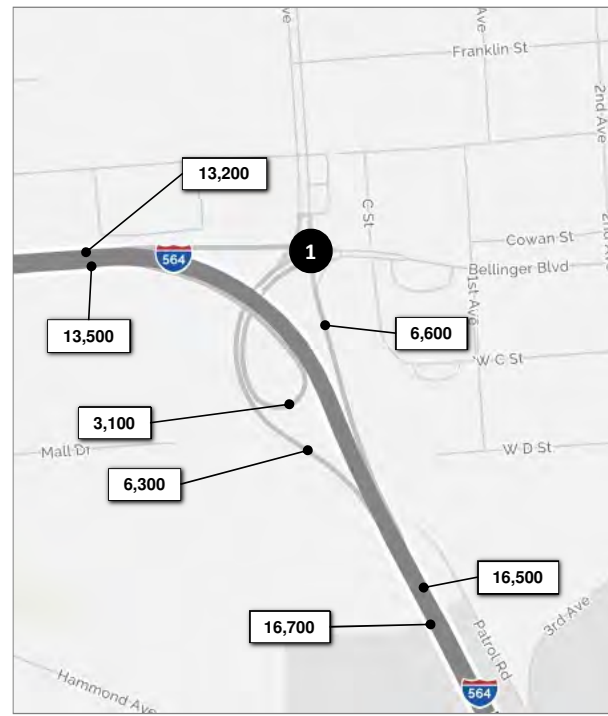
DRAFT

Hampton Roads Crossing Study SEIS

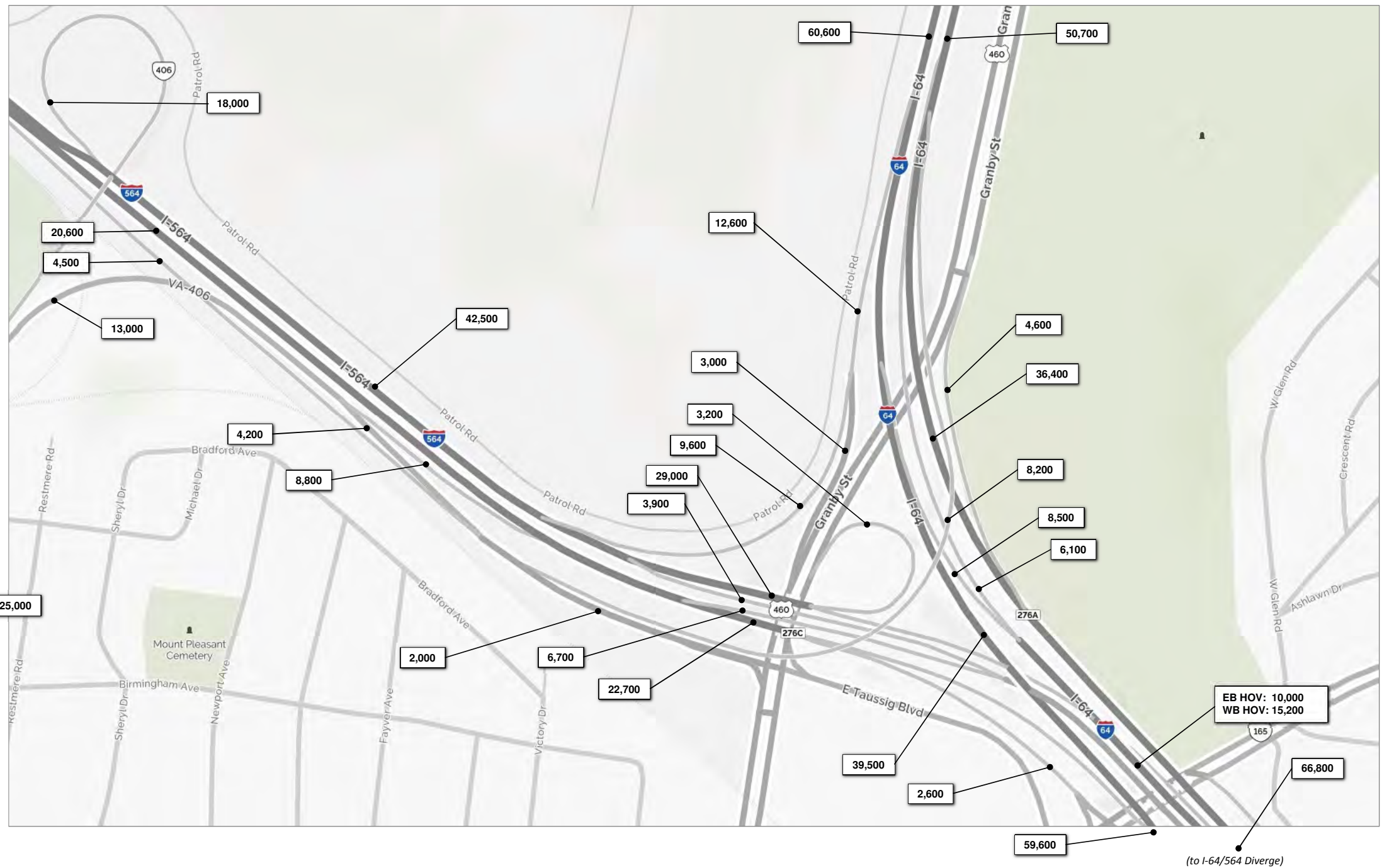
**2040 No Build
Weekday Daily Volumes
I-64 Corridor**

January 11, 2016

Sheet 3



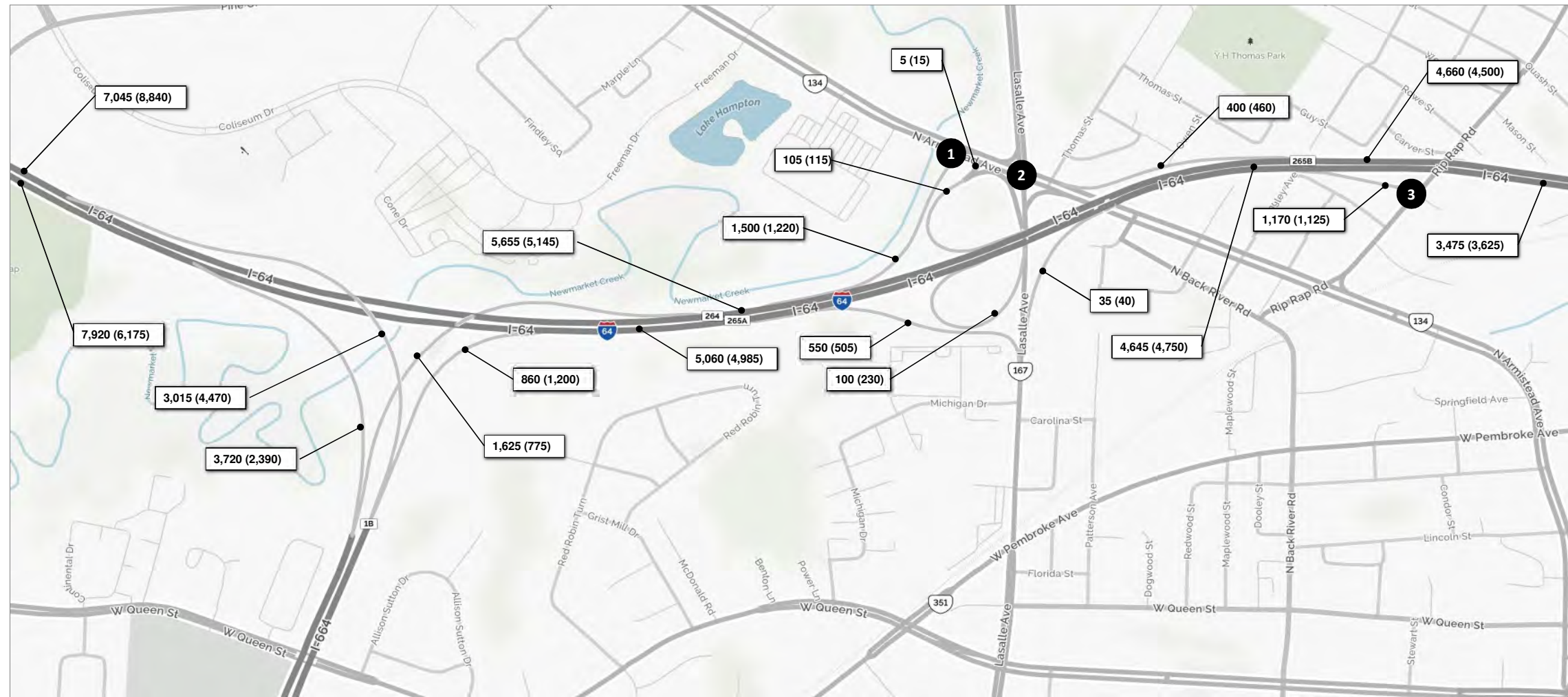
1						
	3,100	6,200	Bainbridge Ave	R	T	L
R						
Bellinger Blvd				U	L	T
		100	U			
		3,000	L			
				100	100	6,400



Legend
xx,xxx Weekday Daily Volume

DRAFT

Hampton Roads Crossing Study SEIS
2040 No Build
Weekday Daily Volumes
I-64 Corridor
January 11, 2016 Sheet 4



1					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
				805 (1,160)	
				1,160 (985)	
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
					5 (15)
	815 (1,130)				
	340 (235)				

2					
	<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	<i>T</i>
				210 (130)	
				885 (1,185)	
				40 (60)	
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
					5 (40)
	45 (70)				
	535 (630)				
	235 (430)				

3			
	<i>T</i>		<i>T</i>
	255 (225)		
<i>I-64 Ramp</i>			
	670 (770)	<i>L</i>	
			105 (215)
	500 (355)	<i>R</i>	

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Peak Hour Volumes
I-64 Corridor**

January 11, 2016

Sheet 1



1						
	50 (80)	335 (225)	440 (515)			
	R	T	L			
	Settlers Land ing Rd			L		R
	800 (1,190)		T	30 (125)		90 (400)
	310 (115)		R			

2						
	Settlers Land ing Rd			L		R
	770 (1,535)		T			
	560 (570)		R			

3						
	Settlers Land ing Rd			L		R
	125 (620)		L	215 (305)		185 (325)
	645 (915)		T			

4						
	95 (20)	5 (10)	45 (70)			
	R	T	L			
	S. Mallery St			L		R
	80 (375)		T			
	190 (430)		R			

5						
	220 (45)	0 (0)	195 (255)			
	R	T	L			
	S. Mallery St			L	T	R
	40 (265)		L	15 (30)	60 (35)	5 (5)
	80 (170)		T			
	5 (10)		R			

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
 Peak Hour Volumes
 I-64 Corridor**

January 11, 2016

Sheet 2



1	255 (70)	285 (500)	T	115 (110)
	R	L	L	220 (90)
4th View St				
	60 (545)	T		
	80 (90)	R		

2			R	490 (465)
			T	265 (150)
4th View St				
	35 (425)	L	L	R
	290 (620)	T	70 (50)	85 (90)

3	50 (40)	960 (665)	US 460	
	R	T	L	T
			310 (395)	355 (1,070)

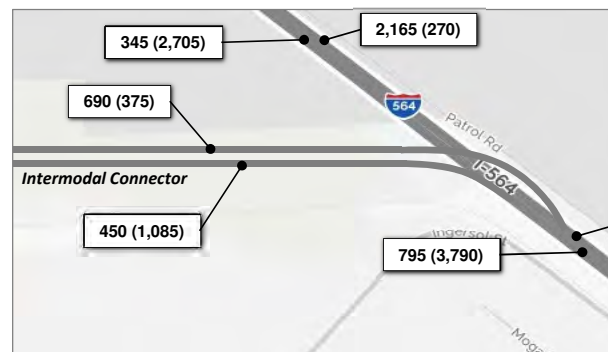
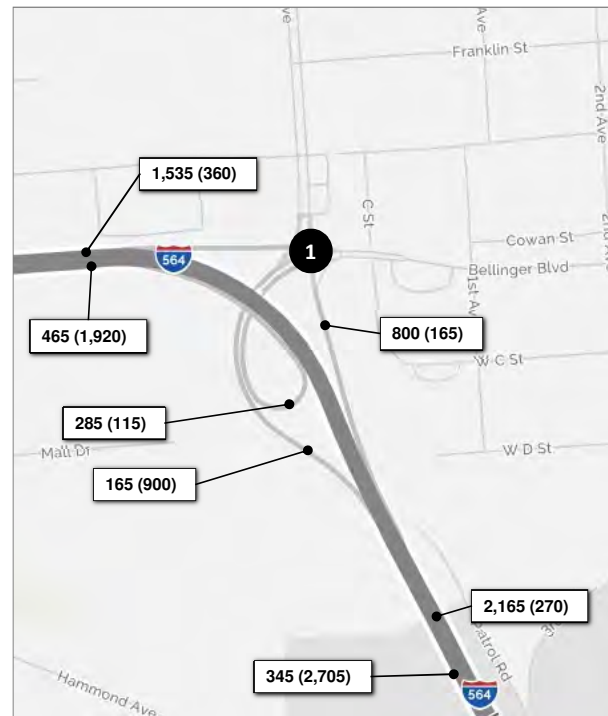
Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS
2040 No Build
Peak Hour Volumes
I-64 Corridor

January 11, 2016

Sheet 3



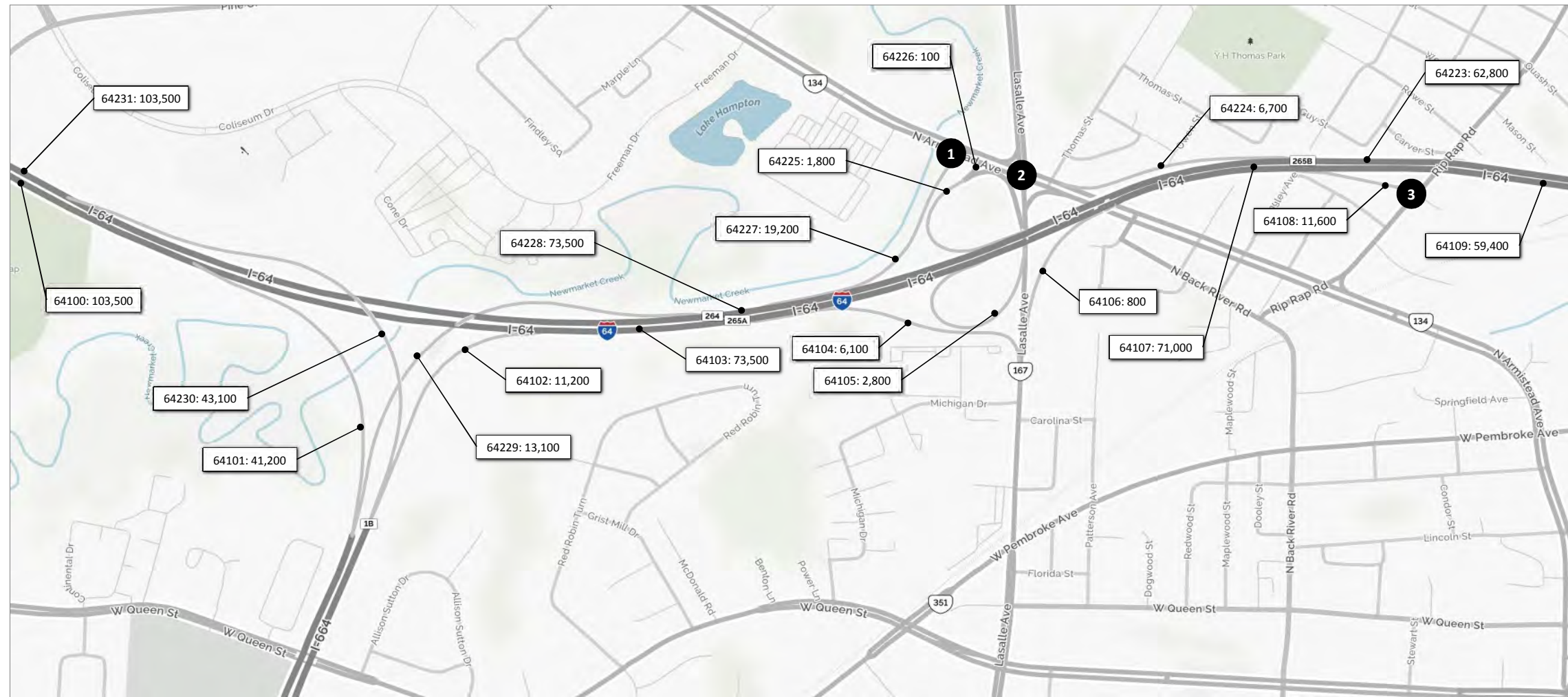
1					
	160 (245)	160 (895)	Bainbridge Ave	R	T
				L	
			Bellinger Blvd	U	L
				5 (5)	
				L	
				5 (5)	
					790 (155)



Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS
2040 No Build
Peak Hour Volumes
I-64 Corridor
 January 11, 2016 Sheet 4



1			<i>R</i>		
	<i>T</i>	<i>L</i>	<i>T</i>	12,700	
			<i>L</i>	15,100	
<hr/>					
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
					100
	15,300	<i>T</i>			
	4,100	<i>R</i>			

2			<i>R</i>	2,200	
	<i>T</i>	<i>L</i>	<i>T</i>	14,000	
			<i>L</i>	700	
<hr/>					
<i>R</i>	<i>T</i>	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>
					200
	1,000	<i>L</i>			
	8,900	<i>T</i>	8,500	2,600	
	5,500	<i>R</i>			

3					
	<i>T</i>				
	3,200				
<hr/>					
<i>I-64 Ramp</i>	<i>T</i>		<i>Rip Rap Rd</i>	<i>T</i>	
	7,800	<i>L</i>		2,100	
	3,800	<i>R</i>			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-64 Corridor**

January 11, 2016

Sheet 1



1	2,700	3,400	6,100	T 6,300	L 1,500
	R	T	L		
	Settlers Land ing Rd			L	R
		10,100	T	900	3,200
		2,000	R		

2				T 7,800	L 3,600
	Settlers Land ing Rd				
		15,800	T		
		3,600	R		

3				R 7,500	T 7,200
	Settlers Land ing Rd			L	R
		5,800	L	4,200	3,400
		10,000	T		

4	2,000	100	2,200	T 2,400	L 4,000
	R	T	L		
	S. Mallery St				
		2,100	T		
		2,000	R		

5	1,200	100	3,100	R 3,700	T 4,900	L 100
	R	T	L			
	S. Mallery St			L	T	R
		1,300	L			
		2,900	T	300	500	100
		100	R			

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-64 Corridor**

January 11, 2016

Sheet 2



1	2,300	5,100	T 1,300
	R	L	L 1,900
4th View St			
	2,800	T	
	1,000	R	

2			R 5,400
			T 2,500
4th View St			
	2,100	L	L
	5,800	T	R 2,100
			700

3	400	9,500	US 460
	R	T	L
			T 9,900
			L 4,500

Legend

x,xxx Average Daily Traffic

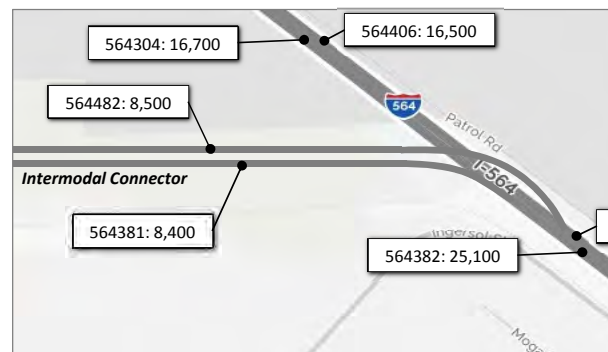
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-64 Corridor**

January 11, 2016

Sheet 3

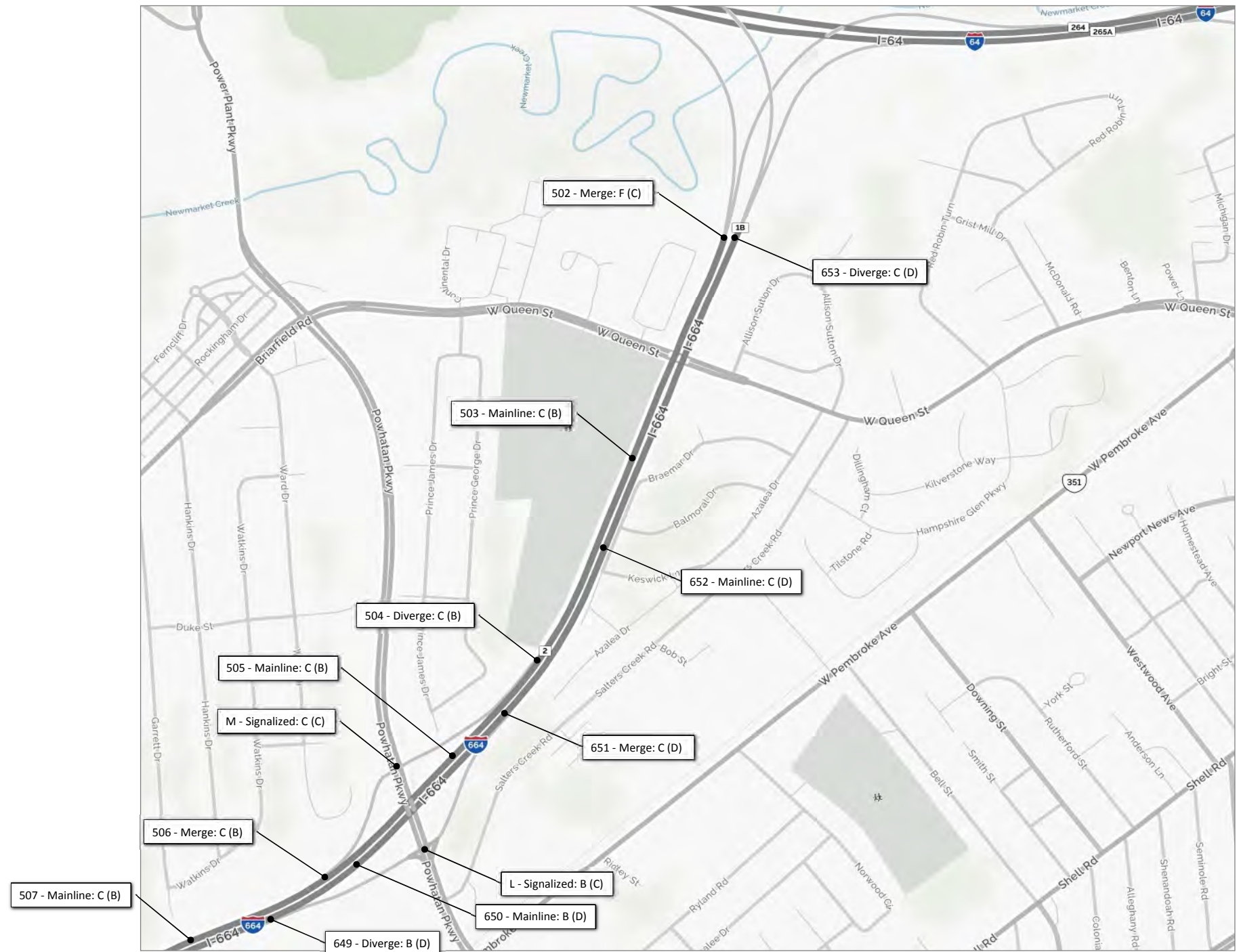


1					
	3,100	6,200	Bainbridge Ave	R	T
				L	
Bellinger Blvd				U	L
	100		U		
	3,000		L		
				100	
					100
					6,400



Legend
 x,xxx Average Daily Traffic

DRAFT



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
I-664 Corridor**

January 18, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
 I-664 Corridor**

January 18, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

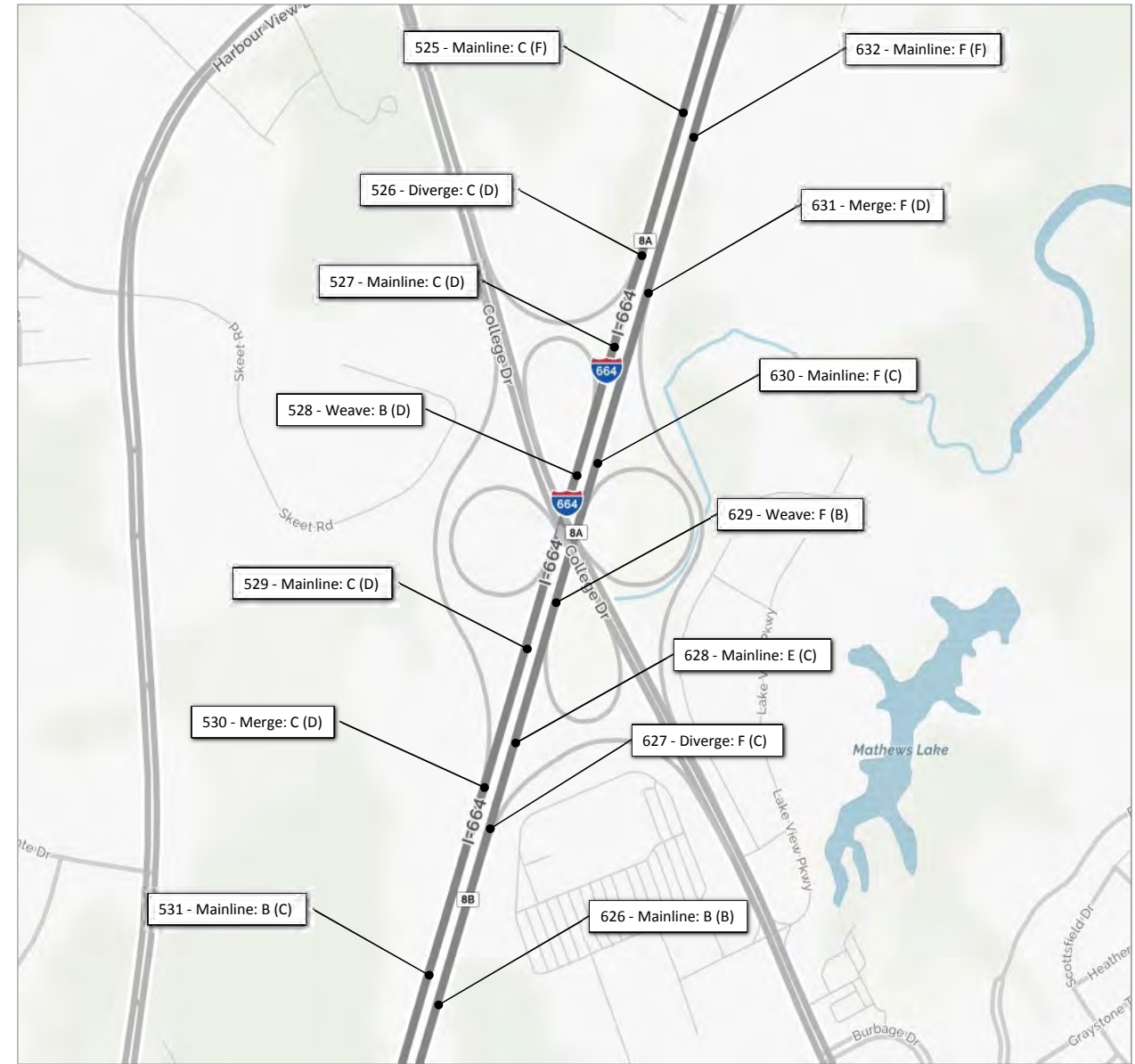
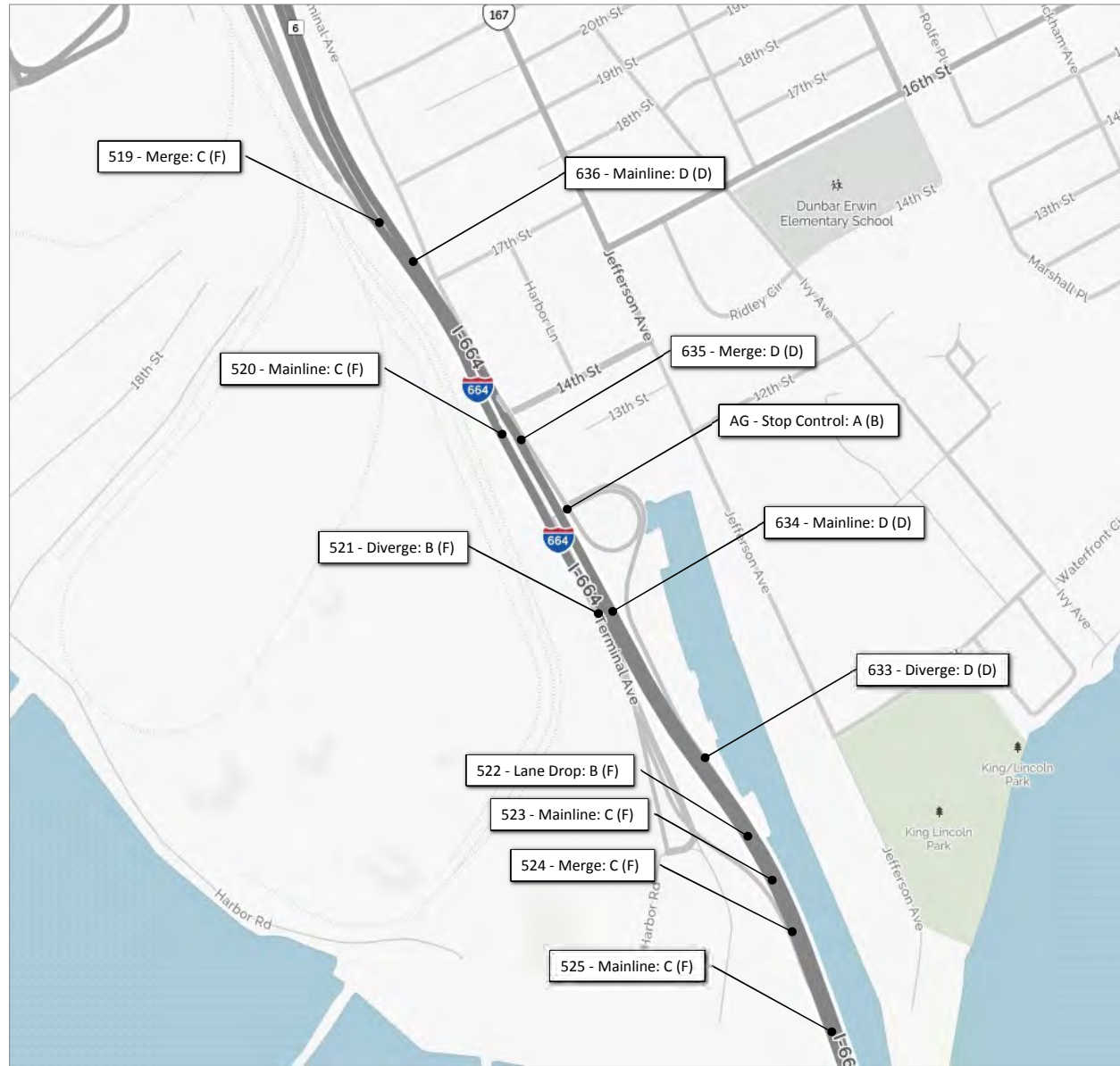
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
 I-664 Corridor**

January 18, 2016

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

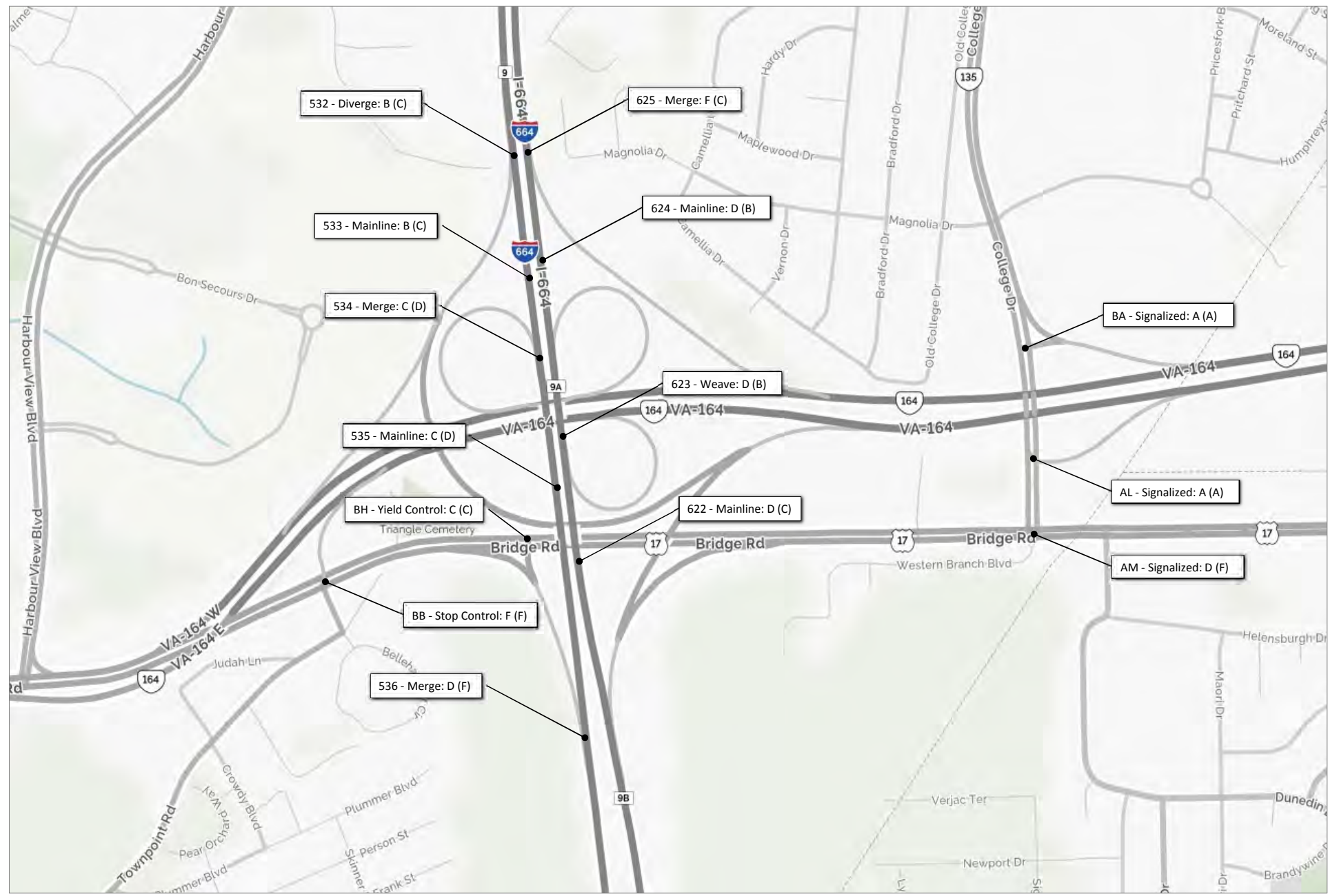
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
 I-664 Corridor**

January 18, 2016

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

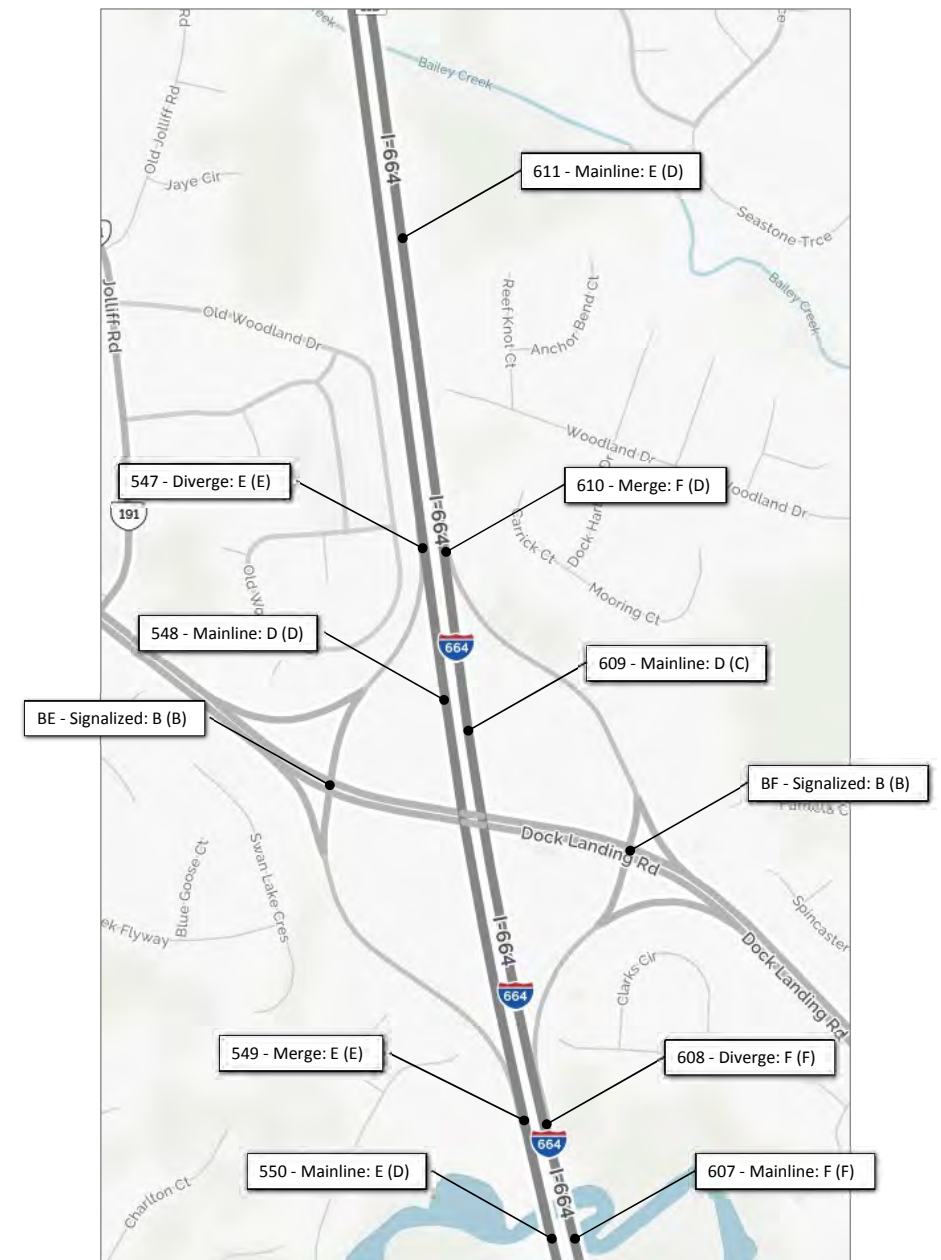
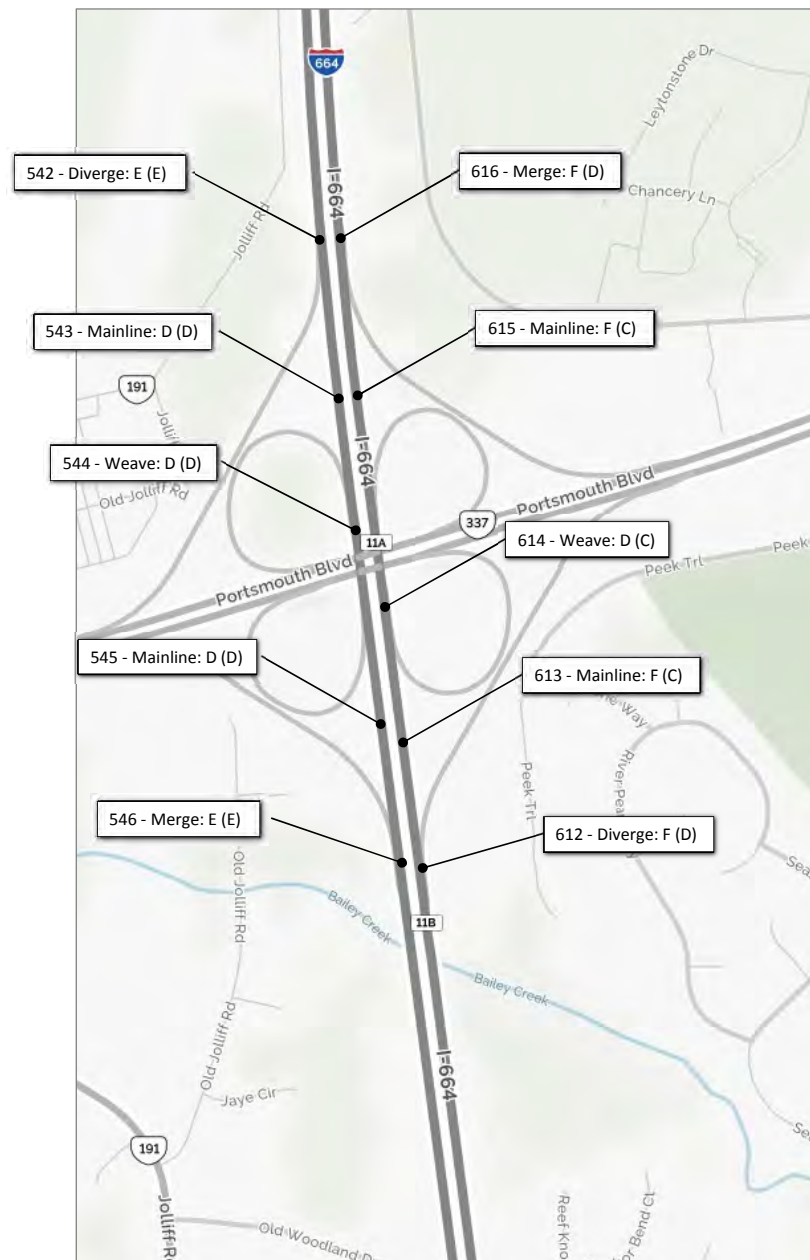
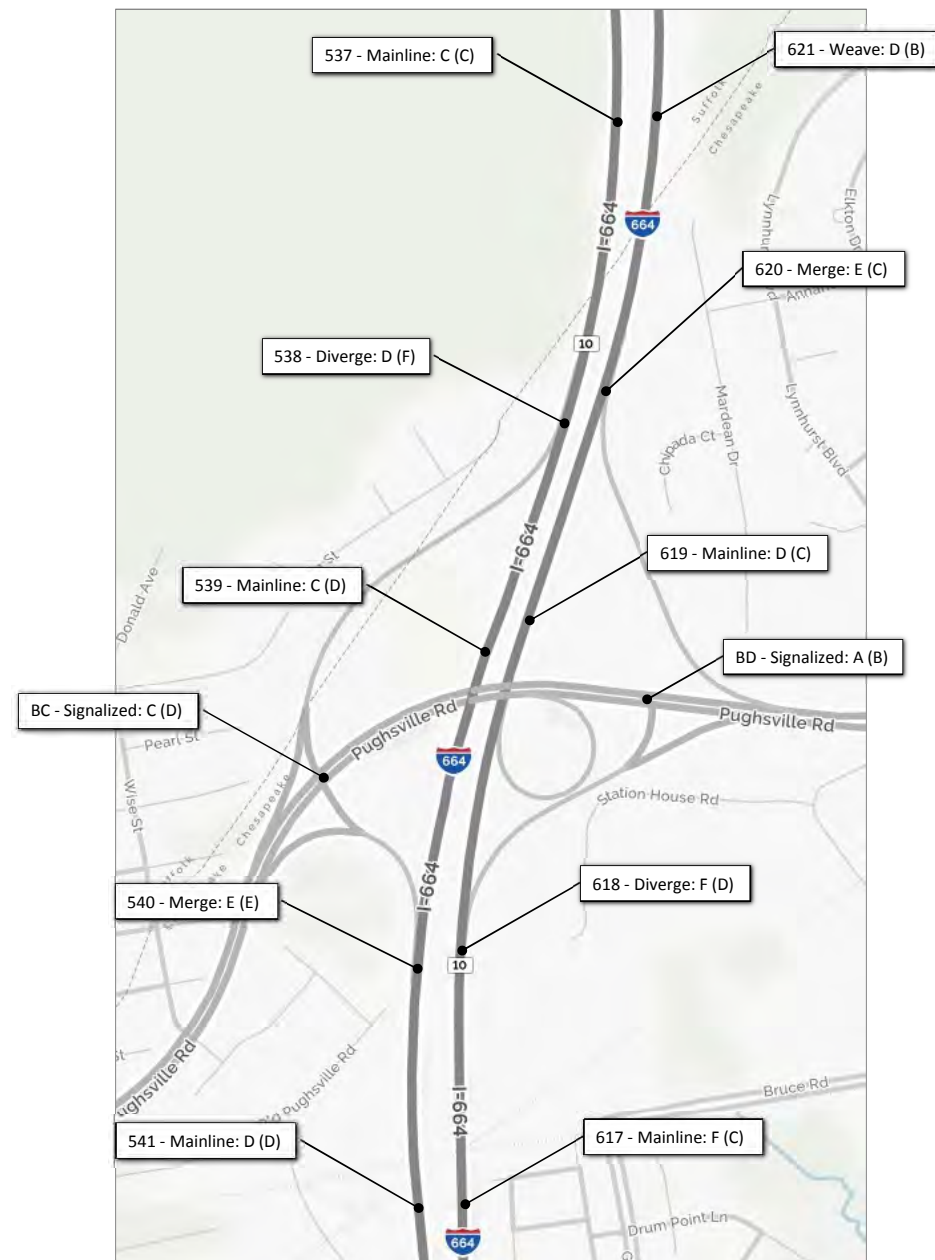
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
 I-664 Corridor**

January 18, 2016

Sheet 5



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
I-664 Corridor**

January 18, 2016

Sheet 6



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

500 series I-664 Eastbound/Southbound
 600 series I-664 Westbound/Northbound

Lettered items correspond to intersections, evaluated using Synchro

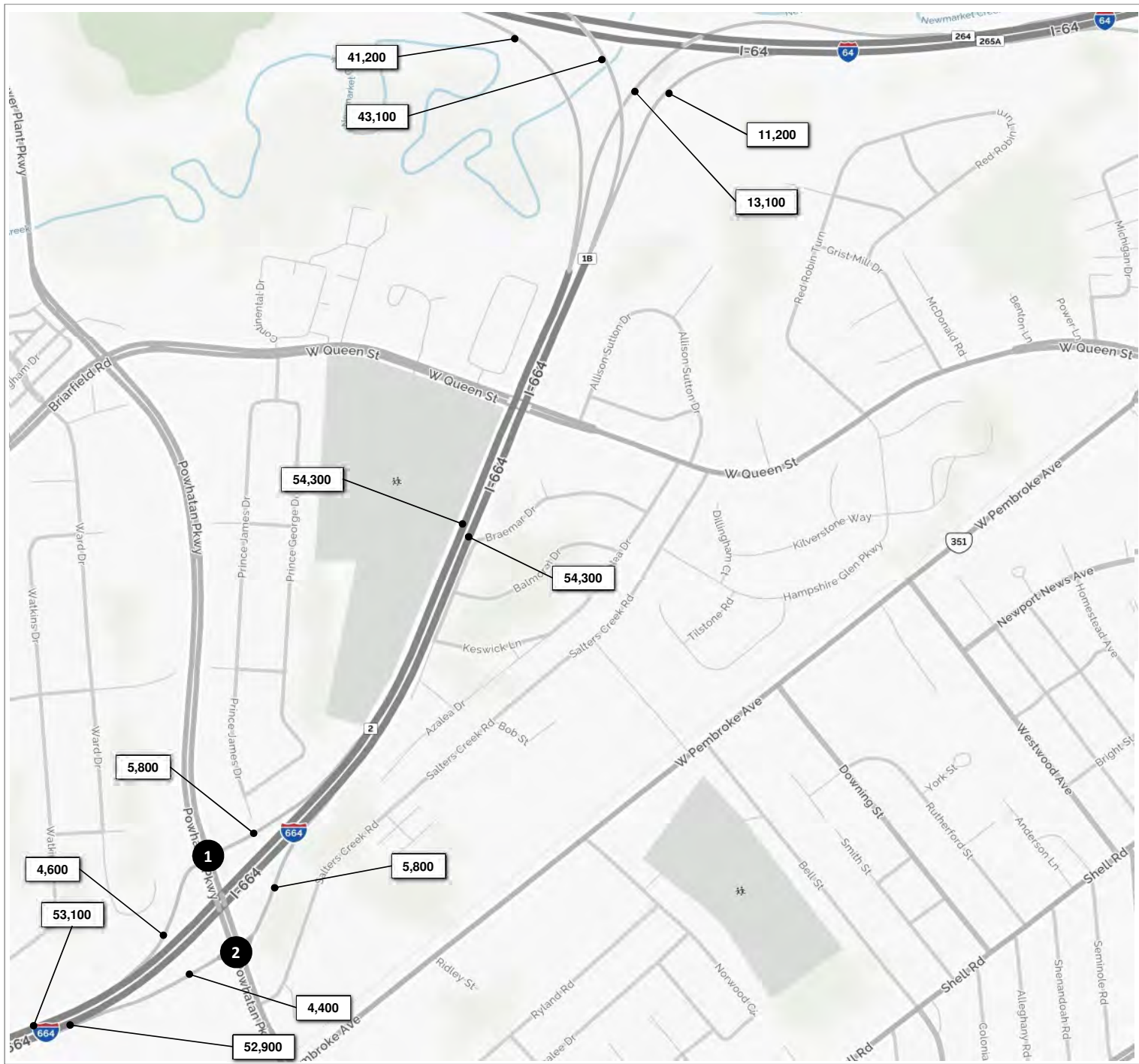
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
 I-664 Corridor**

January 18, 2016

Sheet 7



1				
	1,300	4,500	T 5,700	
R		L	L 2,500	
			Powhatan Pkwy	
	5,000	T		
	2,100	R		
			I-664 Ramp	

2					
		I-664 Ramp	R 5,000		
			T 6,100		
		Powhatan Pkwy			
	800	L	L	R	
	8,700	T	2,100	2,300	

Legend

xx,xxx Weekday Daily Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2015

Sheet 1



1					
	5,700	2,300		T	10,300
R		L		L	1,100
<hr/>			Aberdeen Road		
				L	R
	11,700	T			
	4,300	R		L	700
<hr/>			I-664 Ramp		

2					
				R	2,600
				T	7,400
<hr/>			Aberdeen Road		
				L	R
	4,700	L			
	9,300	T		L	4,000
<hr/>			I-664 Ramp		

3					
	3,300	3,100		R	2,400
R		L		T	
<hr/>			Chestnut Avenue		
				L	R
		L			
	4,900	T			
	300	R		L	200
<hr/>			I-664 Ramp		

4					
				R	3,800
				T	2,400
<hr/>			Chestnut Avenue		
				L	R
	2,300	L			
	5,900	T		L	
<hr/>			I-664 Ramp		

5					
	800	2,800		R	500
R		L		T	2,900
<hr/>			Chestnut Avenue		
				L	R
	700	L			
	2,800	T		L	2,800
	2,400	R		L	400
<hr/>			I-664 Ramp		

7					
				R	1,400
				L	
<hr/>			Roanoke Avenue		
				L	R
		L			
	1,000	T		L	1,100
<hr/>			I-664 Ramp		

6					
	100	200		R	100
R		L		T	2,000
<hr/>			Roanoke Avenue		
				L	R
	200	L			
	900	T		L	400
	1,300	R		L	700
<hr/>			I-664 Ramp		

8					
	300	5,000		R	500
R		L		T	800
<hr/>			Roanoke Avenue		
				L	R
	200	L			
	1,100	T		L	4,900
	400	R		L	400
<hr/>			I-664 Ramp		

Legend

xx,xxx Weekday Daily Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2015

Sheet 2



1					
	800	12,000			
	<i>R</i>	<i>T</i>			
	<hr/>				
			<i>T</i> 4,500		
			<i>L</i> 4,400		
					35th Street
					Huntington Ave

2					
		8,300	8,100		
		<i>T</i>	<i>L</i>		
	<hr/>				
		5,700	<i>T</i>		
		400	<i>R</i>		
					34th Street
					Huntington Ave

3					
	500	9,500	500		
	<i>R</i>	<i>T</i>	<i>L</i>		
	<hr/>				
				<i>R</i> 500	
				<i>T</i> 600	
				<i>L</i> 300	
					28th Street
					Huntington Ave

4					
	1,400	8,200			
	<i>R</i>	<i>T</i>			
	<hr/>				
				<i>T</i> 6,600	
				<i>L</i> 3,200	
					26th Street
					Huntington Ave

5					
	2,000	100	7,900		
	<i>R</i>	<i>T</i>	<i>L</i>		
	<hr/>				
		4,500	<i>T</i>		
		400	<i>R</i>		
					23rd Street
					Huntington Ave

6					
		5,400	400		
		<i>T</i>	<i>L</i>		
	<hr/>				
		4,400	<i>L</i>		
		200	<i>T</i>		
		200	<i>R</i>		
					36th Street
					Jefferson Ave

7					
		5,600	200		
		<i>T</i>	<i>L</i>		
	<hr/>				
		600	<i>L</i>		
		300	<i>T</i>		
		300	<i>R</i>		
					35th Street
					Jefferson Ave

8					
		4,400	1,000		
		<i>T</i>	<i>L</i>		
	<hr/>				
		1,600	<i>L</i>		
		700	<i>T</i>		
		1,600	<i>R</i>		
					27th Street
					Jefferson Ave

9					
	1,300	4,700			
	<i>R</i>	<i>T</i>			
	<hr/>				
				<i>R</i> 600	
				<i>T</i> 1,900	
				<i>L</i> 500	
					26th Street
					Jefferson Ave

10					
		4,200	1,000		
		<i>R</i>	<i>T</i>	<i>L</i>	
	<hr/>				
		1,000	<i>L</i>		
		1,200	<i>T</i>		
		900	<i>R</i>		
					25th Street
					Jefferson Ave

Legend

xx,xxx Weekday Daily Volume

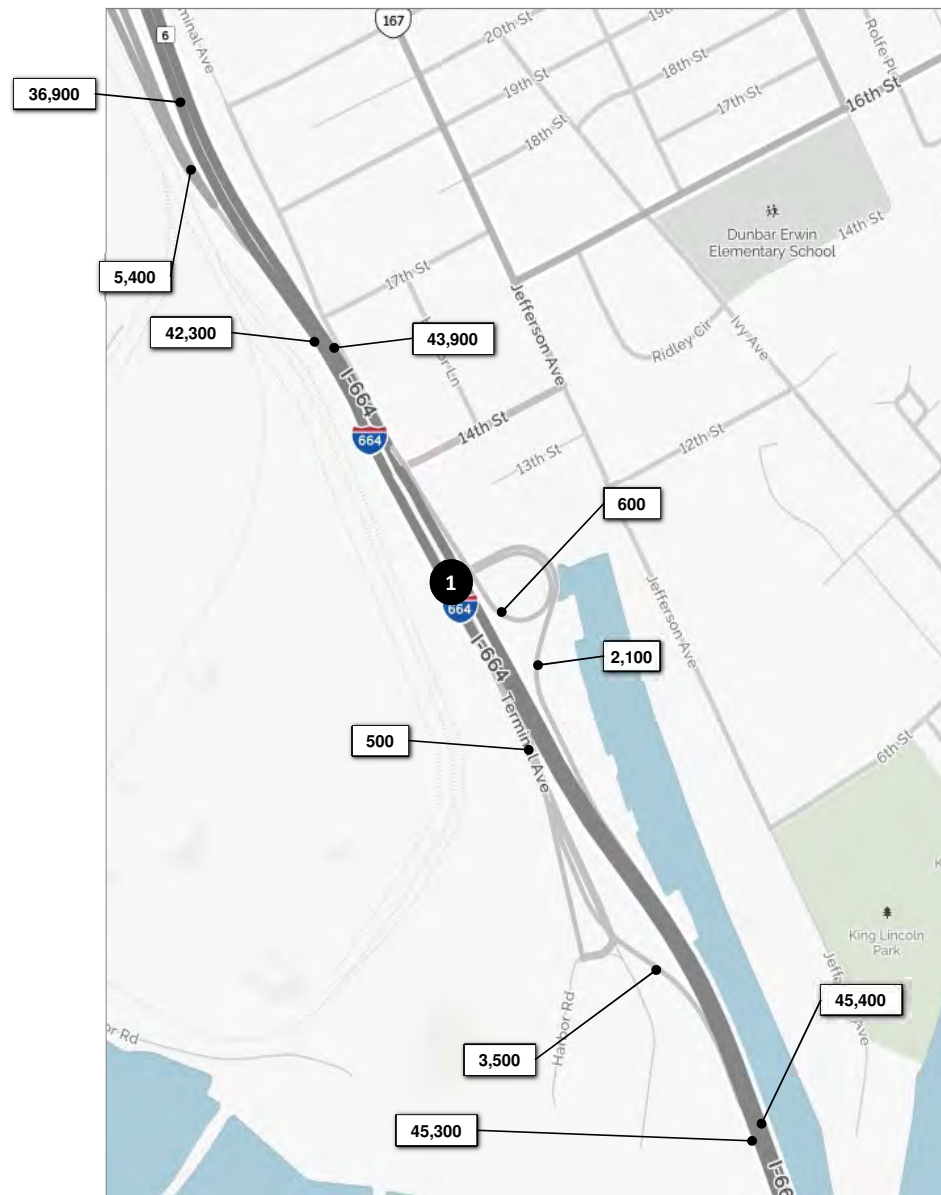
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2015

Sheet 3



1	4,000	300	R	1,900
	T	L	L	200
		Terminal Ave	T	R
			400	300

Legend

xx,xxx Weekday Daily Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2015

Sheet 4



1			<i>R</i>	200		
			<i>T</i>	13,600		
			<i>L</i>	400		
<i>R</i>	<i>T</i>	<i>L</i>				
	1,400	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>	
	22,500	<i>T</i>	300	400	1,000	
	900	<i>R</i>				

2			<i>T</i>	14,200	
<i>US 17</i>			<i>L</i>	6,500	
	13,600	<i>T</i>			
	9,900	<i>R</i>			

Legend

xx,xxx Weekday Daily Volume

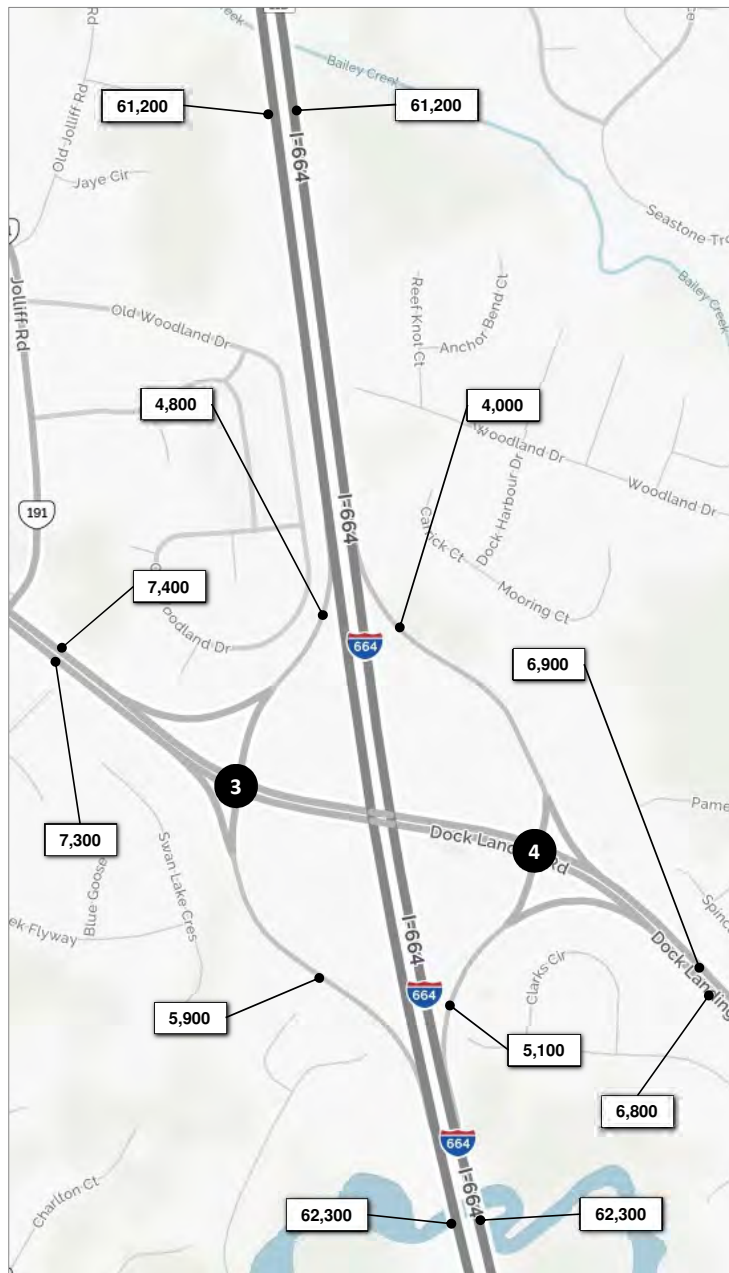
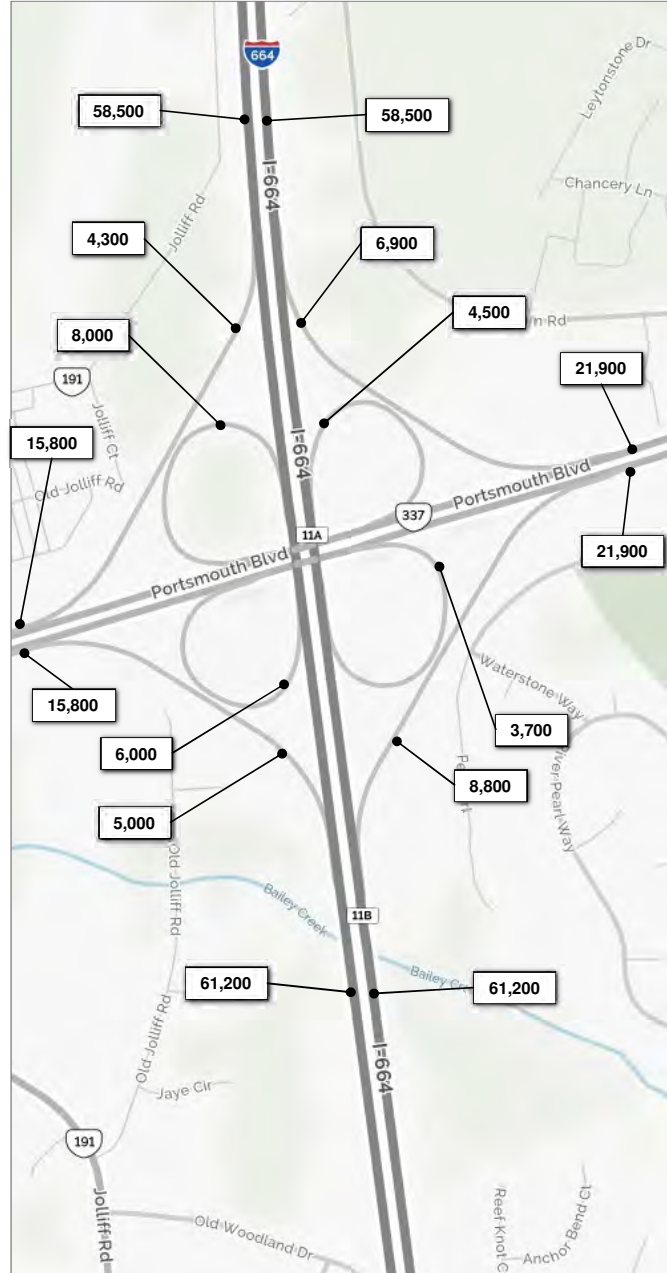
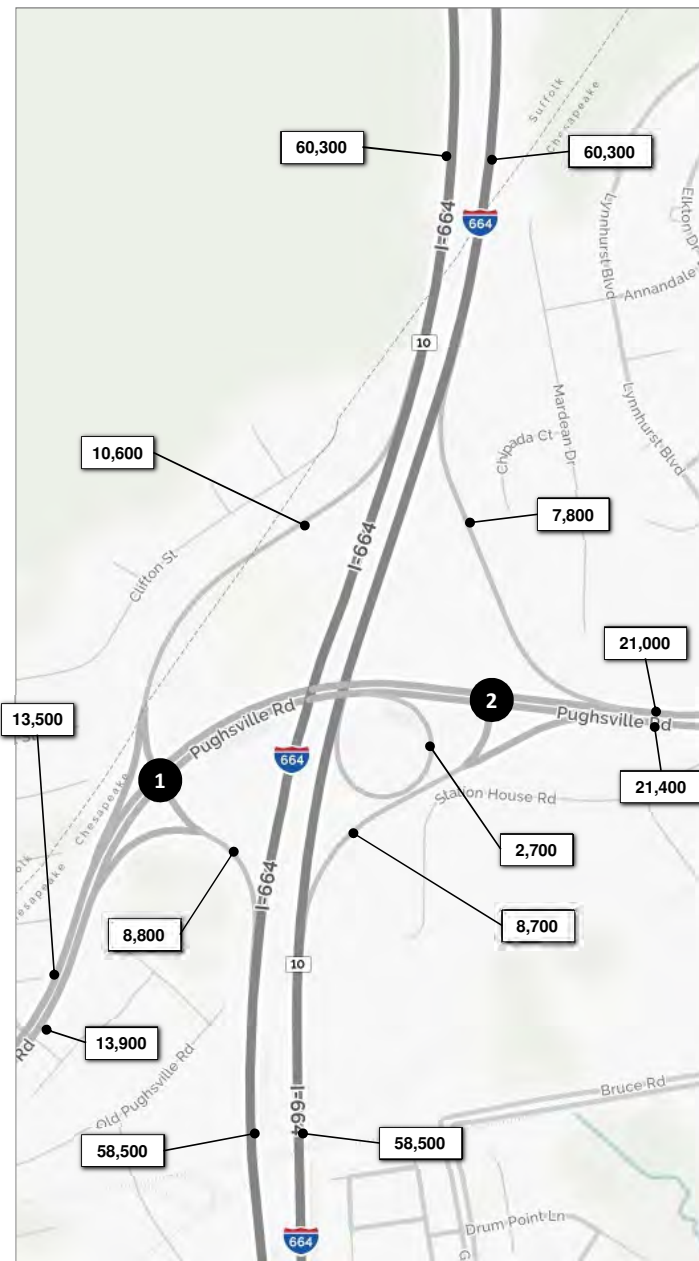
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2015

Sheet 5



1	3,400	7,200	T 10,100	
	R	L	L 5,800	
			Pughsville Road	
	10,900	T		
	3,000	R		

2			R 7,800	
			T 13,200	
Pughsville Road			L	R
	15,400	T		
	2,700	R	2,700	6,000

3	3,000	1,800	T 4,400	
	R	L	L 2,500	
			Dock Landing Road	
	3,900	T		
	3,400	R		

4			R 2,100	
			T 4,800	
Dock Landing Road			L	R
	1,900	L		
	3,800	T	2,100	3,000

Legend

xx,xxx Weekday Daily Volume

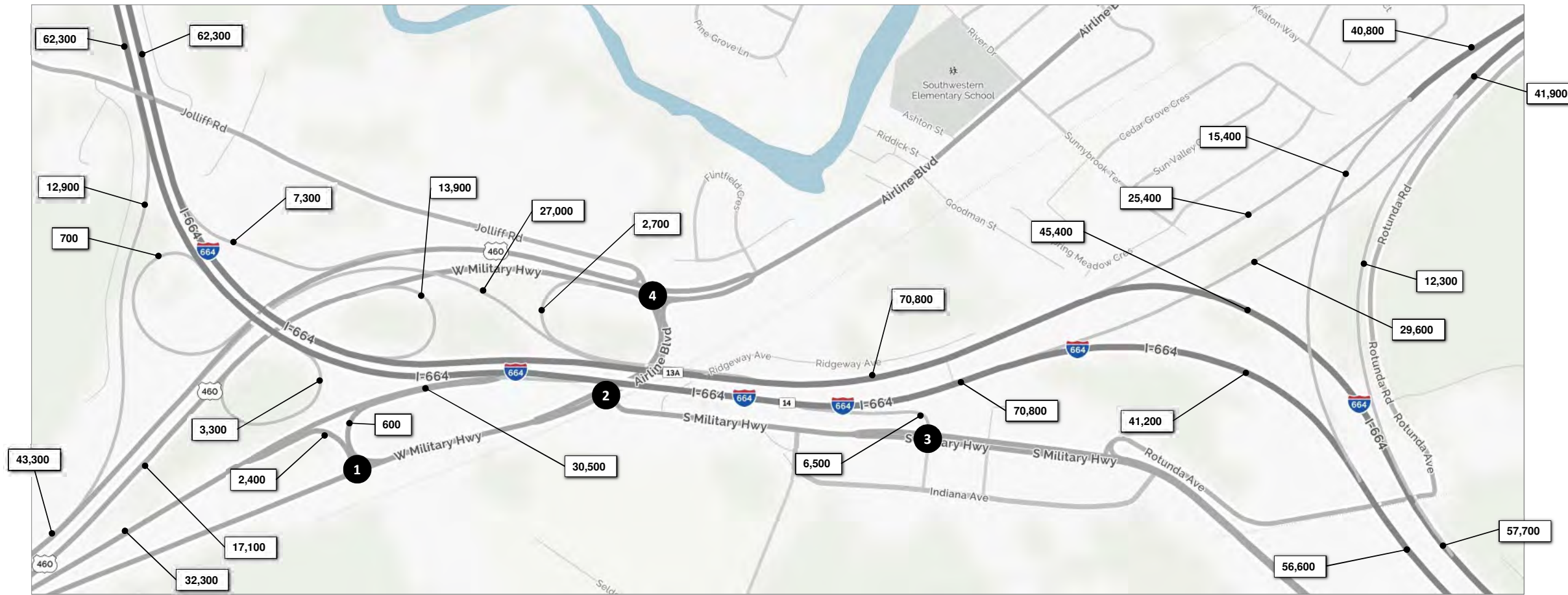
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2015

Sheet 6



1			
100	2,300	R 500	
		T 2,300	
R	L	<hr/>	
W. Military Hwy			
100	L		
3,000	T		

2			
		T 2,200	
		L 4,100	
		<hr/>	
	W. Military Hwy	L	R
	3,200	T	5,200
	2,100	R	600

3			
100	6,400	T 5,700	
R	L	<hr/>	
S. Military Hwy			
	6,200	T	

4					
1,300	2,800	1,700	R 1,200		
			T 5,400		
			L 1,200		
			<hr/>		
			L	T	R
		2,400	L		1,600
		4,500	T	2,100	
		2,300	R	4,700	

Legend

xx,xxx Weekday Daily Volume

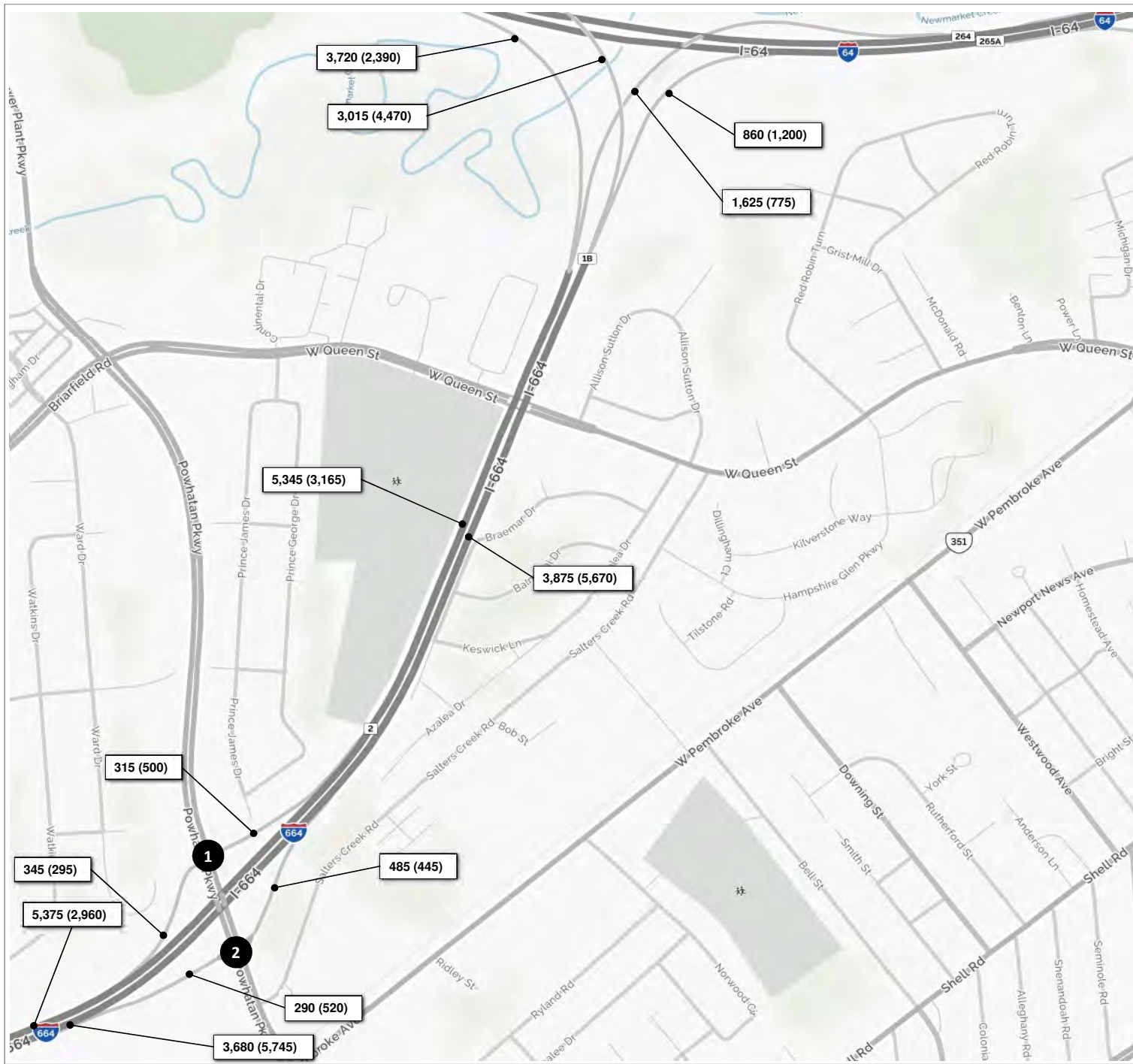
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2015

Sheet 7



1			
	80 (105)	235 (395)	T 315 (565) L 200 (150)
	R	L	Powhatan Pkwy
	250 (420)	T	I-664 Ramp
	145 (145)	R	

2			
		I-664 Ramp	R 420 (395) T 430 (480)
	Powhatan Pkwy		L R
	65 (50)	L	I-664 Ramp
	420 (765)	T	
			L 85 (235) R 205 (285)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Peak Hour Volumes
I-664 Corridor**

January 11, 2016

Sheet 1



1	105 (40)	1,165 (1,444)		T	465 (120)	
	R	T		L	475 (165)	35th Street
Huntington Ave						

2	1,135 (525)	505 (1,065)				
	T	L				34th Street
Huntington Ave						
	275 (725)		T			
	40 (25)		R			
Jefferson Ave						

3	55 (10)	805 (950)	15 (40)	R	55 (20)	
	R	T	L	T	35 (30)	28th Street
Huntington Ave						
	40 (85)		T			
	20 (35)		R			
Jefferson Ave						

4	100 (65)	540 (1,190)		T	675 (265)	
	R	T		L	565 (90)	26th Street
Huntington Ave						
				L		
				T		
				R		
Jefferson Ave						

5	390 (35)	5 (10)	225 (1,265)			
	R	T	L			23rd Street
Huntington Ave						
	110 (680)		T			
	15 (75)		R			
Jefferson Ave						

6	350 (535)	25 (45)		R	45 (40)	
	T	L		T	15 (10)	36th Street
Jefferson Ave						
	325 (380)		L		T	R
	120 (10)		T		250 (535)	5 (30)
	10 (10)		R			
Huntington Ave						

7	355 (540)	20 (15)				
	T	L				35th Street
Jefferson Ave						
	20 (60)		L		T	R
	5 (35)		T		235 (505)	10 (15)
	20 (35)		R			
Huntington Ave						

8	260 (460)	50 (100)				
	T	L				27th Street
Jefferson Ave						
	100 (130)		L		T	R
	65 (165)		T		150 (300)	15 (15)
	95 (185)		R			
Huntington Ave						

9	105 (135)	250 (510)		R	40 (55)	
	R	T		T	180 (160)	26th Street
Jefferson Ave						
			L		T	
			T		75 (130)	125 (260)
			R			
Huntington Ave						

10	190 (425)	65 (110)				
	R	T	L			25th Street
Jefferson Ave						
	25 (65)		L		T	R
	110 (140)		T		175 (325)	15 (25)
	35 (120)		R			
Huntington Ave						

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

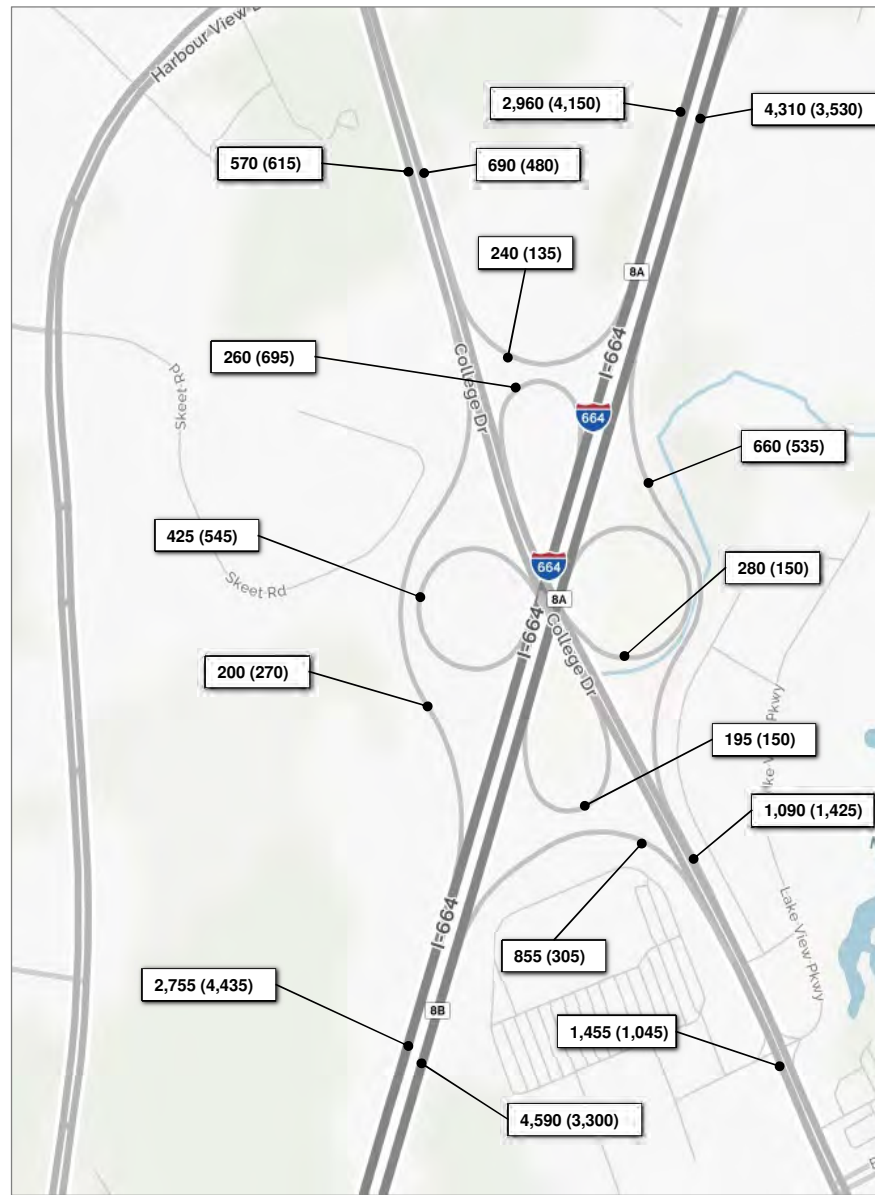
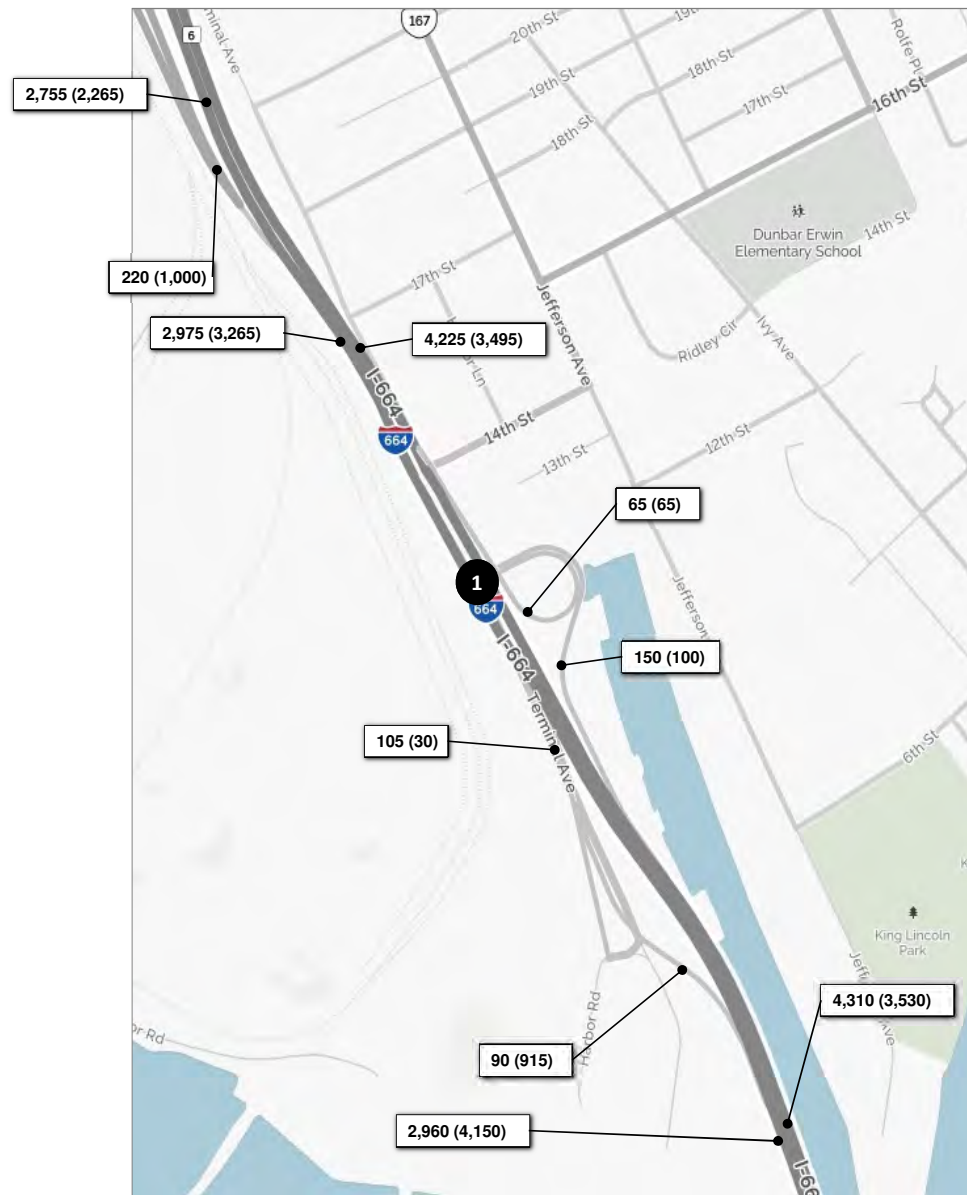
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Peak Hour Volumes
I-664 Corridor**

January 11, 2016

Sheet 3



1	65 (935)	30 (45)	R	95 (90)
	T	L	L	55 (10)
		Terminal Ave	T	R
			35 (25)	35 (20)

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS
2040 No Build
Peak Hour Volumes
I-664 Corridor
 January 11, 2016 Sheet 4



1			R	30 (20)
			T	435 (1,060)
			L	35 (50)
	US 17			
		L	T	R
	100 (95)	L		
	1,510 (1,380)	T	35 (35)	60 (25)
	50 (130)	R		105 (90)

2				
			T	500 (1,130)
			L	440 (465)
	US 17			
	860 (840)		T	
	755 (630)		R	

3				
	890 (1,680)		R	430 (530)
			L	100 (165)
			T	VA 164 Ramp
			T	665 (1,015)

4				
	730 (1,365)			
		260 (480)	L	
				VA 164 Ramp
			T	665 (1,015)
			R	105 (85)
				College Dr

5					
	395 (650)		R	335 (615)	
		5 (5)	T	540 (935)	
		330 (710)	L	10 (15)	
				US 17	
			L	T	R
	430 (475)	L			
	820 (835)	T	5 (10)	5 (10)	5 (15)
	10 (15)	R			

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

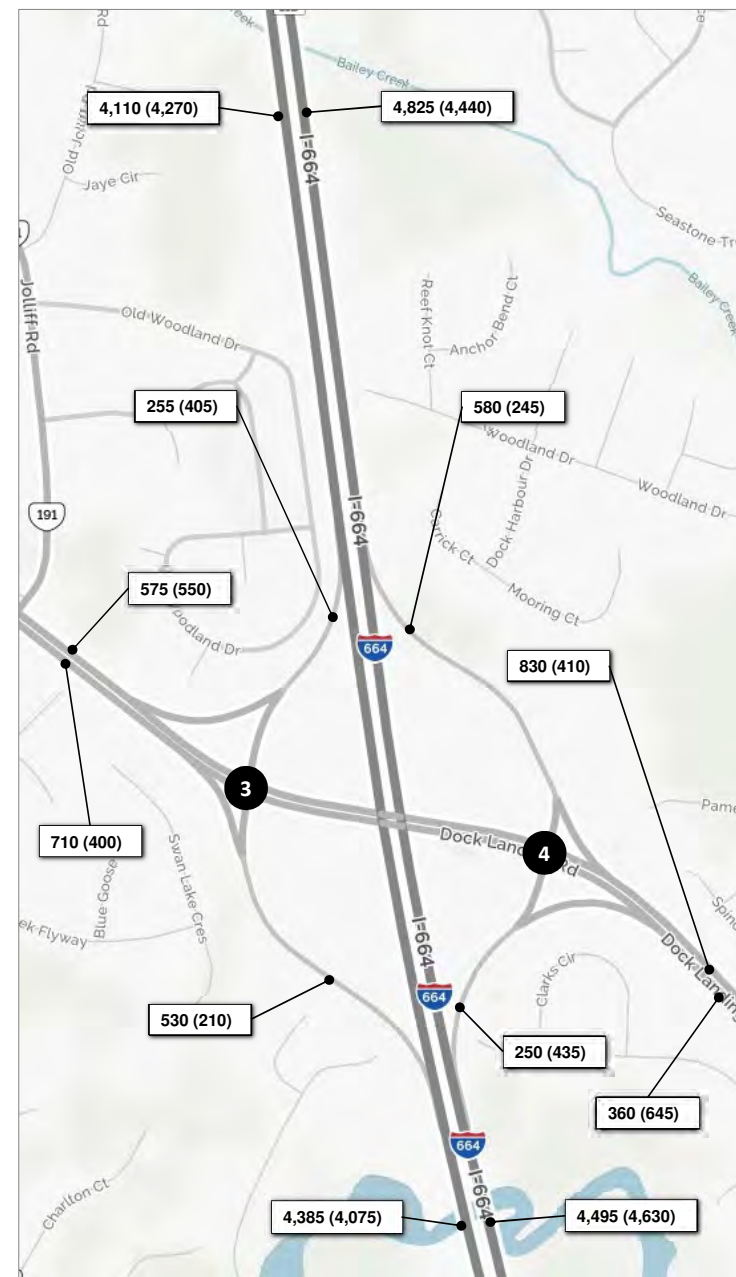
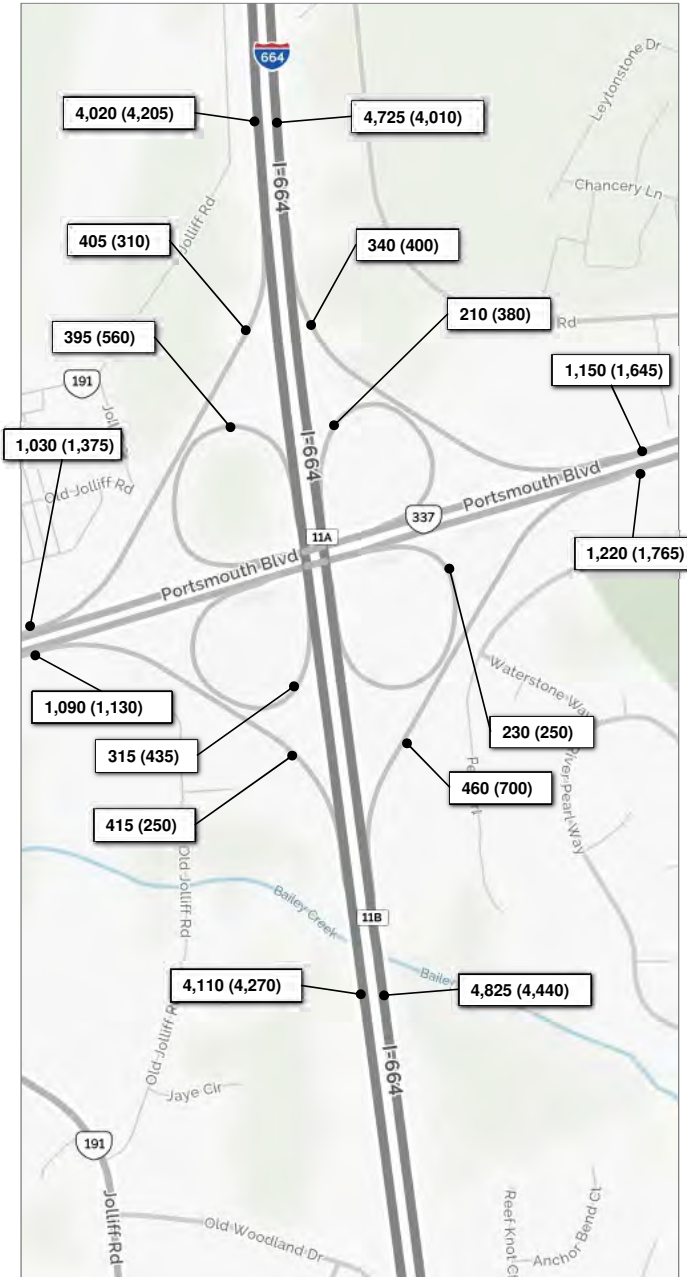
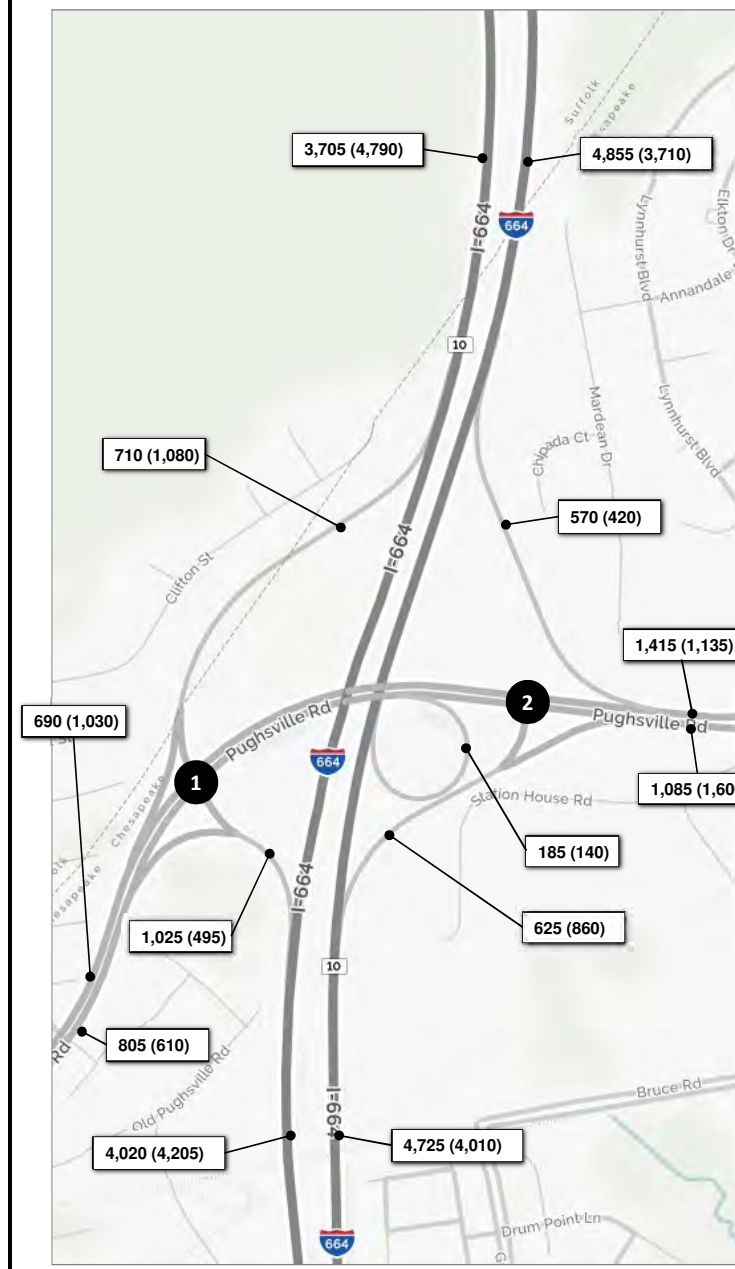
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Peak Hour Volumes
I-664 Corridor**

January 11, 2016

Sheet 5



1	360 (380)	350 (700)	T	330 (650)
	R	L	L	620 (345)
Pughsville Road				
	400 (460)	T		
	405 (150)	R		

2			R	570 (420)
			T	845 (715)
Pughsville Road				
	565 (1,020)	T	L	R
	185 (140)	R	105 (280)	520 (380)

3	190 (240)	65 (165)	T	385 (310)
	R	L	L	285 (130)
Dock Landing Road				
	465 (320)	T		
	245 (80)	R		

4			R	275 (105)
			T	555 (305)
Dock Landing Road				
	305 (140)	L	L	135 (300)
	225 (345)	T	115 (135)	

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

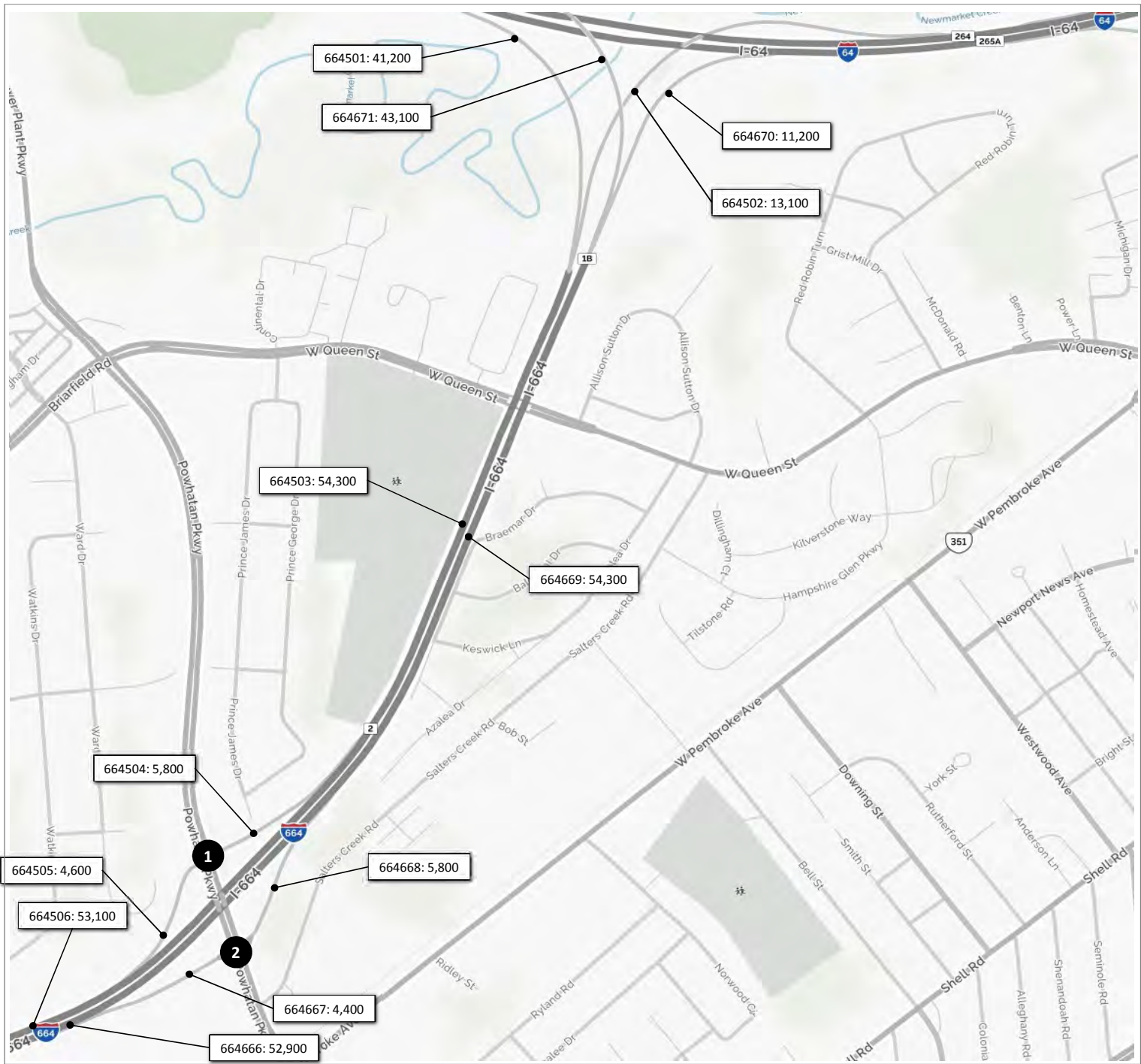
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
 Peak Hour Volumes
 I-664 Corridor**

January 11, 2016

Sheet 6



1				
	1,200	4,400	T	5,400
R		L	L	2,200
			Powhatan Pkwy	
	4,800	T	I-664 Ramp	
	1,600	R		

2					
		I-664 Ramp	R	5,000	
			T	5,900	
		Powhatan Pkwy			
	700	L	L		R
	8,500	T	L	1,700	2,000

Legend

x,xxx Average Daily Traffic

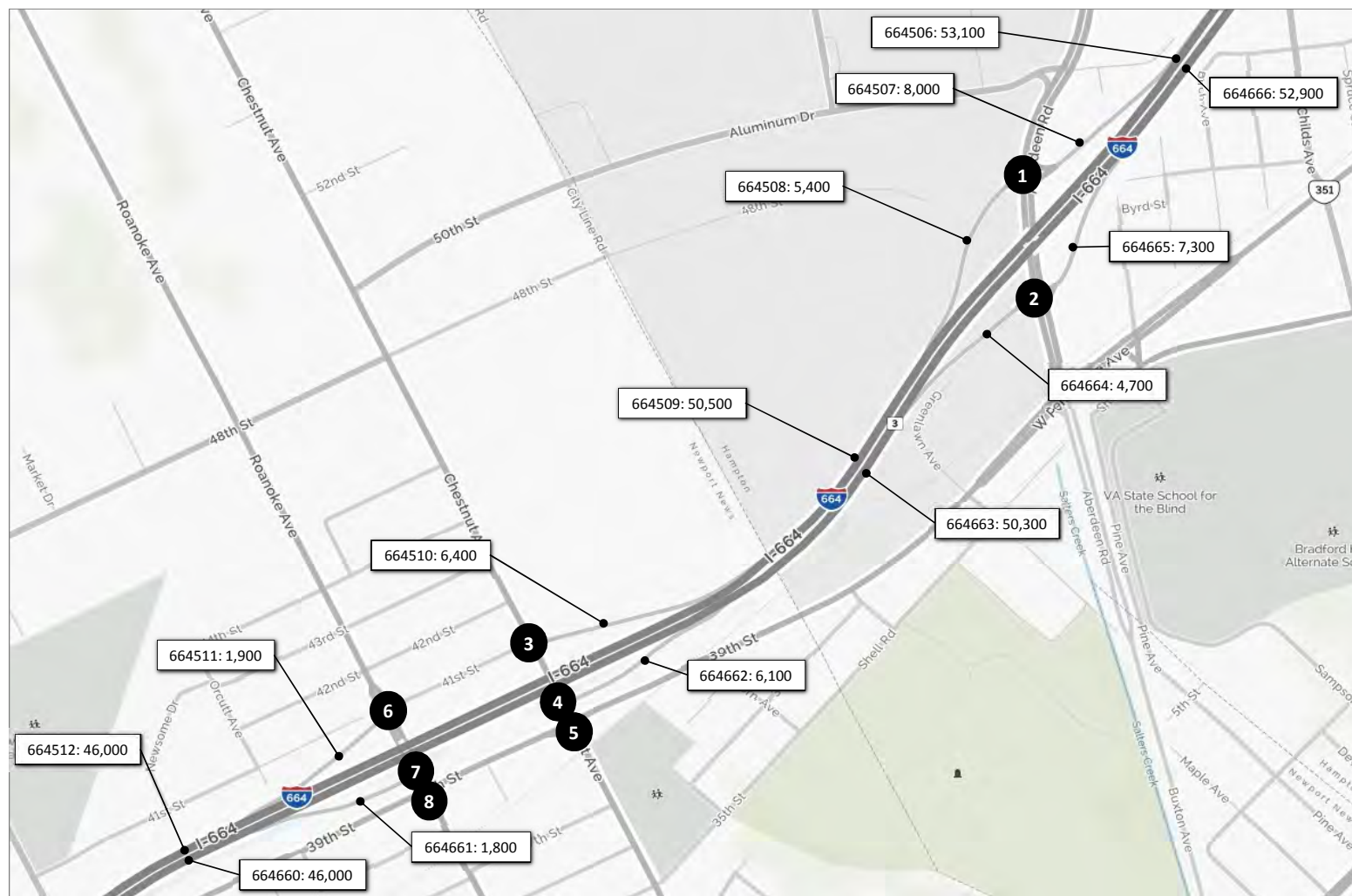
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2016

Sheet 1



1					
4,000		2,100		T	7,200
R	T	L		L	900
<hr/>				Aberdeen Road	
	8,600	T			
	2,700	R			
<hr/>				I-664 Ramp	

2					
				R	2,400
				T	5,600
<hr/>				Aberdeen Road	
	3,300	L		L	
	7,400	T		R	600
				L	2,500
<hr/>				I-664 Ramp	

3					
2,700		2,500		R	2,200
R	T	L		L	
<hr/>				Chestnut Avenue	
		L		T	
	4,400	T		R	200
	200	R			
<hr/>				I-664 Ramp	

4					
				R	3,000
				T	2,200
				L	
<hr/>				Chestnut Avenue	
	1,700	L		L	
	5,400	T		T	
		R		R	
<hr/>				I-664 Ramp	

5					
500		2,300		R	500
R	T	L		T	2,500
<hr/>				Chestnut Avenue	
		L		L	
	600	T		T	2,600
	2,500	R		R	400
	2,300				
<hr/>				I-664 Ramp	

6					
100		200		R	100
R	T	L		T	1,600
<hr/>				Roanoke Avenue	
		L		L	200
	200	T		T	
	1,000	R		R	
	800				
<hr/>				I-664 Ramp	

7					
				R	1,100
				L	
<hr/>				Roanoke Avenue	
		L		L	
	1,000	T		T	
		R		R	400
					700
<hr/>				I-664 Ramp	

8					
300		4,300		R	400
R	T	L		T	500
<hr/>				Roanoke Avenue	
		L		L	200
	300	T		T	4,400
	700	R		R	300
	400				
<hr/>				I-664 Ramp	

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2016

Sheet 2



1					
	700	11,600		T	4,200
R				L	3,900
				35th Street	
				Huntington Ave	

2					
		7,800	7,700		
				T	
				34th Street	
				Huntington Ave	
		3,800		T	
		200		R	

3					
	400	6,500	500	R	400
R				T	500
				28th Street	
				Huntington Ave	
		600		T	
		300		R	

4					
	500	5,500		T	2,800
R				L	2,400
				26th Street	
				Huntington Ave	

5					
	900	100	5,800		
R				L	
				23rd Street	
				Huntington Ave	
		2,600		T	
		400		R	

6					
	4,400	300		R	700
				T	200
				36th Street	
				Jefferson Ave	
		4,100		L	
		200		T	4,100
		200		R	200

7					
	4,600	200			
				T	
				35th Street	
				Jefferson Ave	
		500		L	
		200		T	3,800
		200		R	200

8					
	3,900	400			
				T	
				27th Street	
				Jefferson Ave	
		700		L	
		700		T	2,700
		1,500		R	200

9					
	1,000	4,400		R	400
R				T	1,400
				26th Street	
				Jefferson Ave	
				L	
				T	1,400
				R	2,500

10					
	4,100	800			
				T	
				25th Street	
				Jefferson Ave	
		500		L	
		800		T	3,400
		800		R	300

Legend

x,xxx Average Daily Traffic

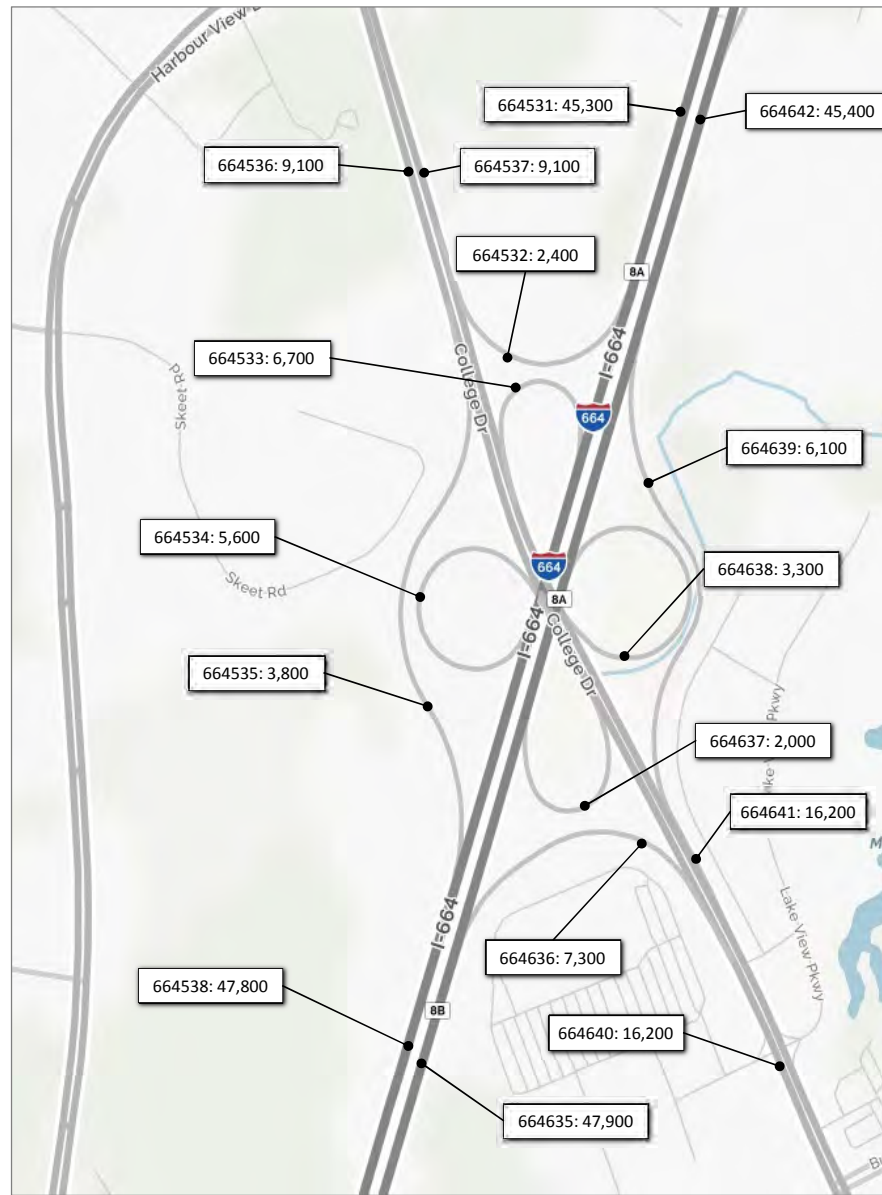
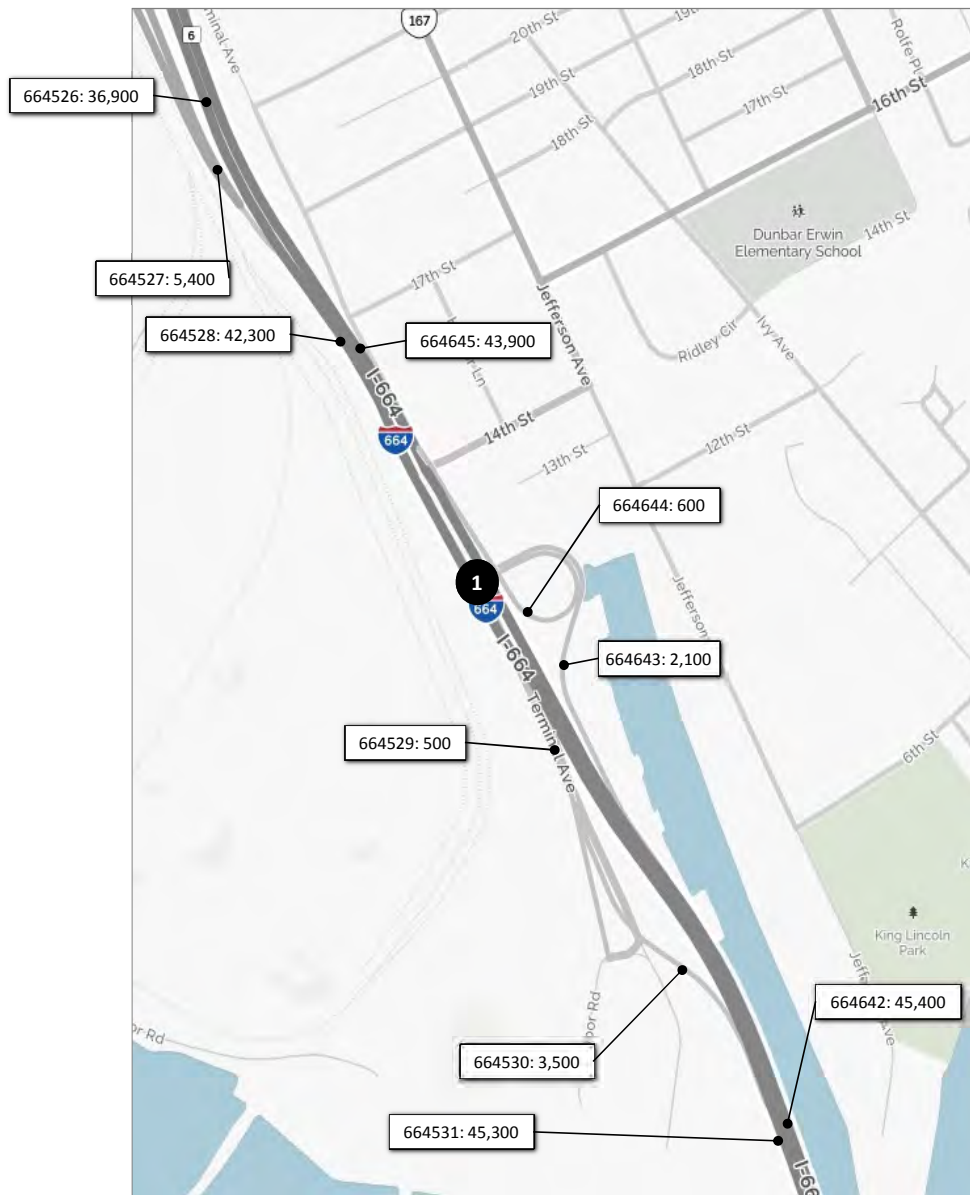
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2016

Sheet 3



1	2,100	300	R	800
	T	L	L	100
		Terminal Ave	T	R
			400	200

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2016

Sheet 4



1			<i>R</i>	100		
			<i>T</i>	6,800		
			<i>L</i>	400		
	<i>R</i>	<i>T</i>	<i>L</i>		<i>L</i>	<i>T</i>
		1,200	<i>L</i>			
		13,900	<i>T</i>		300	400
		900	<i>R</i>			1,000

2				<i>T</i>	7,300	
	<i>US 17</i>			<i>L</i>	5,300	
		7,000	<i>T</i>			
		7,900	<i>R</i>			

Legend

x,xxx Average Daily Traffic

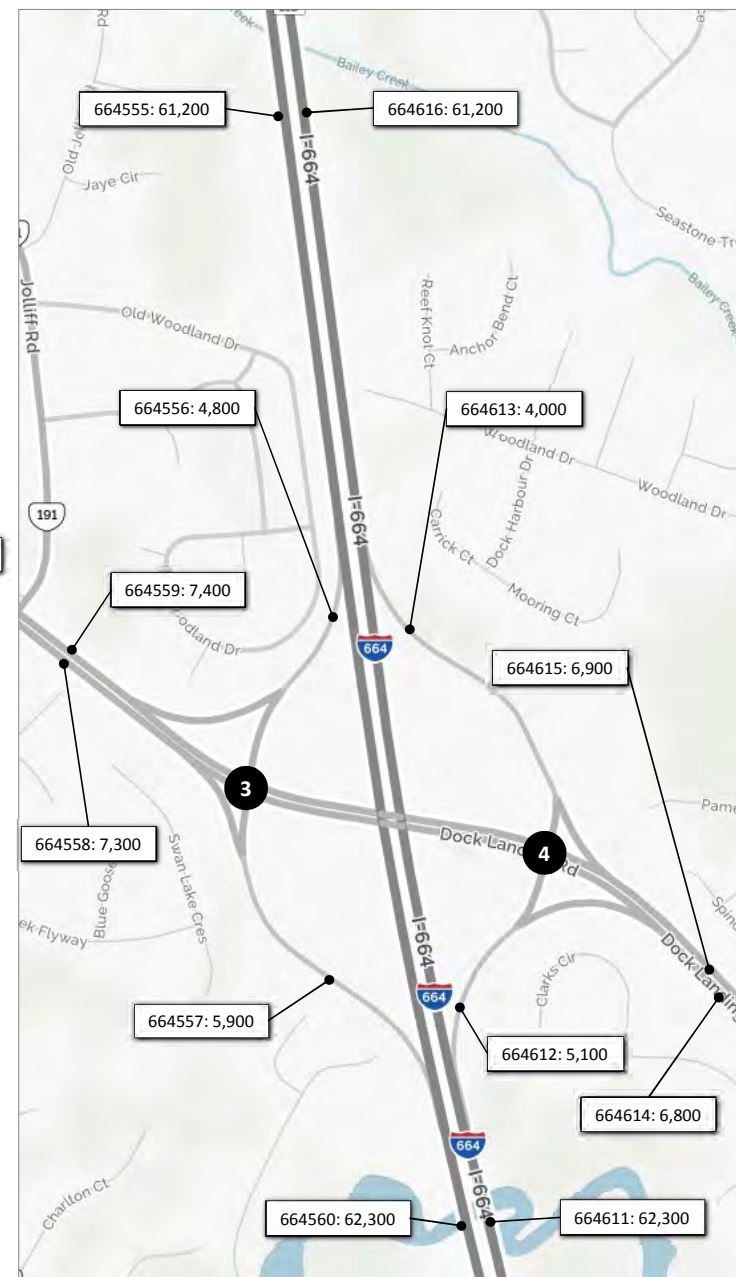
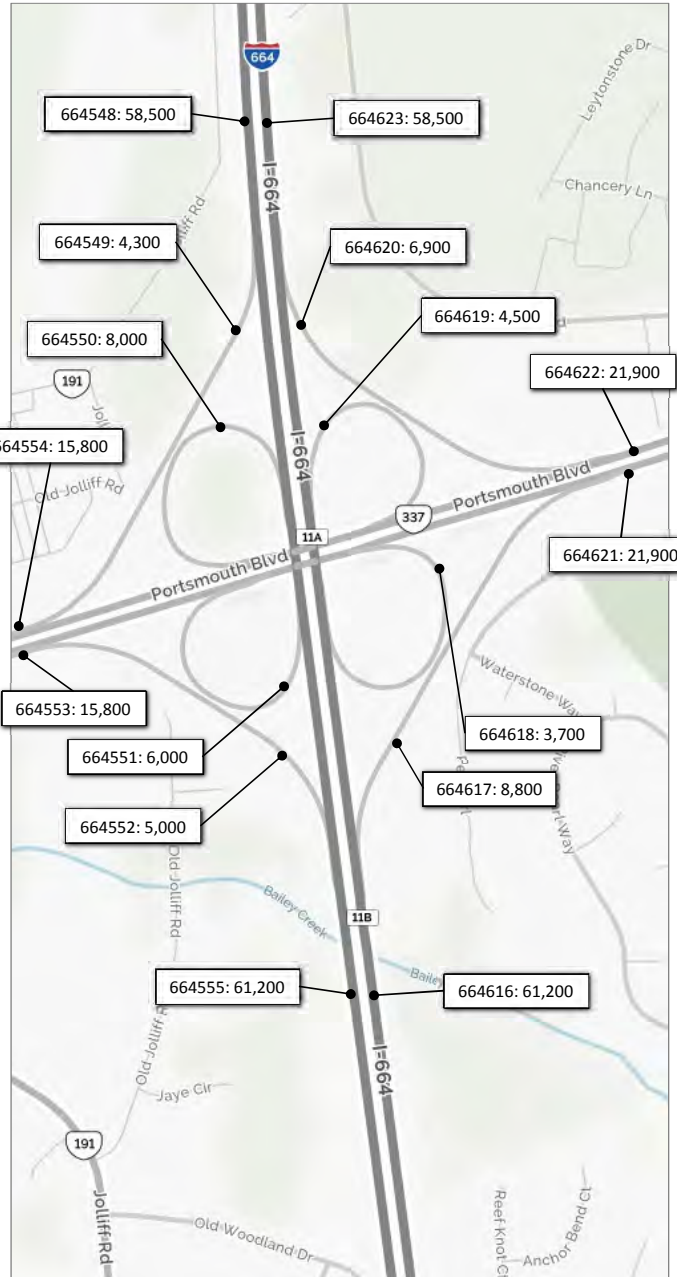
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2016

Sheet 5



1	1,800	4,300	T 6,200	Pughsville Road
	R	L	L 4,600	
			5,500 T	
			2,000 R	

2			R 4,500	Pughsville Road
			T 8,800	
			L	R
			8,500 T	2,000
			1,300 R	4,900

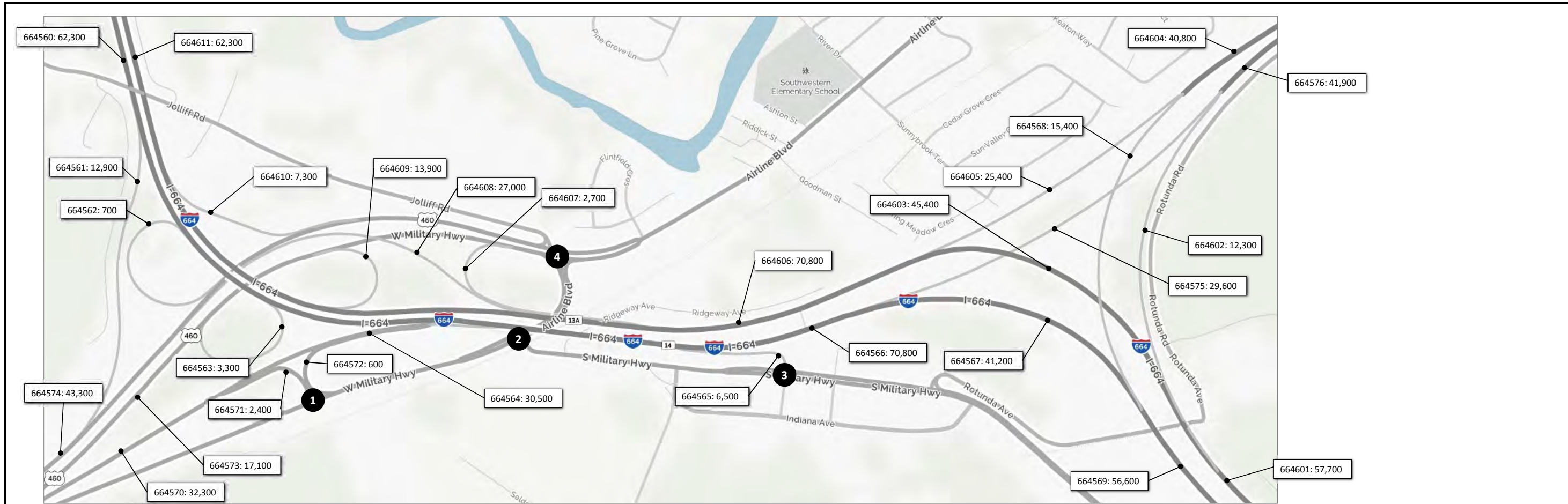
3	1,000	1,000	T 1,600	Dock Landing Road
	R	L	L 2,000	
			2,400 T	
			2,700 R	

4			R 1,400	Dock Landing Road
			T 2,800	
			L	1,900
			1,300 L	800
			2,100 T	

Legend

x,xxx Average Daily Traffic

DRAFT



1			
100	1,400	R 500	
		T 600	
<hr/>			
W. Military Hwy	L		
100	L		
900	T		

2			
		T 700	
		L 3,900	
<hr/>			
W. Military Hwy	L	R	
			4,600
500	T		
1,800	R		400

3			
100	2,500	T 4,900	
<hr/>			
S. Military Hwy	L		
5,700	T		

4			
600	1,900	700	R 800
			T 2,500
			L 800
<hr/>			
		L	R
	1,900	L	
	2,200	T	
	1,900	R	
		L	T
		3,200	1,300
			600

Legend

x,xxx Average Daily Traffic

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
I-664 Corridor**

January 11, 2016

Sheet 7



1					
			R	30 (20)	
			T	435 (1,060)	
			L	35 (50)	
	US 17				
		L			
	100 (95)				
	1,510 (1,380)	T	35 (35)	60 (25)	105 (90)
	50 (130)	R			

2					
			T	500 (1,130)	
			L	440 (465)	
	US 17				
	860 (840)	T			
	755 (630)	R			

3					
			R	430 (530)	
			L	100 (165)	
	890 (1,680)				
		T		VA 164 Ramp	
			T	665 (1,015)	

4					
			L	260 (480)	
	730 (1,365)	T			
				VA 164 Ramp	
			T	665 (1,015)	
			R	105 (85)	

5					
			R	335 (615)	
			T	540 (935)	
			L	10 (15)	
	395 (650)				
		L			
	430 (475)				
	820 (835)	T	5 (10)	5 (10)	5 (15)
	10 (15)	R			

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
 Peak Hour Volumes
 VA 164 Corridor**

January 11, 2016

Sheet 1



1					
510 (245)	845 (605)	R	115 (390)		
		L	160 (315)		
R	T	L	T	Towne Point Road	
		L	150 (180)	T	325 (1,110)

2					
540 (730)	465 (190)				
T	L	L	T	Towne Point Road	
140 (355)		L	335 (935)	T	210 (210)
195 (385)	R				

3					
305 (190)	590 (395)	30 (15)	R	5 (15)	
		L	T	10 (160)	
R	T	L	L	25 (90)	
		L	L	T	365 (40)
	95 (195)	L	345 (300)	T	605 (630)
	80 (10)	T		R	
	160 (155)	R			

4					
530 (485)					
T		L	T	Cedar Lane	
615 (220)		L	835 (755)		
455 (465)	R				

Legend
 x,xxx (x,xxx) AM (PM) Peak Hour Volume

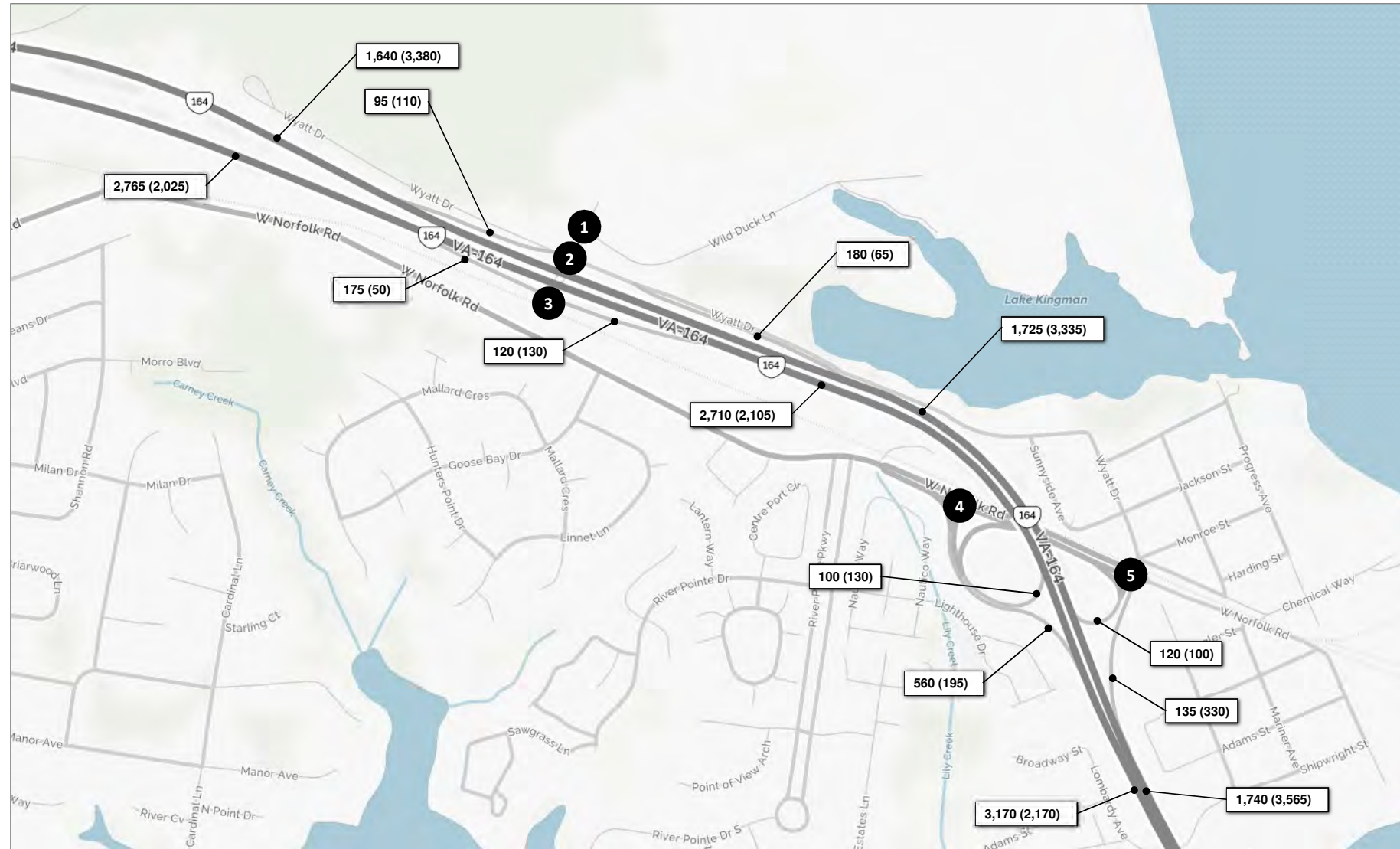
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
 Peak Hour Volumes
 VA 164 Corridor**

January 11, 2016

Sheet 2



1	5 (5)	195 (210)	5 (0)	R	5 (5)
				T	5 (5)
				L	5 (15)
		5 (5)	L	L	T
		5 (5)	T	5 (5)	325 (105)
		5 (5)	R	5 (5)	30 (15)

2	90 (105)	115 (125)	V/G Blvd	R	185 (75)
				T	5 (5)
				L	5 (5)
					Wyatt Dr
				L	R
				0 (0)	175 (50)

3		120 (130)			
			L		VA 164 Ramp
		175 (50)	L	V/G Blvd	
		0 (0)	T		

4				T	85 (290)
				L	50 (90)
				L	R
		130 (70)	T	35 (95)	65 (35)
		510 (105)	R		

5	20 (10)	5 (5)	10 (10)	R	10 (10)
				T	50 (90)
				L	20 (50)
					W Norfolk Rd
		15 (35)	L	L	T
		85 (25)	T	60 (280)	5 (10)
		95 (45)	R		70 (40)

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Peak Hour Volumes
VA 164 Corridor**

January 11, 2016

Sheet 3



1							
	5 (20)	30 (35)	65 (65)	R	110 (55)		
				T	180 (235)		
				L	170 (95)		
	R	T	L				
	Cleveland St			L	T	R	
		25 (15)	L				
		245 (240)	T	5 (5)	5 (5)	55 (90)	
		10 (10)	R				

2							
	365 (300)		280 (15)		T	95 (85)	
	R		L				
	Cleveland St						
	365 (395)		T				

3							
	50 (30)		35 (5)		R	80 (155)	
				T	45 (55)		
				L			
	R		L				
	Cleveland St						
		575 (390)	L				
		70 (20)	T				
			R				

4							
	5 (5)	50 (40)	155 (95)		R	50 (90)	
					T	25 (35)	
					L	45 (100)	
	R	T	L				
	Woodrow St			L	I-664 Ramp		
		15 (10)	L				
		100 (50)	T				
		10 (15)	R				

Legend

x,xxx (x,xxx) AM (PM) Peak Hour Volume

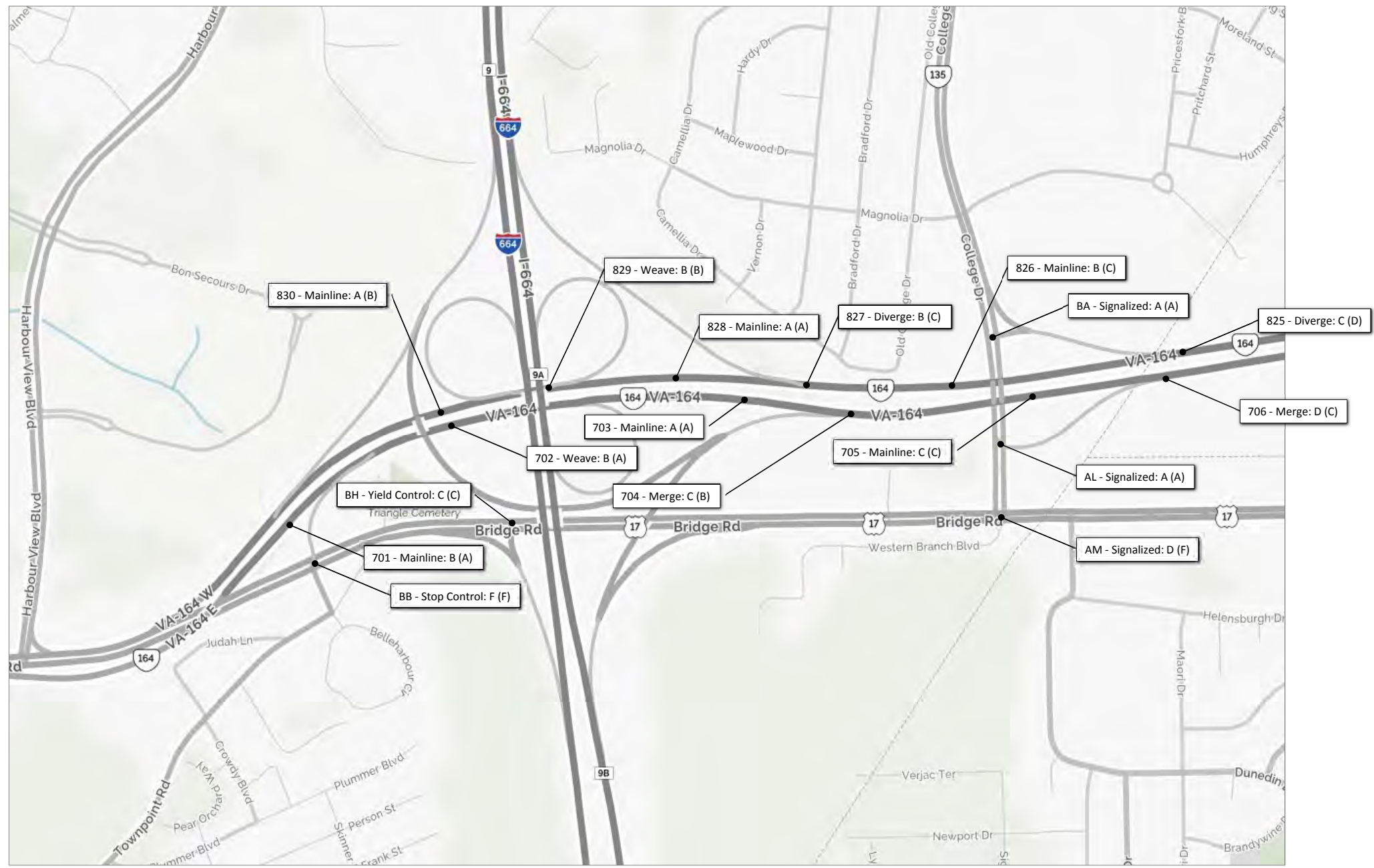
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Peak Hour Volumes
VA 164 Corridor**

January 11, 2016

Sheet 4



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
VA 164 Corridor**

January 18, 2016

Sheet 1



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

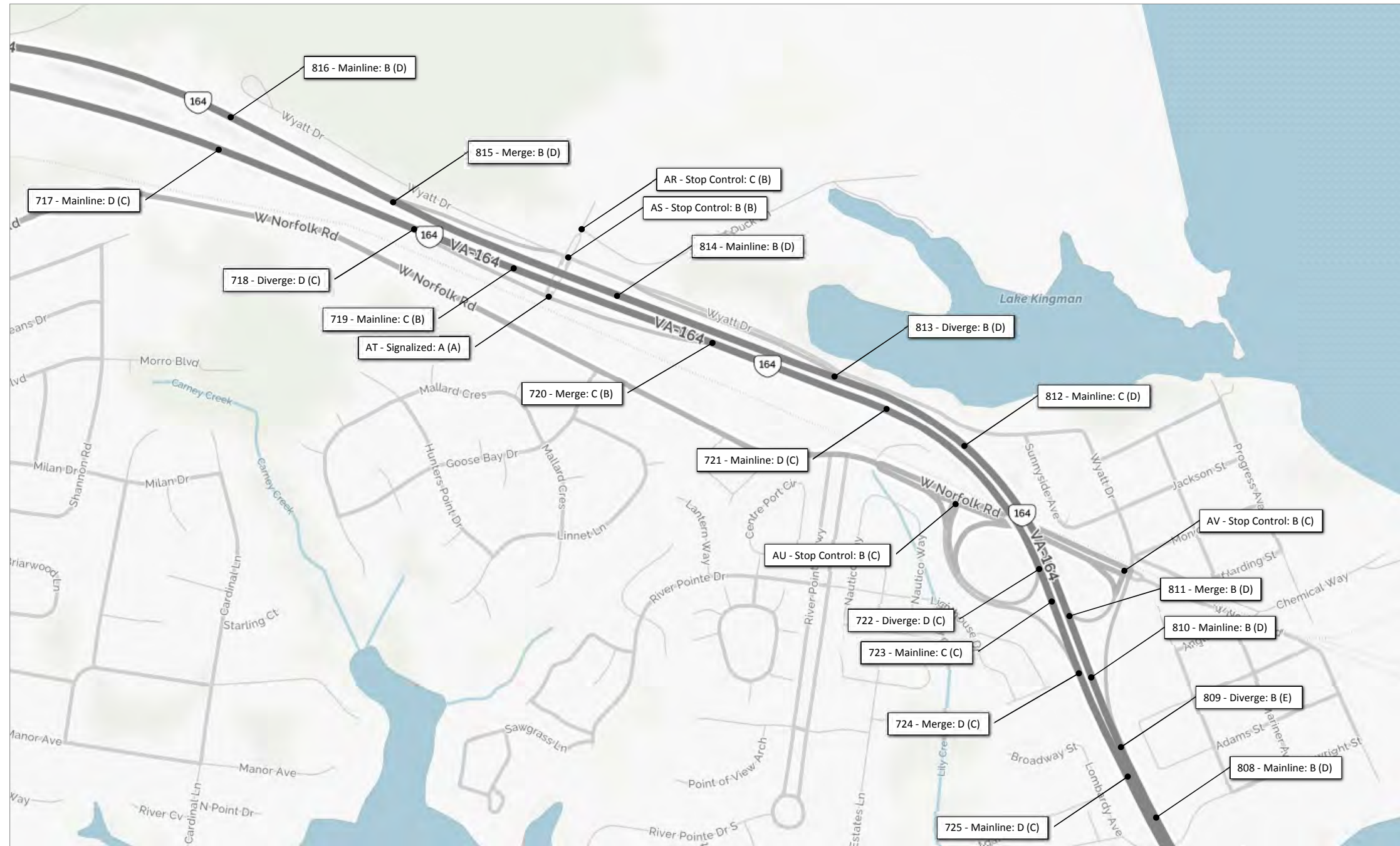
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
VA 164 Corridor**

January 18, 2016

Sheet 2



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
VA 164 Corridor**

January 18, 2016

Sheet 3



Legend

X (X) AM (PM) Level of Service

Numbered items correspond to freeway segments, evaluated using HCS

700 series VA 164 Eastbound
800 series VA 164 Westbound

Lettered items correspond to intersections, evaluated using Synchro

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build Level of Service
VA 164 Corridor**

January 18, 2016

Sheet 4



1			
4,800	9,600	R	3,700
		L	3,300
R	T		
		L	T
		2,400	11,200
		Towne Point Road	

2			
8,700	4,200		
T	L		
		L	T
		5,000	8,600
		3,200	R
		Towne Point Road	

3			
3,200	5,300	300	
R	T	L	
		L	T
		1,500	4,300
		500	6,100
		1,500	R
		Cedar Lane	

4			
5,000			
T			
		L	T
		4,600	9,800
		4,800	R
		Cedar Lane	

Legend

xx,xxx Weekday Daily Volume

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
VA 164 Corridor**

January 11, 2016

Sheet 2



1					
300	700	700	R	900	
			T	3,000	
			L	2,300	
Cleveland St					
	400	L	L	T	R
	2,700	T	100	100	800
	200	R			

2					
4,800		1,500	T	1,400	
Cleveland St					
	4,200	T			

3					
800		500	R	1,800	
Cleveland St					
	5,100	L			
	600	T			
		R			

4					
100	2,400	2,300	R	900	
Woodrow St					
	300	L	L/64 Ramp		
	1,500	T			
	200	R			

Legend

xx,xxx Weekday Daily Volume

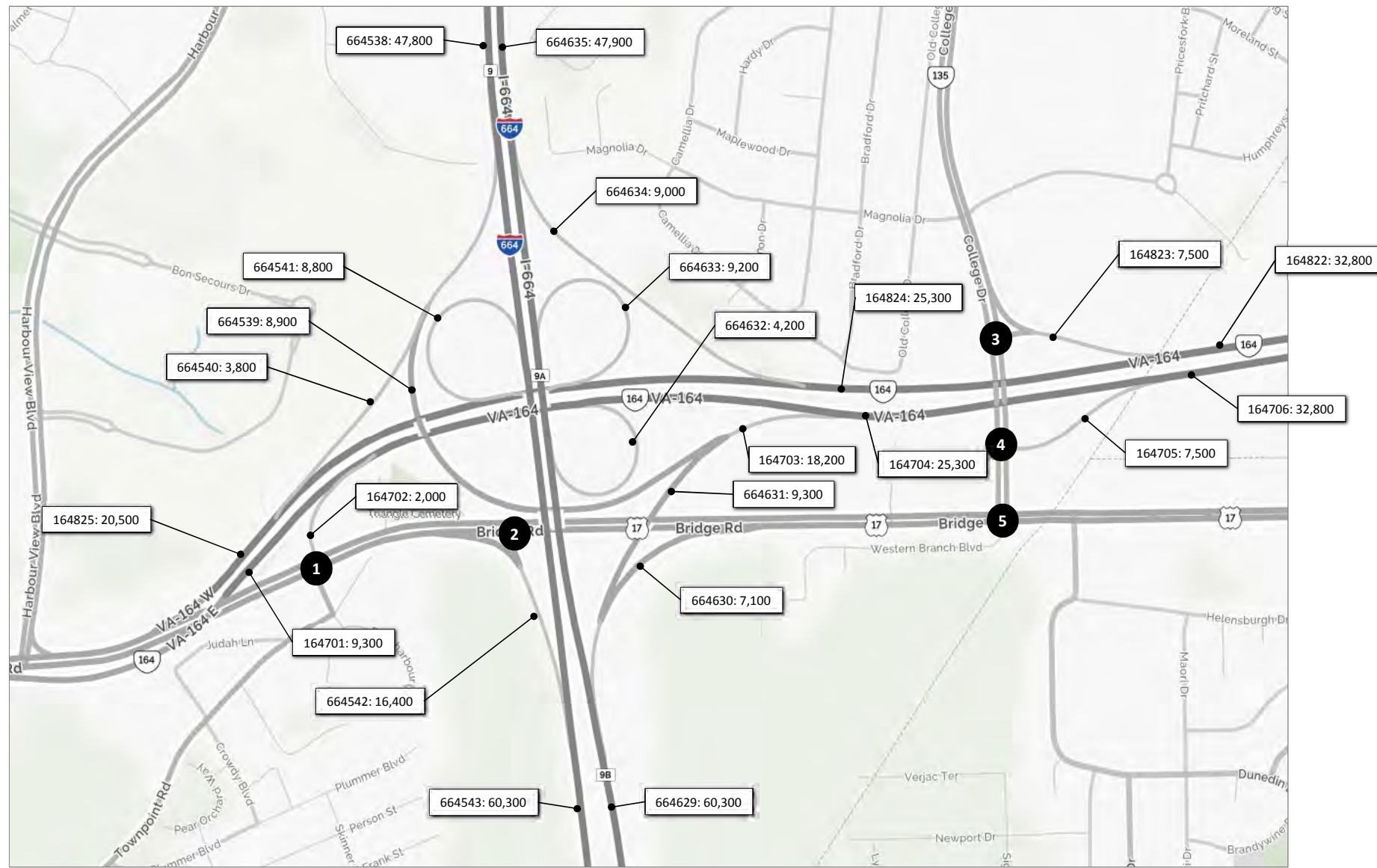
DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
VA 164 Corridor**

January 11, 2016

Sheet 4



1			<i>R</i>	100			
			<i>T</i>	6,800			
			<i>L</i>	400			
<i>R</i>	<i>T</i>	<i>L</i>					
	1,200	<i>L</i>	<i>L</i>	<i>T</i>	<i>R</i>		
	13,900	<i>T</i>	300	400	1,000		
	900	<i>R</i>					

2							
<i>US 17</i>							
			<i>T</i>	7,300			
			<i>L</i>	5,300			
			7,000	<i>T</i>			
			7,900	<i>R</i>			

3							
			12,700				
			<i>T</i>				
			<i>R</i>	4,500			
			<i>L</i>	1,200			
			<i>VA 164 Ramp</i>				
			8,600				

4							
			9,900	4,000			
			<i>T</i>	<i>L</i>			
			<i>VA 164 Ramp</i>				
			8,600				
			1,300				

5							
			4,700	100	5,100		
			<i>R</i>	<i>T</i>	<i>L</i>	<i>R</i>	5,400
						<i>T</i>	7,800
						<i>L</i>	200
			4,400	<i>L</i>			
			7,900	<i>T</i>			
			200	<i>R</i>	100	100	100

Legend

x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
Weekday Daily Volumes
VA 164 Corridor**

January 11, 2016

Sheet 1



1					
3,300	9,000	R	3,100		
		L	3,200		
R	T	L	T		
		L	2,400	8,100	
					Towne Point Road

2					
8,500	3,700				
		T	L		
		3,200	L		
		2,700	R		
				L	Towne Point Road
				T	7,300
				R	3,000

3					
1,800	4,500	200		R	100
				T	1,000
				L	600
R	T	L		L	T
		1,500	L		
		400	T		
		1,400	R		
				L	3,000
				T	4,400
				R	1,600

4					
4,400					
		T			
		2,900	L		
		3,600	R		
				L	Cedar Lane
				T	7,100

Legend
 x,xxx Average Daily Volumes

DRAFT

Hampton Roads Crossing Study SEIS

**2040 No Build
 Weekday Daily Volumes
 VA 164 Corridor**

January 11, 2016

Sheet 2

(This page intentionally left blank)

APPENDIX B
SAMPLE MOVES2014 INPUT AND OUTPUT FILES
(COMPLETE SET OF FILES AVAILABLE UPON REQUEST)

<runspec version="MOVES2014-20140731">

<description><![CDATA[HRBC Study I-664 and I-64 Interchange

2015]]></description>

<models>

<model value="ONROAD"/>

</models>

<modelscale value="Inv"/>

<modeldomain value="PROJECT"/>

<geographicselections>

<geographicselection type="COUNTY" key="51550" description="VIRGINIA - Chesapeake city"/>

</geographicselections>

<timespan>

<year key="2015"/>

<month id="1"/>

<day id="5"/>

<beginhour id="8"/>

<endhour id="8"/>

<aggregateBy key="Hour"/>

</timespan>

<onroadvehicleselections>

<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="42" sourcetyname="Transit Bus"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetyname="Combination Long-haul Truck"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetyname="Combination Short-haul Truck"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetyname="Intercity Bus"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetyname="Light Commercial Truck"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="54" sourcetyname="Motor Home"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21" sourcetyname="Passenger Car"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="31" sourcetyname="Passenger Truck"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="51" sourcetyname="Refuse Truck"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="43" sourcetyname="School Bus"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="53" sourcetyname="Single Unit Long-haul Truck"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetyname="Single Unit Short-haul Truck"/>

<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="42" sourcetyname="Transit Bus"/>

<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="32" sourcetyname="Light Commercial Truck"/>

<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="21" sourcetyname="Passenger Car"/>

<onroadvehicleselection fueltypeid="9" fueltypedesc="Electricity" sourcetypeid="31" sourcetyname="Passenger Truck"/>

<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="32" sourcetyname="Light Commercial Truck"/>

<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="21" sourcetyname="Passenger Car"/>

<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="31" sourcetyname="Passenger Truck"/>

<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="61" sourcetyname="Combination Short-haul Truck"/>

```

<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="32" sourcetypepename="Light Commercial Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="54" sourcetypepename="Motor Home"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="11" sourcetypepename="Motorcycle"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="21" sourcetypepename="Passenger Car"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31" sourcetypepename="Passenger Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="51" sourcetypepename="Refuse Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="43" sourcetypepename="School Bus"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="53" sourcetypepename="Single Unit Long-haul Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="52" sourcetypepename="Single Unit Short-haul Truck"/>
<onroadvehicselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="42" sourcetypepename="Transit Bus"/>

</onroadvehicselections>
<offroadvehicselections>
</offroadvehicselections>
<offroadvehiclesccs>
</offroadvehiclesccs>
<roadtypes separateramps="false">
  <roadtype roadtypeid="4" roadtypename="Urban Restricted Access" modelCombination="M1"/>
  <roadtype roadtypeid="5" roadtypename="Urban Unrestricted Access" modelCombination="M1"/>
</roadtypes>
<pollutantprocessassociations>
  <pollutantprocessassociation pollutantkey="2" pollutantname="Carbon Monoxide (CO)" processkey="1" processname="Running Exhaust"/>
  <pollutantprocessassociation pollutantkey="2" pollutantname="Carbon Monoxide (CO)" processkey="15" processname="Crankcase Running Exhaust"/>
</pollutantprocessassociations>
<databaseselections>
</databaseselections>
<internalcontrolstrategies>
<internalcontrolstrategy classname="gov.epa.otaq.moves.master.implementation.ghg.internalcontrolstrategies.rateofprogress.RateOfProgressStrategy"><![CDATA[
useParameters          No

]]></internalcontrolstrategy>
</internalcontrolstrategies>
<inputdatabase servername="" databasename="" description=""/>
<uncertaintyparameters uncertaintymodeenabled="false" numberofrunsperimulation="0" numberofsimulations="0"/>
<geographicoutputdetail description="LINK"/>
<outputemissionsbreakdownselection>
  <modelyear selected="false"/>
  <fueltype selected="false"/>
  <emissionprocess selected="true"/>
  <onroadoffroad selected="true"/>
  <roadtype selected="true"/>
  <sourceusetype selected="false"/>

```



```
<movesvehicletype selected="false"/>
<onroadsc selected="false"/>
<estimateuncertainty selected="false" numberOfIterations="2" keepSampledData="false" keepIterations="false"/>
<sector selected="false"/>
<engtechid selected="false"/>
<hpclass selected="false"/>
<regclassid selected="false"/>
</outputemissionsbreakdownselection>
<outputdatabase servername="" databasename="HRBC_I664I64_2015o" description=""/>
<outputtimestep value="Hour"/>
<outputvmtdata value="true"/>
<outputsho value="false"/>
<outputsh value="false"/>
<outputshp value="false"/>
<outputshidling value="false"/>
<outputstarts value="false"/>
<outputpopulation value="true"/>
<scaleinputdatabase servername="localhost" databasename="hrbc_i664i64_2015d" description=""/>
<pmsize value="0"/>
<outputfactors>
    <timefactors selected="true" units="Hours"/>
    <distancefactors selected="true" units="Miles"/>
    <massfactors selected="true" units="Grams" energyunits="Million BTU"/>
</outputfactors>
<savedata>
</savedata>
<donotexecute>
</donotexecute>
<generatordatabase shouldsave="false" servername="" databasename="" description=""/>
    <donotperformfinalaggregation selected="false"/>
<lookupstableflags scenarioid="" truncateoutput="true" truncateactivity="true" truncatebaserates="true"/>
</runspec>
```

(This page intentionally left blank)

APPENDIX C
CAL3QHC INPUT AND OUTPUT FILES

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2015

DATE : 5/25/16
 TIME : 7:32:51

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. S Leg App - FreeFlow*	31.0	36.0	-185.0	-1186.0	* 1241.	190. AG	9600.	8.8	0.0	67.7	
2. S Leg Dep - FreeFlow*	-18.0	36.0	-232.0	-1178.0	* 1233.	190. AG	9600.	4.2	0.0	67.7	
3. E Leg App - FreeFlow*	0.0	36.0	1200.0	36.0	* 1200.	90. AG	14400.	4.2	0.0	91.7	
4. E Leg Dep - FreeFlow*	0.0	-36.0	1200.0	-36.0	* 1200.	90. AG	14400.	4.2	0.0	91.7	
5. W Leg App - FreeFlow*	0.0	-36.0	-1200.0	-36.0	* 1200.	270. AG	14400.	8.8	0.0	91.7	
6. W Leg Dep - FreeFlow*	0.0	36.0	-1200.0	36.0	* 1200.	270. AG	14400.	4.2	0.0	91.7	

PAGE 2

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2015

DATE : 5/25/16
 TIME : 7:32:51

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	* 73.4	82.0	5.9	*
2. N Leg, E Side - 0 m	* 73.4	82.0	5.9	*
3. N Leg, W Side-Corner	* -44.4	82.0	5.9	*
4. S Leg, E Side-Corner	* 44.4	-82.0	5.9	*
5. S Leg, E Side - 25 m	* 31.9	-152.9	5.9	*
6. S Leg, E Side - 50 m	* 17.7	-233.7	5.9	*
7. S Leg, E Side-Midblk	* -58.0	-663.0	5.9	*
8. S Leg, W Side-Corner	* -73.4	-82.0	5.9	*
9. S Leg, W Side - 25 m	* -85.9	-152.9	5.9	*
10. S Leg, W Side - 50 m	* -100.1	-233.7	5.9	*
11. S Leg, W Side-Midblk	* -175.8	-663.0	5.9	*
12. E Leg, N Side - 25 m	* 145.4	82.0	5.9	*
13. E Leg, N Side - 50 m	* 227.4	82.0	5.9	*
14. E Leg, N Side-Midblk	* 663.4	82.0	5.9	*
15. W Leg, N Side - 25 m	* -116.5	82.0	5.9	*
16. W Leg, N Side - 50 m	* -198.5	82.0	5.9	*
17. W Leg, N Side-Midblk	* -634.4	82.0	5.9	*
18. E Leg, S Side - 25 m	* 116.5	-82.0	5.9	*

19. E Leg, S Side - 50 m * 198.5 -82.0 5.9 *
 20. E Leg, S Side-Midblk * 634.4 -82.0 5.9 *
 21. W Leg, S Side - 25 m * -145.4 -82.0 5.9 *
 22. W Leg, S Side - 50 m * -227.4 -82.0 5.9 *
 23. W Leg, S Side-Midblk * -663.4 -82.0 5.9 *

♀

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2015

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.0000	0.0000	0.0000	4.6000	4.4000	4.6000	5.2000	5.0000	3.5000	3.1000	2.6000	0.0000	0.0000	0.0000	0.0000	0.0000
10. *	0.0000	0.0000	0.0000	4.3000	4.0000	4.1000	4.5000	5.2000	3.9000	3.4000	3.3000	0.0000	0.0000	0.0000	0.0000	0.0000
15. *	0.0000	0.0000	0.0000	3.8000	3.3000	3.3000	3.3000	5.2000	4.2000	3.7000	3.7000	0.0000	0.0000	0.0000	0.0000	0.0000
20. *	0.1000	0.1000	0.0000	3.4000	2.8000	2.5000	2.6000	5.5000	4.4000	4.1000	4.3000	0.1000	0.1000	0.1000	0.1000	0.1000
25. *	0.1000	0.1000	0.0000	3.2000	2.6000	2.1000	1.7000	5.8000	4.7000	4.4000	4.3000	0.1000	0.1000	0.1000	0.1000	0.1000
30. *	0.1000	0.1000	0.0000	3.1000	2.3000	1.8000	1.4000	6.2000	4.9000	4.5000	4.4000	0.1000	0.1000	0.1000	0.1000	0.1000
35. *	0.1000	0.1000	0.0000	3.1000	2.2000	1.6000	1.1000	6.4000	5.1000	4.7000	4.2000	0.1000	0.1000	0.1000	0.1000	0.1000
40. *	0.2000	0.2000	0.0000	3.1000	2.1000	1.6000	1.0000	6.7000	5.1000	4.5000	4.1000	0.2000	0.2000	0.2000	0.2000	0.2000
45. *	0.2000	0.2000	0.0000	3.1000	2.0000	1.6000	0.9000	7.2000	5.3000	4.5000	3.9000	0.2000	0.2000	0.2000	0.2000	0.2000
50. *	0.2000	0.2000	0.0000	3.2000	2.0000	1.6000	0.8000	7.3000	5.0000	4.5000	3.9000	0.2000	0.2000	0.2000	0.2000	0.2000
55. *	0.2000	0.2000	0.0000	3.5000	2.2000	1.6000	0.8000	7.4000	5.0000	4.4000	3.6000	0.2000	0.2000	0.2000	0.2000	0.2000
60. *	0.2000	0.2000	0.2000	3.5000	2.1000	1.5000	0.6000	7.5000	4.9000	4.3000	3.4000	0.2000	0.2000	0.2000	0.2000	0.2000
65. *	0.3000	0.3000	0.2000	3.6000	2.1000	1.5000	0.5000	7.6000	4.8000	4.2000	3.1000	0.3000	0.3000	0.3000	0.3000	0.3000
70. *	0.5000	0.5000	0.4000	3.8000	2.0000	1.4000	0.4000	7.7000	4.7000	4.0000	3.0000	0.5000	0.5000	0.4000	0.5000	0.5000
75. *	0.8000	0.8000	0.8000	3.9000	1.9000	1.1000	0.1000	7.7000	4.5000	3.8000	2.8000	0.7000	0.7000	0.6000	0.9000	0.9000
80. *	1.3000	1.3000	1.3000	3.8000	1.6000	0.9000	0.1000	7.5000	4.2000	3.4000	2.6000	1.3000	1.2000	1.1000	1.4000	1.4000
85. *	2.0000	2.0000	2.1000	3.4000	1.2000	0.5000	0.0000	7.0000	3.8000	3.2000	2.6000	2.0000	2.0000	1.5000	2.1000	2.1000
90. *	2.7000	2.7000	2.9000	2.8000	0.7000	0.3000	0.0000	6.3000	3.4000	2.9000	2.6000	2.7000	2.7000	2.1000	3.0000	3.0000
95. *	3.3000	3.3000	3.6000	2.0000	0.4000	0.1000	0.0000	5.4000	3.1000	2.8000	2.7000	3.3000	3.2000	2.6000	3.7000	3.7000
100. *	3.7000	3.7000	4.0000	1.3000	0.1000	0.0000	0.0000	4.6000	2.9000	2.7000	2.7000	3.6000	3.6000	3.0000	4.2000	4.2000
105. *	3.8000	3.8000	4.1000	0.8000	0.1000	0.0000	0.0000	3.8000	2.8000	2.7000	2.7000	3.8000	3.7000	3.3000	4.6000	4.6000
110. *	3.6000	3.6000	4.1000	0.5000	0.0000	0.0000	0.0000	3.3000	2.6000	2.6000	2.6000	3.6000	3.6000	3.3000	4.6000	4.6000
115. *	3.4000	3.4000	4.1000	0.3000	0.0000	0.0000	0.0000	3.1000	2.6000	2.6000	2.6000	3.4000	3.4000	3.3000	4.7000	4.7000
120. *	3.3000	3.3000	4.2000	0.3000	0.1000	0.1000	0.1000	3.0000	2.7000	2.7000	2.7000	3.3000	3.3000	3.2000	4.8000	4.8000
125. *	3.2000	3.2000	4.1000	0.3000	0.1000	0.1000	0.1000	3.0000	2.7000	2.7000	2.7000	3.2000	3.2000	3.1000	5.0000	5.0000
130. *	2.9000	2.9000	4.4000	0.4000	0.2000	0.2000	0.2000	3.1000	2.8000	2.8000	2.8000	3.0000	2.9000	2.9000	4.9000	4.9000
135. *	2.8000	2.8000	4.6000	0.4000	0.2000	0.2000	0.2000	3.1000	2.8000	2.8000	2.8000	2.8000	2.8000	2.8000	5.1000	5.1000
140. *	2.8000	2.8000	4.7000	0.4000	0.2000	0.2000	0.2000	3.2000	2.9000	2.9000	2.9000	2.8000	2.8000	2.8000	5.1000	5.1000
145. *	2.7000	2.7000	4.9000	0.4000	0.3000	0.3000	0.3000	3.4000	3.1000	3.1000	3.1000	2.7000	2.7000	2.7000	5.1000	5.1000
150. *	2.6000	2.6000	5.3000	0.4000	0.3000	0.3000	0.3000	3.5000	3.3000	3.3000	3.3000	2.6000	2.6000	2.6000	5.3000	5.3000
155. *	2.4000	2.4000	5.6000	0.4000	0.3000	0.3000	0.3000	3.5000	3.3000	3.3000	3.3000	2.4000	2.4000	2.4000	5.3000	5.3000
160. *	2.5000	2.5000	5.9000	0.5000	0.4000	0.4000	0.4000	3.6000	3.5000	3.5000	3.4000	2.4000	2.4000	2.4000	5.4000	5.4000
165. *	2.6000	2.6000	6.2000	0.6000	0.6000	0.5000	0.5000	3.7000	3.7000	3.7000	3.5000	2.4000	2.4000	2.4000	5.4000	5.4000
170. *	3.0000	3.0000	6.6000	0.8000	0.8000	0.8000	0.8000	3.9000	3.9000	3.8000	3.6000	2.4000	2.4000	2.4000	5.4000	5.4000
175. *	3.4000	3.4000	6.9000	1.4000	1.4000	1.4000	1.1000	4.1000	3.9000	3.9000	3.5000	2.6000	2.5000	2.5000	5.4000	5.4000
180. *	4.2000	4.2000	7.1000	2.2000	2.2000	2.2000	1.8000	3.9000	3.9000	3.8000	3.2000	2.9000	2.7000	2.6000	5.3000	5.3000
185. *	5.0000	5.0000	6.6000	3.2000	3.2000	3.1000	2.7000	3.5000	3.4000	3.4000	2.8000	3.1000	2.7000	2.5000	4.8000	4.8000
190. *	5.8000	5.8000	6.0000	4.2000	4.2000	4.1000	3.5000	2.9000	2.7000	2.7000	2.2000	3.4000	2.8000	2.4000	4.3000	4.3000
195. *	6.3000	6.3000	5.2000	5.0000	4.9000	4.9000	4.3000	2.2000	1.9000	1.9000	1.6000	3.9000	3.2000	2.4000	3.8000	3.8000
200. *	6.7000	6.7000	4.6000	5.3000	5.2000	5.2000	4.6000	1.4000	1.2000	1.2000	1.0000	4.4000	3.5000	2.4000	3.7000	3.7000

205. * 6.6000 6.6000 4.1000 5.2000 5.2000 5.2000 4.9000 0.9000 0.7000 0.7000 0.6000 4.6000 3.6000 2.5000 3.5000
 210. * 6.3000 6.3000 3.9000 5.0000 5.0000 5.0000 4.7000 0.6000 0.4000 0.4000 0.4000 5.0000 4.0000 2.9000 3.6000

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2015

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	6.0000	6.0000	3.8000	4.6000	4.6000	4.6000	4.5000	0.6000	0.3000	0.3000	0.2000	5.0000	4.1000	3.1000	3.7000
220.	*	5.8000	5.8000	3.8000	4.4000	4.4000	4.4000	4.3000	0.5000	0.2000	0.2000	0.2000	5.1000	4.1000	3.2000	3.8000
225.	*	5.9000	5.9000	3.9000	4.2000	4.2000	4.2000	4.1000	0.6000	0.2000	0.2000	0.1000	5.2000	4.3000	3.4000	3.9000
230.	*	5.6000	5.6000	4.1000	3.9000	3.9000	3.9000	3.9000	0.5000	0.1000	0.1000	0.1000	5.3000	4.6000	3.5000	4.2000
235.	*	5.5000	5.5000	4.3000	3.7000	3.7000	3.7000	3.7000	0.5000	0.1000	0.1000	0.1000	5.6000	4.8000	3.8000	4.3000
240.	*	5.6000	5.6000	4.5000	3.7000	3.7000	3.5000	3.5000	0.6000	0.1000	0.1000	0.1000	5.5000	4.9000	4.0000	4.5000
245.	*	5.4000	5.4000	4.7000	3.8000	3.4000	3.4000	3.4000	0.8000	0.1000	0.1000	0.1000	5.6000	5.0000	4.2000	4.7000
250.	*	5.4000	5.4000	4.9000	4.0000	3.3000	3.3000	3.3000	1.1000	0.1000	0.1000	0.1000	5.6000	5.4000	4.5000	4.9000
255.	*	5.4000	5.4000	5.0000	4.5000	3.2000	3.1000	3.1000	1.8000	0.2000	0.1000	0.1000	5.7000	5.7000	4.7000	5.0000
260.	*	5.1000	5.1000	4.7000	5.3000	3.3000	3.1000	3.0000	2.6000	0.3000	0.1000	0.0000	5.2000	5.4000	4.7000	4.7000
265.	*	4.5000	4.5000	4.2000	6.6000	3.8000	3.2000	3.0000	3.9000	0.7000	0.2000	0.0000	4.7000	4.7000	4.4000	4.1000
270.	*	3.5000	3.5000	3.4000	8.0000	4.4000	3.6000	3.1000	5.2000	1.3000	0.5000	0.0000	3.7000	3.6000	3.6000	3.2000
275.	*	2.5000	2.5000	2.3000	8.9000	5.3000	4.1000	3.2000	6.2000	2.0000	0.9000	0.0000	2.4000	2.5000	2.6000	2.3000
280.	*	1.5000	1.5000	1.5000	9.5000	6.0000	4.7000	3.3000	6.8000	2.5000	1.3000	0.0000	1.5000	1.5000	1.6000	1.5000
285.	*	0.8000	0.8000	0.8000	9.4000	6.3000	5.0000	3.3000	6.8000	3.0000	1.7000	0.0000	0.8000	0.9000	0.9000	0.8000
290.	*	0.4000	0.4000	0.5000	8.8000	6.3000	5.1000	3.2000	6.4000	3.1000	2.0000	0.1000	0.5000	0.5000	0.4000	0.5000
295.	*	0.3000	0.3000	0.3000	8.2000	6.2000	5.2000	3.4000	6.0000	3.2000	2.0000	0.3000	0.3000	0.3000	0.3000	0.3000
300.	*	0.2000	0.2000	0.2000	7.9000	6.1000	5.2000	3.5000	5.7000	3.1000	2.2000	0.4000	0.2000	0.2000	0.2000	0.2000
305.	*	0.2000	0.2000	0.2000	7.4000	6.1000	5.2000	3.8000	5.5000	3.2000	2.2000	0.7000	0.2000	0.2000	0.2000	0.2000
310.	*	0.1000	0.1000	0.2000	7.3000	6.1000	5.4000	4.1000	5.2000	3.0000	2.2000	0.8000	0.2000	0.2000	0.2000	0.2000
315.	*	0.1000	0.1000	0.2000	7.3000	6.1000	5.5000	4.3000	4.9000	2.9000	2.2000	0.9000	0.2000	0.2000	0.2000	0.2000
320.	*	0.1000	0.1000	0.2000	7.1000	6.1000	5.4000	4.4000	4.8000	2.8000	2.0000	1.0000	0.2000	0.2000	0.2000	0.2000
325.	*	0.1000	0.1000	0.1000	6.8000	6.0000	5.5000	4.6000	4.6000	2.8000	2.0000	1.0000	0.1000	0.1000	0.1000	0.1000
330.	*	0.1000	0.1000	0.1000	6.6000	6.1000	5.6000	4.8000	4.5000	2.8000	1.9000	1.0000	0.1000	0.1000	0.1000	0.1000
335.	*	0.1000	0.1000	0.1000	6.4000	6.2000	5.7000	5.0000	4.2000	2.8000	1.9000	1.0000	0.1000	0.1000	0.1000	0.1000
340.	*	0.0000	0.0000	0.1000	6.1000	6.0000	5.8000	5.2000	4.3000	2.8000	2.0000	1.1000	0.1000	0.1000	0.1000	0.1000
345.	*	0.0000	0.0000	0.0000	5.7000	5.9000	5.9000	5.4000	4.3000	2.9000	2.0000	1.2000	0.0000	0.0000	0.0000	0.0000
350.	*	0.0000	0.0000	0.0000	5.4000	5.6000	5.8000	5.5000	4.4000	2.9000	2.2000	1.2000	0.0000	0.0000	0.0000	0.0000
355.	*	0.0000	0.0000	0.0000	5.2000	5.3000	5.6000	5.7000	4.6000	3.0000	2.3000	1.5000	0.0000	0.0000	0.0000	0.0000
360.	*	0.0000	0.0000	0.0000	5.1000	5.0000	5.1000	5.7000	5.0000	3.1000	2.6000	1.9000	0.0000	0.0000	0.0000	0.0000
MAX	*	6.7000	6.7000	7.1000	9.5000	6.3000	5.9000	5.7000	7.7000	5.3000	4.7000	4.4000	5.7000	5.7000	4.7000	5.4000
DEGR.	*	200	200	180	280	285	345	355	70	45	35	30	255	255	260	160

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2015

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
-----*	-----*								

5.	*	0.0000	0.0000	2.5000	2.5000	2.5000	4.3000	4.3000	4.3000
10.	*	0.0000	0.0000	2.4000	2.4000	2.4000	4.1000	4.1000	4.2000
15.	*	0.0000	0.0000	2.4000	2.4000	2.4000	4.0000	4.0000	4.1000
20.	*	0.1000	0.1000	2.4000	2.4000	2.4000	4.0000	4.0000	4.1000
25.	*	0.1000	0.1000	2.4000	2.4000	2.4000	4.2000	4.1000	4.1000
30.	*	0.1000	0.1000	2.6000	2.6000	2.6000	4.4000	4.3000	4.3000
35.	*	0.1000	0.1000	2.7000	2.7000	2.7000	4.7000	4.5000	4.5000
40.	*	0.2000	0.2000	2.8000	2.8000	2.8000	5.1000	4.7000	4.7000
45.	*	0.2000	0.2000	2.8000	2.8000	2.8000	5.4000	4.9000	4.9000
50.	*	0.2000	0.2000	3.0000	2.9000	2.9000	6.0000	5.3000	5.1000
55.	*	0.2000	0.2000	3.2000	3.2000	3.1000	6.3000	5.8000	5.4000
60.	*	0.2000	0.2000	3.3000	3.3000	3.3000	6.7000	6.0000	5.7000
65.	*	0.4000	0.3000	3.4000	3.4000	3.3000	6.9000	6.4000	6.1000
70.	*	0.4000	0.4000	3.6000	3.6000	3.4000	7.1000	6.7000	6.5000
75.	*	0.9000	0.9000	3.8000	3.8000	3.3000	7.2000	7.2000	7.0000
80.	*	1.4000	1.4000	3.6000	3.6000	3.1000	7.0000	7.1000	7.0000
85.	*	2.2000	2.4000	3.3000	3.3000	2.7000	6.6000	6.4000	6.6000
90.	*	3.1000	3.5000	2.7000	2.7000	2.2000	5.7000	5.4000	5.6000
95.	*	3.8000	4.4000	2.0000	2.0000	1.6000	4.5000	4.3000	4.4000
100.	*	4.4000	5.0000	1.3000	1.2000	1.1000	3.6000	3.3000	3.1000
105.	*	4.8000	5.3000	0.7000	0.7000	0.7000	2.9000	2.6000	2.0000
110.	*	4.8000	5.3000	0.5000	0.5000	0.4000	2.4000	2.0000	1.5000
115.	*	4.9000	5.2000	0.3000	0.3000	0.3000	2.2000	1.7000	1.3000
120.	*	4.9000	5.0000	0.2000	0.2000	0.2000	2.0000	1.6000	1.1000
125.	*	5.1000	4.9000	0.2000	0.2000	0.2000	2.0000	1.6000	1.0000
130.	*	5.2000	4.7000	0.2000	0.2000	0.2000	2.0000	1.6000	1.0000
135.	*	5.1000	4.5000	0.2000	0.2000	0.2000	2.0000	1.6000	1.0000
140.	*	5.0000	4.4000	0.2000	0.2000	0.2000	2.1000	1.5000	0.8000
145.	*	5.0000	4.3000	0.1000	0.1000	0.1000	2.1000	1.6000	0.8000
150.	*	4.9000	4.1000	0.1000	0.1000	0.1000	2.0000	1.5000	0.7000
155.	*	4.8000	4.0000	0.1000	0.1000	0.1000	2.1000	1.5000	0.5000
160.	*	4.8000	3.8000	0.1000	0.1000	0.1000	2.0000	1.5000	0.4000
165.	*	4.8000	3.6000	0.0000	0.0000	0.0000	2.1000	1.4000	0.3000
170.	*	4.7000	3.5000	0.0000	0.0000	0.0000	2.0000	1.3000	0.0000
175.	*	4.6000	3.5000	0.1000	0.0000	0.0000	1.8000	1.0000	0.0000
180.	*	4.5000	3.6000	0.2000	0.1000	0.0000	1.6000	0.8000	0.0000
185.	*	4.1000	3.5000	0.6000	0.1000	0.0000	1.1000	0.5000	0.0000
190.	*	3.7000	3.4000	1.0000	0.4000	0.0000	0.8000	0.2000	0.0000
195.	*	3.6000	3.4000	1.4000	0.6000	0.0000	0.5000	0.3000	0.1000
200.	*	3.5000	3.5000	1.9000	1.0000	0.1000	0.3000	0.1000	0.1000
205.	*	3.5000	3.5000	2.2000	1.3000	0.2000	0.2000	0.2000	0.2000
210.	*	3.6000	3.6000	2.4000	1.5000	0.2000	0.2000	0.2000	0.2000

♀

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2015

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
215.	*	3.7000	3.7000	2.3000	1.5000	0.4000	0.3000	0.3000	0.3000
220.	*	3.8000	3.8000	2.4000	1.6000	0.6000	0.3000	0.3000	0.3000
225.	*	3.9000	3.9000	2.3000	1.6000	0.6000	0.4000	0.4000	0.4000
230.	*	4.1000	4.1000	2.2000	1.6000	0.8000	0.4000	0.4000	0.4000
235.	*	4.3000	4.3000	2.1000	1.6000	0.8000	0.4000	0.4000	0.4000
240.	*	4.5000	4.4000	2.2000	1.5000	0.8000	0.5000	0.5000	0.5000
245.	*	4.7000	4.5000	2.2000	1.7000	0.9000	0.7000	0.7000	0.6000
250.	*	4.8000	4.4000	2.5000	1.9000	1.1000	1.0000	1.0000	0.9000
255.	*	4.9000	4.2000	3.1000	2.5000	1.6000	1.5000	1.5000	1.4000
260.	*	4.6000	3.8000	3.9000	3.2000	2.3000	2.5000	2.5000	2.2000
265.	*	4.1000	3.2000	5.0000	4.2000	3.1000	3.8000	3.8000	3.1000

270.	*	3.2000	2.5000	6.2000	5.3000	3.9000	5.2000	5.1000	4.2000
275.	*	2.3000	1.8000	6.9000	6.0000	4.5000	6.1000	6.0000	5.1000
280.	*	1.4000	1.1000	7.3000	6.2000	4.6000	6.6000	6.6000	5.7000
285.	*	0.8000	0.7000	7.2000	6.0000	4.5000	6.8000	6.6000	6.1000
290.	*	0.5000	0.4000	6.7000	5.5000	3.9000	6.4000	6.4000	5.9000
295.	*	0.3000	0.3000	6.1000	4.9000	3.6000	6.0000	6.0000	5.8000
300.	*	0.2000	0.2000	5.7000	4.4000	3.3000	5.7000	5.7000	5.6000
305.	*	0.2000	0.2000	5.2000	4.0000	3.2000	5.4000	5.4000	5.3000
310.	*	0.2000	0.2000	4.8000	3.5000	2.9000	5.1000	5.1000	5.1000
315.	*	0.2000	0.2000	4.4000	3.2000	2.8000	4.9000	4.9000	4.9000
320.	*	0.2000	0.2000	3.9000	2.8000	2.8000	4.7000	4.7000	4.7000
325.	*	0.1000	0.1000	3.5000	2.8000	2.7000	4.5000	4.5000	4.5000
330.	*	0.1000	0.1000	3.2000	2.6000	2.6000	4.3000	4.3000	4.3000
335.	*	0.1000	0.1000	2.9000	2.4000	2.4000	4.1000	4.1000	4.1000
340.	*	0.1000	0.1000	2.7000	2.4000	2.4000	4.1000	4.1000	4.1000
345.	*	0.0000	0.0000	2.5000	2.4000	2.4000	4.1000	4.1000	4.1000
350.	*	0.0000	0.0000	2.5000	2.4000	2.4000	4.2000	4.2000	4.2000
355.	*	0.0000	0.0000	2.5000	2.5000	2.5000	4.3000	4.3000	4.3000
360.	*	0.0000	0.0000	2.6000	2.6000	2.6000	4.5000	4.5000	4.5000
-----*									
MAX	*	5.2000	5.3000	7.3000	6.2000	4.6000	7.2000	7.2000	7.0000
DEGR.	*	130	105	280	280	280	75	75	75

THE HIGHEST CONCENTRATION OF 9.5000 PPM OCCURRED AT RECEPTOR 4.

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2028

DATE : 5/25/16
 TIME : 7:57:49

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. S Leg App - FreeFlow*	31.0	36.0	-185.0	-1186.0	* 1241.	190. AG	9600.	4.2	0.0	67.7	
2. S Leg Dep - FreeFlow*	-18.0	36.0	-232.0	-1178.0	* 1233.	190. AG	9600.	1.9	0.0	67.7	
3. E Leg App - FreeFlow*	0.0	36.0	1200.0	36.0	* 1200.	90. AG	14400.	1.9	0.0	91.7	
4. E Leg Dep - FreeFlow*	0.0	-36.0	1200.0	-36.0	* 1200.	90. AG	14400.	1.9	0.0	91.7	
5. W Leg App - FreeFlow*	0.0	-36.0	-1200.0	-36.0	* 1200.	270. AG	14400.	4.2	0.0	91.7	
6. W Leg Dep - FreeFlow*	0.0	36.0	-1200.0	36.0	* 1200.	270. AG	14400.	1.9	0.0	91.7	

PAGE 2

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2028

DATE : 5/25/16
 TIME : 7:57:49

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	* 73.4	82.0	5.9	*
2. N Leg, E Side - 0 m	* 73.4	82.0	5.9	*
3. N Leg, W Side-Corner	* -44.4	82.0	5.9	*
4. S Leg, E Side-Corner	* 44.4	-82.0	5.9	*
5. S Leg, E Side - 25 m	* 31.9	-152.9	5.9	*
6. S Leg, E Side - 50 m	* 17.7	-233.7	5.9	*
7. S Leg, E Side-Midblk	* -58.0	-663.0	5.9	*
8. S Leg, W Side-Corner	* -73.4	-82.0	5.9	*
9. S Leg, W Side - 25 m	* -85.9	-152.9	5.9	*
10. S Leg, W Side - 50 m	* -100.1	-233.7	5.9	*
11. S Leg, W Side-Midblk	* -175.8	-663.0	5.9	*
12. E Leg, N Side - 25 m	* 145.4	82.0	5.9	*
13. E Leg, N Side - 50 m	* 227.4	82.0	5.9	*
14. E Leg, N Side-Midblk	* 663.4	82.0	5.9	*
15. W Leg, N Side - 25 m	* -116.5	82.0	5.9	*
16. W Leg, N Side - 50 m	* -198.5	82.0	5.9	*
17. W Leg, N Side-Midblk	* -634.4	82.0	5.9	*
18. E Leg, S Side - 25 m	* 116.5	-82.0	5.9	*

19. E Leg, S Side - 50 m *	198.5	-82.0	5.9	*
20. E Leg, S Side-Midblk *	634.4	-82.0	5.9	*
21. W Leg, S Side - 25 m *	-145.4	-82.0	5.9	*
22. W Leg, S Side - 50 m *	-227.4	-82.0	5.9	*
23. W Leg, S Side-Midblk *	-663.4	-82.0	5.9	*

♀

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2028

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.0000	0.0000	0.0000	2.1000	2.1000	2.2000	2.6000	2.3000	1.6000	1.3000	1.1000	0.0000	0.0000	0.0000	0.0000	0.0000
10. *	0.0000	0.0000	0.0000	2.0000	1.8000	2.0000	2.1000	2.4000	1.8000	1.5000	1.4000	0.0000	0.0000	0.0000	0.0000	0.0000
15. *	0.0000	0.0000	0.0000	1.8000	1.5000	1.5000	1.7000	2.5000	1.9000	1.9000	1.9000	0.0000	0.0000	0.0000	0.0000	0.0000
20. *	0.0000	0.0000	0.0000	1.6000	1.3000	1.2000	1.2000	2.5000	2.1000	2.0000	1.9000	0.0000	0.0000	0.0000	0.0000	0.0000
25. *	0.0000	0.0000	0.0000	1.4000	1.1000	1.0000	0.8000	2.7000	2.1000	2.0000	2.1000	0.0000	0.0000	0.0000	0.0000	0.0000
30. *	0.1000	0.1000	0.0000	1.3000	1.0000	0.8000	0.6000	3.0000	2.3000	2.2000	1.9000	0.1000	0.1000	0.1000	0.1000	0.1000
35. *	0.1000	0.1000	0.0000	1.4000	0.9000	0.7000	0.5000	2.9000	2.4000	2.1000	1.9000	0.1000	0.1000	0.1000	0.1000	0.1000
40. *	0.1000	0.1000	0.0000	1.4000	0.9000	0.7000	0.4000	3.2000	2.4000	2.0000	1.8000	0.1000	0.1000	0.1000	0.1000	0.1000
45. *	0.1000	0.1000	0.0000	1.4000	1.0000	0.8000	0.4000	3.2000	2.4000	2.1000	1.8000	0.1000	0.1000	0.1000	0.1000	0.1000
50. *	0.1000	0.1000	0.0000	1.5000	0.9000	0.7000	0.3000	3.4000	2.4000	2.1000	1.7000	0.1000	0.1000	0.1000	0.1000	0.1000
55. *	0.1000	0.1000	0.0000	1.5000	0.9000	0.7000	0.3000	3.4000	2.3000	2.0000	1.6000	0.1000	0.1000	0.1000	0.1000	0.1000
60. *	0.1000	0.1000	0.0000	1.6000	1.0000	0.7000	0.3000	3.5000	2.4000	2.0000	1.6000	0.1000	0.1000	0.1000	0.1000	0.1000
65. *	0.1000	0.1000	0.1000	1.7000	1.0000	0.7000	0.3000	3.6000	2.4000	2.0000	1.6000	0.1000	0.1000	0.1000	0.1000	0.1000
70. *	0.2000	0.2000	0.2000	1.7000	0.9000	0.6000	0.1000	3.6000	2.1000	1.8000	1.4000	0.2000	0.2000	0.2000	0.2000	0.2000
75. *	0.3000	0.3000	0.3000	1.8000	0.9000	0.6000	0.1000	3.5000	2.0000	1.7000	1.3000	0.3000	0.3000	0.3000	0.3000	0.4000
80. *	0.6000	0.6000	0.6000	1.7000	0.6000	0.3000	0.0000	3.5000	2.0000	1.5000	1.2000	0.6000	0.6000	0.6000	0.5000	0.6000
85. *	0.9000	0.9000	0.9000	1.5000	0.5000	0.3000	0.0000	3.3000	1.8000	1.5000	1.2000	0.9000	0.9000	0.8000	0.9000	0.9000
90. *	1.2000	1.2000	1.3000	1.2000	0.3000	0.1000	0.0000	2.9000	1.6000	1.3000	1.2000	1.2000	1.2000	1.0000	1.3000	1.3000
95. *	1.5000	1.5000	1.6000	0.9000	0.1000	0.0000	0.0000	2.4000	1.4000	1.2000	1.2000	1.5000	1.5000	1.2000	1.7000	1.7000
100. *	1.6000	1.6000	1.9000	0.6000	0.1000	0.0000	0.0000	2.2000	1.4000	1.3000	1.3000	1.6000	1.6000	1.4000	1.9000	1.9000
105. *	1.7000	1.7000	1.8000	0.3000	0.0000	0.0000	0.0000	1.7000	1.2000	1.2000	1.2000	1.7000	1.7000	1.5000	2.0000	2.0000
110. *	1.6000	1.6000	1.9000	0.2000	0.0000	0.0000	0.0000	1.5000	1.2000	1.2000	1.2000	1.6000	1.6000	1.5000	2.2000	2.2000
115. *	1.6000	1.6000	1.9000	0.1000	0.0000	0.0000	0.0000	1.4000	1.2000	1.2000	1.2000	1.6000	1.6000	1.5000	2.1000	2.1000
120. *	1.5000	1.5000	1.9000	0.1000	0.0000	0.0000	0.0000	1.4000	1.2000	1.2000	1.2000	1.5000	1.5000	1.5000	2.3000	2.3000
125. *	1.4000	1.4000	2.0000	0.2000	0.1000	0.1000	0.1000	1.4000	1.2000	1.2000	1.3000	1.4000	1.4000	1.4000	2.2000	2.2000
130. *	1.4000	1.4000	2.0000	0.2000	0.1000	0.1000	0.1000	1.4000	1.3000	1.3000	1.3000	1.4000	1.4000	1.4000	2.2000	2.2000
135. *	1.3000	1.3000	2.2000	0.2000	0.1000	0.1000	0.1000	1.5000	1.4000	1.4000	1.4000	1.3000	1.3000	1.3000	2.4000	2.4000
140. *	1.2000	1.2000	2.1000	0.2000	0.1000	0.1000	0.1000	1.5000	1.4000	1.4000	1.4000	1.2000	1.2000	1.2000	2.5000	2.5000
145. *	1.2000	1.2000	2.3000	0.2000	0.1000	0.1000	0.1000	1.5000	1.4000	1.4000	1.4000	1.2000	1.2000	1.2000	2.4000	2.4000
150. *	1.1000	1.1000	2.5000	0.2000	0.1000	0.1000	0.1000	1.6000	1.5000	1.5000	1.5000	1.1000	1.1000	1.1000	2.4000	2.4000
155. *	1.1000	1.1000	2.6000	0.2000	0.2000	0.2000	0.2000	1.7000	1.6000	1.6000	1.6000	1.1000	1.1000	1.1000	2.5000	2.5000
160. *	1.1000	1.1000	2.8000	0.2000	0.2000	0.2000	0.2000	1.6000	1.6000	1.6000	1.6000	1.1000	1.1000	1.1000	2.5000	2.5000
165. *	1.2000	1.2000	2.9000	0.3000	0.3000	0.3000	0.2000	1.7000	1.7000	1.7000	1.7000	1.1000	1.1000	1.1000	2.6000	2.6000
170. *	1.3000	1.3000	3.1000	0.4000	0.4000	0.4000	0.4000	1.8000	1.8000	1.8000	1.7000	1.1000	1.1000	1.1000	2.6000	2.6000
175. *	1.5000	1.5000	3.4000	0.6000	0.6000	0.6000	0.5000	1.8000	1.8000	1.8000	1.7000	1.1000	1.1000	1.1000	2.5000	2.5000
180. *	2.0000	2.0000	3.3000	1.1000	1.1000	1.0000	0.8000	1.9000	1.7000	1.7000	1.5000	1.3000	1.2000	1.2000	2.5000	2.5000
185. *	2.3000	2.3000	3.0000	1.5000	1.5000	1.4000	1.3000	1.6000	1.6000	1.6000	1.3000	1.4000	1.2000	1.1000	2.2000	2.2000
190. *	2.8000	2.8000	2.7000	2.0000	2.0000	1.9000	1.6000	1.3000	1.3000	1.3000	1.0000	1.6000	1.3000	1.1000	2.0000	2.0000
195. *	3.0000	3.0000	2.4000	2.3000	2.3000	2.3000	2.0000	0.9000	0.9000	0.9000	0.7000	1.9000	1.5000	1.1000	1.8000	1.8000
200. *	3.1000	3.1000	2.1000	2.5000	2.5000	2.5000	2.2000	0.7000	0.6000	0.6000	0.5000	2.0000	1.6000	1.1000	1.7000	1.7000

205. * 3.1000 3.1000 2.0000 2.5000 2.5000 2.5000 2.3000 0.5000 0.4000 0.4000 0.2000 2.1000 1.8000 1.1000 1.6000
 210. * 3.1000 3.1000 1.8000 2.4000 2.4000 2.3000 2.3000 0.3000 0.2000 0.2000 0.2000 2.3000 1.8000 1.2000 1.7000

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2028

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	2.9000	2.9000	1.8000	2.2000	2.2000	2.2000	2.1000	0.2000	0.1000	0.1000	0.1000	2.3000	1.9000	1.3000	1.8000
220.	*	2.8000	2.8000	1.8000	2.1000	2.1000	2.1000	2.0000	0.3000	0.1000	0.1000	0.1000	2.4000	2.0000	1.5000	1.8000
225.	*	2.6000	2.6000	1.8000	2.0000	2.0000	2.0000	1.9000	0.3000	0.1000	0.1000	0.1000	2.3000	2.0000	1.6000	1.8000
230.	*	2.6000	2.6000	1.9000	1.9000	1.9000	1.9000	1.9000	0.3000	0.1000	0.1000	0.1000	2.5000	2.2000	1.7000	1.9000
235.	*	2.5000	2.5000	2.0000	1.8000	1.8000	1.8000	1.8000	0.3000	0.1000	0.1000	0.1000	2.5000	2.2000	1.7000	2.0000
240.	*	2.5000	2.5000	2.1000	1.8000	1.7000	1.7000	1.7000	0.3000	0.1000	0.1000	0.1000	2.6000	2.3000	1.8000	2.1000
245.	*	2.4000	2.4000	2.2000	1.6000	1.5000	1.5000	1.5000	0.3000	0.0000	0.0000	0.0000	2.6000	2.2000	2.0000	2.2000
250.	*	2.5000	2.5000	2.2000	1.9000	1.5000	1.5000	1.5000	0.5000	0.0000	0.0000	0.0000	2.7000	2.5000	2.1000	2.2000
255.	*	2.6000	2.6000	2.3000	2.0000	1.5000	1.4000	1.4000	0.7000	0.1000	0.0000	0.0000	2.6000	2.6000	2.2000	2.3000
260.	*	2.3000	2.3000	2.3000	2.5000	1.6000	1.4000	1.4000	1.3000	0.1000	0.0000	0.0000	2.5000	2.5000	2.2000	2.1000
265.	*	2.0000	2.0000	2.0000	3.1000	1.8000	1.5000	1.4000	1.8000	0.3000	0.1000	0.0000	2.1000	2.2000	2.0000	1.9000
270.	*	1.5000	1.5000	1.5000	3.7000	2.0000	1.6000	1.4000	2.5000	0.6000	0.2000	0.0000	1.7000	1.6000	1.6000	1.5000
275.	*	1.1000	1.1000	1.1000	4.3000	2.5000	2.0000	1.5000	2.9000	1.0000	0.4000	0.0000	1.1000	1.1000	1.1000	1.1000
280.	*	0.8000	0.8000	0.6000	4.5000	2.8000	2.2000	1.5000	3.1000	1.2000	0.6000	0.0000	0.8000	0.7000	0.7000	0.6000
285.	*	0.4000	0.4000	0.4000	4.4000	2.9000	2.3000	1.5000	3.2000	1.4000	0.8000	0.0000	0.5000	0.4000	0.3000	0.3000
290.	*	0.2000	0.2000	0.2000	4.1000	2.9000	2.3000	1.5000	3.0000	1.4000	0.9000	0.0000	0.2000	0.3000	0.2000	0.2000
295.	*	0.1000	0.1000	0.1000	3.9000	2.9000	2.4000	1.5000	2.8000	1.4000	0.9000	0.1000	0.1000	0.1000	0.1000	0.1000
300.	*	0.1000	0.1000	0.1000	3.7000	2.9000	2.4000	1.7000	2.7000	1.5000	1.0000	0.1000	0.1000	0.1000	0.1000	0.1000
305.	*	0.1000	0.1000	0.1000	3.5000	2.7000	2.4000	1.7000	2.6000	1.4000	1.0000	0.3000	0.1000	0.1000	0.1000	0.1000
310.	*	0.1000	0.1000	0.1000	3.5000	2.8000	2.5000	1.9000	2.4000	1.3000	1.0000	0.3000	0.1000	0.1000	0.1000	0.1000
315.	*	0.1000	0.1000	0.1000	3.3000	2.7000	2.5000	1.9000	2.3000	1.3000	1.0000	0.4000	0.1000	0.1000	0.1000	0.1000
320.	*	0.1000	0.1000	0.1000	3.4000	2.8000	2.6000	2.1000	2.3000	1.4000	1.0000	0.5000	0.1000	0.1000	0.1000	0.1000
325.	*	0.1000	0.1000	0.1000	3.2000	2.8000	2.6000	2.2000	2.2000	1.4000	1.0000	0.5000	0.1000	0.1000	0.1000	0.1000
330.	*	0.0000	0.0000	0.1000	3.0000	2.9000	2.6000	2.3000	2.1000	1.4000	0.9000	0.5000	0.1000	0.1000	0.1000	0.1000
335.	*	0.0000	0.0000	0.0000	3.0000	2.9000	2.7000	2.3000	2.0000	1.4000	0.9000	0.5000	0.0000	0.0000	0.0000	0.0000
340.	*	0.0000	0.0000	0.0000	2.8000	2.9000	2.6000	2.4000	2.0000	1.3000	0.9000	0.5000	0.0000	0.0000	0.0000	0.0000
345.	*	0.0000	0.0000	0.0000	2.8000	2.8000	2.8000	2.6000	2.0000	1.3000	0.9000	0.5000	0.0000	0.0000	0.0000	0.0000
350.	*	0.0000	0.0000	0.0000	2.5000	2.7000	2.8000	2.6000	2.1000	1.3000	0.9000	0.6000	0.0000	0.0000	0.0000	0.0000
355.	*	0.0000	0.0000	0.0000	2.5000	2.4000	2.5000	2.7000	2.2000	1.4000	1.0000	0.7000	0.0000	0.0000	0.0000	0.0000
360.	*	0.0000	0.0000	0.0000	2.3000	2.3000	2.4000	2.6000	2.3000	1.5000	1.1000	0.9000	0.0000	0.0000	0.0000	0.0000
MAX	*	3.1000	3.1000	3.4000	4.5000	2.9000	2.8000	2.7000	3.6000	2.4000	2.2000	2.1000	2.7000	2.6000	2.2000	2.6000
DEGR.	*	200	200	175	280	290	345	355	65	35	30	25	250	255	255	165

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2028

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
-----*	-----								

5.	*	0.0000	0.0000	1.1000	1.1000	1.1000	2.0000	2.0000	2.0000
10.	*	0.0000	0.0000	1.1000	1.1000	1.1000	1.9000	1.9000	1.9000
15.	*	0.0000	0.0000	1.1000	1.1000	1.1000	1.9000	1.9000	1.9000
20.	*	0.0000	0.0000	1.1000	1.1000	1.1000	1.9000	1.9000	1.9000
25.	*	0.0000	0.0000	1.1000	1.1000	1.1000	1.9000	1.9000	1.9000
30.	*	0.1000	0.1000	1.1000	1.1000	1.1000	2.0000	2.0000	2.0000
35.	*	0.1000	0.1000	1.2000	1.2000	1.2000	2.2000	2.1000	2.1000
40.	*	0.1000	0.1000	1.2000	1.2000	1.2000	2.4000	2.1000	2.2000
45.	*	0.1000	0.1000	1.3000	1.3000	1.3000	2.6000	2.2000	2.3000
50.	*	0.1000	0.1000	1.4000	1.4000	1.4000	2.8000	2.4000	2.5000
55.	*	0.1000	0.1000	1.4000	1.4000	1.4000	3.0000	2.7000	2.6000
60.	*	0.1000	0.1000	1.5000	1.5000	1.5000	3.2000	2.8000	2.7000
65.	*	0.1000	0.1000	1.6000	1.6000	1.5000	3.3000	2.9000	2.8000
70.	*	0.3000	0.2000	1.6000	1.6000	1.5000	3.4000	3.0000	3.1000
75.	*	0.3000	0.3000	1.7000	1.7000	1.6000	3.3000	3.4000	3.3000
80.	*	0.6000	0.8000	1.6000	1.6000	1.4000	3.3000	3.3000	3.3000
85.	*	1.0000	1.2000	1.5000	1.5000	1.2000	3.1000	3.0000	3.2000
90.	*	1.5000	1.7000	1.2000	1.2000	1.0000	2.8000	2.5000	2.7000
95.	*	1.8000	2.1000	0.9000	0.9000	0.8000	2.1000	2.0000	2.1000
100.	*	2.1000	2.5000	0.6000	0.6000	0.5000	1.8000	1.6000	1.5000
105.	*	2.2000	2.5000	0.3000	0.3000	0.3000	1.4000	1.2000	1.0000
110.	*	2.3000	2.6000	0.2000	0.2000	0.2000	1.2000	1.1000	0.7000
115.	*	2.2000	2.5000	0.1000	0.1000	0.1000	1.0000	0.8000	0.6000
120.	*	2.3000	2.4000	0.1000	0.1000	0.1000	1.0000	0.7000	0.5000
125.	*	2.4000	2.3000	0.1000	0.1000	0.1000	1.0000	0.8000	0.5000
130.	*	2.4000	2.2000	0.1000	0.1000	0.1000	1.0000	0.8000	0.5000
135.	*	2.4000	2.1000	0.1000	0.1000	0.1000	1.0000	0.8000	0.5000
140.	*	2.3000	2.1000	0.1000	0.1000	0.1000	1.0000	0.8000	0.5000
145.	*	2.4000	2.1000	0.1000	0.1000	0.1000	0.9000	0.7000	0.4000
150.	*	2.3000	2.0000	0.1000	0.1000	0.1000	0.9000	0.7000	0.3000
155.	*	2.2000	1.8000	0.0000	0.0000	0.0000	1.0000	0.7000	0.3000
160.	*	2.2000	1.8000	0.0000	0.0000	0.0000	1.0000	0.7000	0.2000
165.	*	2.2000	1.7000	0.0000	0.0000	0.0000	0.9000	0.6000	0.0000
170.	*	2.2000	1.6000	0.0000	0.0000	0.0000	1.0000	0.6000	0.0000
175.	*	2.1000	1.6000	0.0000	0.0000	0.0000	0.8000	0.5000	0.0000
180.	*	2.2000	1.7000	0.1000	0.0000	0.0000	0.7000	0.3000	0.0000
185.	*	1.9000	1.6000	0.2000	0.1000	0.0000	0.5000	0.2000	0.0000
190.	*	1.8000	1.6000	0.5000	0.1000	0.0000	0.4000	0.2000	0.0000
195.	*	1.6000	1.6000	0.6000	0.3000	0.0000	0.2000	0.0000	0.0000
200.	*	1.6000	1.6000	0.9000	0.4000	0.0000	0.1000	0.1000	0.1000
205.	*	1.6000	1.6000	1.0000	0.5000	0.0000	0.1000	0.1000	0.1000
210.	*	1.7000	1.7000	1.2000	0.8000	0.2000	0.1000	0.1000	0.1000

♀

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2028

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
215.	*	1.8000	1.8000	1.2000	0.8000	0.2000	0.1000	0.1000	0.1000
220.	*	1.8000	1.8000	1.1000	0.8000	0.3000	0.2000	0.2000	0.2000
225.	*	1.8000	1.8000	1.1000	0.8000	0.4000	0.2000	0.2000	0.2000
230.	*	1.9000	1.9000	1.0000	0.8000	0.4000	0.2000	0.2000	0.2000
235.	*	2.0000	1.9000	1.0000	0.8000	0.4000	0.2000	0.2000	0.2000
240.	*	2.1000	2.1000	1.0000	0.7000	0.4000	0.2000	0.2000	0.2000
245.	*	2.2000	2.0000	1.0000	0.8000	0.4000	0.3000	0.3000	0.3000
250.	*	2.2000	2.1000	1.1000	0.9000	0.5000	0.5000	0.5000	0.4000
255.	*	2.3000	2.0000	1.4000	1.1000	0.7000	0.7000	0.7000	0.6000
260.	*	2.1000	1.7000	1.8000	1.5000	1.1000	1.3000	1.2000	1.0000
265.	*	1.9000	1.4000	2.2000	2.0000	1.5000	1.8000	1.8000	1.5000

270.	*	1.5000	1.2000	2.8000	2.5000	1.8000	2.4000	2.4000	2.0000
275.	*	1.1000	0.8000	3.2000	2.8000	2.1000	2.9000	2.8000	2.5000
280.	*	0.6000	0.6000	3.4000	2.9000	2.1000	3.1000	3.1000	2.7000
285.	*	0.3000	0.3000	3.3000	2.8000	2.0000	3.2000	3.2000	2.9000
290.	*	0.2000	0.2000	3.1000	2.5000	1.8000	3.0000	3.0000	2.8000
295.	*	0.1000	0.1000	2.9000	2.2000	1.7000	2.9000	2.8000	2.8000
300.	*	0.1000	0.1000	2.7000	2.0000	1.5000	2.7000	2.7000	2.7000
305.	*	0.1000	0.1000	2.4000	1.8000	1.4000	2.6000	2.6000	2.6000
310.	*	0.1000	0.1000	2.3000	1.7000	1.4000	2.5000	2.5000	2.5000
315.	*	0.1000	0.1000	2.1000	1.4000	1.3000	2.3000	2.3000	2.3000
320.	*	0.1000	0.1000	1.9000	1.3000	1.2000	2.2000	2.2000	2.2000
325.	*	0.1000	0.1000	1.6000	1.2000	1.2000	2.1000	2.1000	2.1000
330.	*	0.1000	0.1000	1.5000	1.1000	1.1000	2.0000	2.0000	2.0000
335.	*	0.0000	0.0000	1.3000	1.1000	1.1000	1.9000	1.9000	1.9000
340.	*	0.0000	0.0000	1.2000	1.1000	1.1000	1.9000	1.9000	1.9000
345.	*	0.0000	0.0000	1.2000	1.1000	1.1000	1.9000	1.9000	1.9000
350.	*	0.0000	0.0000	1.1000	1.1000	1.1000	1.9000	1.9000	1.9000
355.	*	0.0000	0.0000	1.1000	1.1000	1.1000	2.0000	2.0000	2.0000
360.	*	0.0000	0.0000	1.2000	1.2000	1.2000	2.1000	2.1000	2.1000
-----*									
MAX	*	2.4000	2.6000	3.4000	2.9000	2.1000	3.4000	3.4000	3.3000
DEGR.	*	125	110	280	280	280	70	75	75

THE HIGHEST CONCENTRATION OF 4.5000 PPM OCCURRED AT RECEPTOR 4.

JOB: HRCS

RUN: I-64 & I-664 N.Terminus 2028 NOBUILD

DATE : 5/25/16
 TIME : 10:51:57

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. S Leg App - FreeFlow*	31.0	36.0	-185.0	-1186.0	1241.	190. AG	5255.	4.2	0.0	67.7	
2. S Leg Dep - FreeFlow*	-18.0	36.0	-232.0	-1178.0	1233.	190. AG	4920.	1.9	0.0	67.7	
3. E Leg App - FreeFlow*	0.0	36.0	1200.0	36.0	1200.	90. AG	3960.	1.9	0.0	91.7	
4. E Leg Dep - FreeFlow*	0.0	-36.0	1200.0	-36.0	1200.	90. AG	3905.	1.9	0.0	91.7	
5. W Leg App - FreeFlow*	0.0	-36.0	-1200.0	-36.0	1200.	270. AG	3905.	4.2	0.0	91.7	
6. W Leg Dep - FreeFlow*	0.0	36.0	-1200.0	36.0	1200.	270. AG	3960.	1.9	0.0	91.7	

PAGE 2

JOB: HRCS

RUN: I-64 & I-664 N.Terminus 2028 NOBUILD

DATE : 5/25/16
 TIME : 10:51:57

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	73.4	82.0	5.9	*
2. N Leg, E Side - 0 m	73.4	82.0	5.9	*
3. N Leg, W Side-Corner	-44.4	82.0	5.9	*
4. S Leg, E Side-Corner	44.4	-82.0	5.9	*
5. S Leg, E Side - 25 m	31.9	-152.9	5.9	*
6. S Leg, E Side - 50 m	17.7	-233.7	5.9	*
7. S Leg, E Side-Midblk	-58.0	-663.0	5.9	*
8. S Leg, W Side-Corner	-73.4	-82.0	5.9	*
9. S Leg, W Side - 25 m	-85.9	-152.9	5.9	*
10. S Leg, W Side - 50 m	-100.1	-233.7	5.9	*
11. S Leg, W Side-Midblk	-175.8	-663.0	5.9	*
12. E Leg, N Side - 25 m	145.4	82.0	5.9	*
13. E Leg, N Side - 50 m	227.4	82.0	5.9	*
14. E Leg, N Side-Midblk	663.4	82.0	5.9	*
15. W Leg, N Side - 25 m	-116.5	82.0	5.9	*
16. W Leg, N Side - 50 m	-198.5	82.0	5.9	*
17. W Leg, N Side-Midblk	-634.4	82.0	5.9	*
18. E Leg, S Side - 25 m	116.5	-82.0	5.9	*

19. E Leg, S Side - 50 m *	198.5	-82.0	5.9	*
20. E Leg, S Side-Midblk *	634.4	-82.0	5.9	*
21. W Leg, S Side - 25 m *	-145.4	-82.0	5.9	*
22. W Leg, S Side - 50 m *	-227.4	-82.0	5.9	*
23. W Leg, S Side-Midblk *	-663.4	-82.0	5.9	*

JOB: HRCS

RUN: I-64 & I-664 N.Terminus 2028 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.0000	0.0000	0.0000	0.9000	0.9000	1.0000	1.1000	0.7000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000
10. *	0.0000	0.0000	0.0000	0.8000	0.8000	0.9000	1.0000	0.7000	0.6000	0.7000	0.7000	0.0000	0.0000	0.0000	0.0000
15. *	0.0000	0.0000	0.0000	0.7000	0.7000	0.7000	0.8000	0.7000	0.7000	0.6000	0.7000	0.0000	0.0000	0.0000	0.0000
20. *	0.0000	0.0000	0.0000	0.6000	0.5000	0.6000	0.5000	0.9000	0.7000	0.7000	0.9000	0.0000	0.0000	0.0000	0.0000
25. *	0.0000	0.0000	0.0000	0.5000	0.4000	0.5000	0.3000	0.9000	0.8000	0.8000	1.0000	0.0000	0.0000	0.0000	0.0000
30. *	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.2000	1.0000	1.0000	0.8000	0.9000	0.0000	0.0000	0.0000	0.0000
35. *	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.1000	1.1000	1.0000	1.1000	0.9000	0.0000	0.0000	0.0000	0.0000
40. *	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.1000	1.0000	1.1000	1.0000	0.9000	0.0000	0.0000	0.0000	0.0000
45. *	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.1000	1.2000	1.0000	1.0000	0.9000	0.0000	0.0000	0.0000	0.0000
50. *	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.1000	1.2000	1.0000	0.9000	0.8000	0.0000	0.0000	0.0000	0.0000
55. *	0.0000	0.0000	0.0000	0.5000	0.3000	0.3000	0.1000	1.3000	0.9000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000
60. *	0.0000	0.0000	0.0000	0.5000	0.3000	0.3000	0.1000	1.2000	0.9000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000
65. *	0.0000	0.0000	0.0000	0.5000	0.3000	0.3000	0.1000	1.2000	0.9000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000
70. *	0.1000	0.1000	0.0000	0.4000	0.2000	0.2000	0.0000	1.3000	0.9000	0.9000	0.7000	0.1000	0.1000	0.1000	0.0000
75. *	0.1000	0.1000	0.1000	0.4000	0.2000	0.2000	0.0000	1.3000	0.9000	0.9000	0.7000	0.1000	0.1000	0.1000	0.0000
80. *	0.1000	0.1000	0.1000	0.4000	0.2000	0.1000	0.0000	1.3000	0.9000	0.8000	0.7000	0.1000	0.1000	0.1000	0.2000
85. *	0.2000	0.2000	0.3000	0.4000	0.1000	0.0000	0.0000	1.2000	0.9000	0.7000	0.7000	0.2000	0.2000	0.2000	0.2000
90. *	0.4000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	1.2000	0.8000	0.7000	0.7000	0.4000	0.4000	0.2000	0.4000
95. *	0.4000	0.4000	0.5000	0.2000	0.0000	0.0000	0.0000	1.0000	0.7000	0.7000	0.7000	0.4000	0.4000	0.4000	0.4000
100. *	0.4000	0.4000	0.5000	0.1000	0.0000	0.0000	0.0000	0.9000	0.7000	0.7000	0.7000	0.4000	0.4000	0.4000	0.6000
105. *	0.4000	0.4000	0.6000	0.1000	0.0000	0.0000	0.0000	0.9000	0.7000	0.7000	0.7000	0.4000	0.4000	0.4000	0.6000
110. *	0.4000	0.4000	0.5000	0.1000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.7000	0.4000	0.4000	0.4000	0.7000
115. *	0.4000	0.4000	0.5000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.7000	0.4000	0.4000	0.4000	0.7000
120. *	0.4000	0.4000	0.6000	0.0000	0.0000	0.0000	0.0000	0.7000	0.7000	0.7000	0.7000	0.4000	0.4000	0.4000	0.8000
125. *	0.4000	0.4000	0.6000	0.0000	0.0000	0.0000	0.0000	0.7000	0.7000	0.7000	0.7000	0.4000	0.4000	0.4000	0.8000
130. *	0.3000	0.3000	0.7000	0.0000	0.0000	0.0000	0.0000	0.7000	0.7000	0.7000	0.7000	0.3000	0.3000	0.3000	0.7000
135. *	0.3000	0.3000	0.7000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	0.3000	0.3000	0.3000	0.9000
140. *	0.3000	0.3000	0.7000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	0.3000	0.3000	0.3000	0.8000
145. *	0.3000	0.3000	1.0000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	0.3000	0.3000	0.3000	0.9000
150. *	0.3000	0.3000	1.1000	0.1000	0.1000	0.1000	0.1000	0.8000	0.8000	0.8000	0.8000	0.3000	0.3000	0.3000	0.9000
155. *	0.3000	0.3000	1.0000	0.1000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000	0.9000	0.3000	0.3000	0.3000	0.9000
160. *	0.3000	0.3000	1.1000	0.1000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000	0.9000	0.3000	0.3000	0.3000	0.9000
165. *	0.4000	0.4000	1.2000	0.1000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000	0.9000	0.3000	0.3000	0.3000	0.9000
170. *	0.4000	0.4000	1.2000	0.2000	0.2000	0.2000	0.2000	1.0000	1.0000	1.0000	0.9000	0.3000	0.3000	0.3000	0.9000
175. *	0.5000	0.5000	1.2000	0.3000	0.3000	0.3000	0.3000	1.0000	1.0000	1.0000	0.8000	0.3000	0.3000	0.3000	0.9000
180. *	0.7000	0.7000	1.3000	0.5000	0.5000	0.5000	0.5000	1.0000	1.0000	0.9000	0.7000	0.4000	0.3000	0.3000	0.9000
185. *	1.0000	1.0000	1.2000	0.9000	0.8000	0.8000	0.6000	0.9000	0.9000	0.9000	0.7000	0.4000	0.3000	0.3000	0.7000
190. *	1.1000	1.1000	1.0000	1.1000	1.1000	1.1000	0.9000	0.7000	0.7000	0.7000	0.6000	0.6000	0.4000	0.3000	0.6000
195. *	1.3000	1.3000	0.9000	1.3000	1.3000	1.3000	1.1000	0.5000	0.5000	0.5000	0.4000	0.7000	0.4000	0.3000	0.7000
200. *	1.4000	1.4000	0.8000	1.4000	1.3000	1.3000	1.2000	0.3000	0.3000	0.3000	0.2000	0.8000	0.6000	0.3000	0.5000

205. * 1.3000 1.3000 0.6000 1.3000 1.3000 1.3000 1.3000 0.1000 0.1000 0.1000 0.1000 0.8000 0.6000 0.3000 0.5000
 210. * 1.3000 1.3000 0.6000 1.3000 1.3000 1.3000 1.2000 0.1000 0.1000 0.1000 0.1000 0.8000 0.7000 0.3000 0.5000

JOB: HRCS

RUN: I-64 & I-664 N.Terminus 2028 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215. *	1.1000	1.1000	0.5000	1.2000	1.2000	1.2000	1.2000	0.1000	0.1000	0.1000	0.1000	0.8000	0.7000	0.4000	0.5000
220. *	1.0000	1.0000	0.5000	1.1000	1.1000	1.1000	1.1000	0.0000	0.0000	0.0000	0.0000	0.9000	0.7000	0.4000	0.5000
225. *	1.0000	1.0000	0.5000	1.1000	1.1000	1.0000	1.0000	0.0000	0.0000	0.0000	0.0000	0.9000	0.7000	0.4000	0.5000
230. *	0.9000	0.9000	0.5000	1.0000	1.0000	1.0000	1.0000	0.1000	0.0000	0.0000	0.0000	0.8000	0.6000	0.4000	0.5000
235. *	0.9000	0.9000	0.6000	1.0000	1.0000	1.0000	0.9000	0.1000	0.0000	0.0000	0.0000	0.9000	0.7000	0.5000	0.6000
240. *	0.8000	0.8000	0.6000	0.9000	0.9000	0.9000	0.9000	0.1000	0.0000	0.0000	0.0000	0.8000	0.8000	0.5000	0.6000
245. *	0.8000	0.8000	0.6000	0.9000	0.9000	0.9000	0.9000	0.1000	0.0000	0.0000	0.0000	0.8000	0.9000	0.5000	0.6000
250. *	0.8000	0.8000	0.6000	0.9000	0.8000	0.8000	0.8000	0.1000	0.0000	0.0000	0.0000	0.8000	1.0000	0.5000	0.6000
255. *	0.6000	0.6000	0.6000	0.9000	0.8000	0.8000	0.8000	0.2000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.6000
260. *	0.6000	0.6000	0.6000	1.0000	0.8000	0.8000	0.8000	0.3000	0.0000	0.0000	0.0000	0.8000	0.6000	0.6000	0.6000
265. *	0.5000	0.5000	0.5000	1.3000	0.9000	0.8000	0.8000	0.5000	0.1000	0.0000	0.0000	0.6000	0.6000	0.7000	0.5000
270. *	0.4000	0.4000	0.4000	1.5000	0.9000	0.9000	0.8000	0.7000	0.1000	0.0000	0.0000	0.5000	0.4000	0.5000	0.4000
275. *	0.4000	0.4000	0.3000	1.7000	1.1000	1.0000	0.9000	0.8000	0.2000	0.1000	0.0000	0.3000	0.3000	0.3000	0.3000
280. *	0.2000	0.2000	0.1000	1.7000	1.3000	1.0000	0.9000	0.8000	0.4000	0.1000	0.0000	0.2000	0.2000	0.1000	0.1000
285. *	0.1000	0.1000	0.1000	1.7000	1.3000	1.2000	0.9000	0.8000	0.4000	0.2000	0.0000	0.1000	0.1000	0.1000	0.1000
290. *	0.0000	0.0000	0.1000	1.5000	1.2000	1.1000	0.8000	0.8000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000
295. *	0.0000	0.0000	0.0000	1.4000	1.2000	1.1000	0.8000	0.7000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000	0.0000
300. *	0.0000	0.0000	0.0000	1.4000	1.2000	1.1000	0.8000	0.7000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000	0.0000
305. *	0.0000	0.0000	0.0000	1.3000	1.2000	1.1000	0.9000	0.7000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
310. *	0.0000	0.0000	0.0000	1.3000	1.2000	1.1000	0.9000	0.6000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
315. *	0.0000	0.0000	0.0000	1.3000	1.3000	1.2000	1.0000	0.6000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
320. *	0.0000	0.0000	0.0000	1.3000	1.2000	1.2000	1.0000	0.6000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
325. *	0.0000	0.0000	0.0000	1.3000	1.2000	1.2000	1.0000	0.6000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
330. *	0.0000	0.0000	0.0000	1.3000	1.3000	1.3000	1.1000	0.5000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
335. *	0.0000	0.0000	0.0000	1.3000	1.3000	1.3000	1.1000	0.5000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
340. *	0.0000	0.0000	0.0000	1.4000	1.2000	1.3000	1.2000	0.5000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
345. *	0.0000	0.0000	0.0000	1.1000	1.2000	1.3000	1.3000	0.5000	0.4000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000
350. *	0.0000	0.0000	0.0000	1.0000	1.1000	1.1000	1.3000	0.6000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000
355. *	0.0000	0.0000	0.0000	1.0000	1.2000	1.1000	1.4000	0.6000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000
360. *	0.0000	0.0000	0.0000	0.9000	1.0000	1.2000	1.4000	0.7000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000	0.0000
MAX DEGR.	1.4000	1.4000	1.3000	1.7000	1.3000	1.3000	1.4000	1.3000	1.1000	1.1000	1.0000	0.9000	1.0000	0.7000	0.9000
	200	200	180	275	195	195	355	70	40	35	25	220	250	265	135

JOB: HRCS

RUN: I-64 & I-664 N.Terminus 2028 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)							
	16	17	18	19	20	21	22	23

5.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
10.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
15.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
20.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
25.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
30.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
35.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.6000	0.6000
40.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.7000	0.6000	0.6000
45.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.8000	0.6000	0.6000
50.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.9000	0.6000	0.6000
55.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.9000	0.6000	0.7000
60.	*	0.0000	0.0000	0.4000	0.4000	0.4000	1.0000	0.9000	0.7000
65.	*	0.0000	0.0000	0.4000	0.4000	0.4000	1.0000	1.0000	0.7000
70.	*	0.0000	0.1000	0.4000	0.4000	0.4000	1.0000	1.1000	0.8000
75.	*	0.1000	0.1000	0.4000	0.4000	0.4000	0.9000	1.0000	0.8000
80.	*	0.2000	0.1000	0.4000	0.4000	0.4000	1.1000	1.0000	0.8000
85.	*	0.2000	0.2000	0.4000	0.4000	0.4000	1.1000	0.9000	0.8000
90.	*	0.4000	0.5000	0.4000	0.4000	0.2000	0.9000	0.9000	0.6000
95.	*	0.5000	0.6000	0.2000	0.2000	0.2000	0.7000	0.7000	0.5000
100.	*	0.5000	0.6000	0.1000	0.1000	0.1000	0.7000	0.6000	0.4000
105.	*	0.7000	0.6000	0.1000	0.1000	0.1000	0.5000	0.4000	0.3000
110.	*	0.7000	0.7000	0.1000	0.1000	0.1000	0.5000	0.4000	0.2000
115.	*	0.8000	0.7000	0.0000	0.0000	0.0000	0.5000	0.4000	0.2000
120.	*	0.9000	0.7000	0.0000	0.0000	0.0000	0.5000	0.4000	0.2000
125.	*	0.7000	0.7000	0.0000	0.0000	0.0000	0.5000	0.4000	0.2000
130.	*	0.7000	0.6000	0.0000	0.0000	0.0000	0.4000	0.4000	0.2000
135.	*	0.7000	0.6000	0.0000	0.0000	0.0000	0.4000	0.3000	0.1000
140.	*	0.8000	0.6000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
145.	*	0.8000	0.6000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
150.	*	0.8000	0.6000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
155.	*	0.8000	0.6000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
160.	*	0.8000	0.6000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000
165.	*	0.7000	0.5000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000
170.	*	0.7000	0.4000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000
175.	*	0.7000	0.4000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000
180.	*	0.6000	0.4000	0.1000	0.0000	0.0000	0.4000	0.2000	0.0000
185.	*	0.6000	0.4000	0.1000	0.0000	0.0000	0.3000	0.2000	0.0000
190.	*	0.4000	0.4000	0.2000	0.1000	0.0000	0.2000	0.0000	0.0000
195.	*	0.5000	0.5000	0.4000	0.1000	0.0000	0.1000	0.0000	0.0000
200.	*	0.5000	0.5000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
205.	*	0.5000	0.5000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
210.	*	0.5000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000	0.0000

♀

JOB: HRCS

RUN: I-64 & I-664 N.Terminus 2028 NOBUILD

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
215.	*	0.5000	0.5000	0.5000	0.4000	0.1000	0.0000	0.0000	0.0000
220.	*	0.5000	0.5000	0.5000	0.4000	0.1000	0.0000	0.0000	0.0000
225.	*	0.5000	0.5000	0.5000	0.4000	0.1000	0.0000	0.0000	0.0000
230.	*	0.5000	0.5000	0.5000	0.4000	0.1000	0.1000	0.1000	0.1000
235.	*	0.6000	0.6000	0.5000	0.3000	0.1000	0.1000	0.1000	0.1000
240.	*	0.6000	0.6000	0.5000	0.3000	0.1000	0.1000	0.1000	0.1000
245.	*	0.6000	0.6000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
250.	*	0.6000	0.6000	0.5000	0.3000	0.2000	0.1000	0.1000	0.1000
255.	*	0.6000	0.5000	0.5000	0.5000	0.2000	0.2000	0.2000	0.2000
260.	*	0.5000	0.5000	0.7000	0.5000	0.3000	0.3000	0.3000	0.3000
265.	*	0.5000	0.4000	0.8000	0.6000	0.4000	0.5000	0.5000	0.4000

270.	*	0.4000	0.3000	1.0000	0.9000	0.4000	0.7000	0.7000	0.5000
275.	*	0.3000	0.2000	1.0000	0.9000	0.7000	0.8000	0.8000	0.7000
280.	*	0.1000	0.1000	1.1000	0.9000	0.7000	0.8000	0.8000	0.8000
285.	*	0.1000	0.1000	1.1000	0.8000	0.5000	0.8000	0.8000	0.8000
290.	*	0.1000	0.1000	1.0000	0.8000	0.4000	0.8000	0.8000	0.8000
295.	*	0.0000	0.0000	0.9000	0.8000	0.4000	0.7000	0.7000	0.7000
300.	*	0.0000	0.0000	0.9000	0.7000	0.4000	0.7000	0.7000	0.7000
305.	*	0.0000	0.0000	0.8000	0.4000	0.4000	0.7000	0.7000	0.7000
310.	*	0.0000	0.0000	0.9000	0.4000	0.3000	0.6000	0.6000	0.6000
315.	*	0.0000	0.0000	0.7000	0.4000	0.3000	0.6000	0.6000	0.6000
320.	*	0.0000	0.0000	0.5000	0.3000	0.3000	0.6000	0.6000	0.6000
325.	*	0.0000	0.0000	0.5000	0.3000	0.3000	0.6000	0.6000	0.6000
330.	*	0.0000	0.0000	0.4000	0.3000	0.3000	0.5000	0.5000	0.5000
335.	*	0.0000	0.0000	0.4000	0.3000	0.3000	0.5000	0.5000	0.5000
340.	*	0.0000	0.0000	0.4000	0.3000	0.3000	0.5000	0.5000	0.5000
345.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
350.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
355.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
360.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.6000	0.6000	0.6000
-----*									
MAX	*	0.9000	0.7000	1.1000	0.9000	0.7000	1.1000	1.1000	0.8000
DEGR.	*	120	110	280	270	275	80	70	85

THE HIGHEST CONCENTRATION OF 1.7000 PPM OCCURRED AT RECEPTOR 4.

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2040

DATE : 5/25/16
 TIME : 8: 2:18

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. S Leg App - FreeFlow*	31.0	36.0	-185.0	-1186.0	* 1241.	190. AG	9600.	2.4	0.0	67.7	
2. S Leg Dep - FreeFlow*	-18.0	36.0	-232.0	-1178.0	* 1233.	190. AG	9600.	1.0	0.0	67.7	
3. E Leg App - FreeFlow*	0.0	36.0	1200.0	36.0	* 1200.	90. AG	14400.	1.0	0.0	91.7	
4. E Leg Dep - FreeFlow*	0.0	-36.0	1200.0	-36.0	* 1200.	90. AG	14400.	1.0	0.0	91.7	
5. W Leg App - FreeFlow*	0.0	-36.0	-1200.0	-36.0	* 1200.	270. AG	14400.	2.4	0.0	91.7	
6. W Leg Dep - FreeFlow*	0.0	36.0	-1200.0	36.0	* 1200.	270. AG	14400.	1.0	0.0	91.7	

PAGE 2

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2040

DATE : 5/25/16
 TIME : 8: 2:18

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	* 73.4	82.0	5.9	*
2. N Leg, E Side - 0 m	* 73.4	82.0	5.9	*
3. N Leg, W Side-Corner	* -44.4	82.0	5.9	*
4. S Leg, E Side-Corner	* 44.4	-82.0	5.9	*
5. S Leg, E Side - 25 m	* 31.9	-152.9	5.9	*
6. S Leg, E Side - 50 m	* 17.7	-233.7	5.9	*
7. S Leg, E Side-Midblk	* -58.0	-663.0	5.9	*
8. S Leg, W Side-Corner	* -73.4	-82.0	5.9	*
9. S Leg, W Side - 25 m	* -85.9	-152.9	5.9	*
10. S Leg, W Side - 50 m	* -100.1	-233.7	5.9	*
11. S Leg, W Side-Midblk	* -175.8	-663.0	5.9	*
12. E Leg, N Side - 25 m	* 145.4	82.0	5.9	*
13. E Leg, N Side - 50 m	* 227.4	82.0	5.9	*
14. E Leg, N Side-Midblk	* 663.4	82.0	5.9	*
15. W Leg, N Side - 25 m	* -116.5	82.0	5.9	*
16. W Leg, N Side - 50 m	* -198.5	82.0	5.9	*
17. W Leg, N Side-Midblk	* -634.4	82.0	5.9	*
18. E Leg, S Side - 25 m	* 116.5	-82.0	5.9	*

19. E Leg, S Side - 50 m *	198.5	-82.0	5.9	*
20. E Leg, S Side-Midblk *	634.4	-82.0	5.9	*
21. W Leg, S Side - 25 m *	-145.4	-82.0	5.9	*
22. W Leg, S Side - 50 m *	-227.4	-82.0	5.9	*
23. W Leg, S Side-Midblk *	-663.4	-82.0	5.9	*

♀

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2040

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.0000	0.0000	0.0000	1.2000	1.0000	1.2000	1.3000	1.3000	0.8000	0.6000	0.5000	0.0000	0.0000	0.0000	0.0000
10. *	0.0000	0.0000	0.0000	1.1000	1.0000	0.9000	1.1000	1.3000	0.9000	0.8000	0.7000	0.0000	0.0000	0.0000	0.0000
15. *	0.0000	0.0000	0.0000	1.0000	0.9000	0.7000	1.0000	1.4000	1.0000	0.9000	0.9000	0.0000	0.0000	0.0000	0.0000
20. *	0.0000	0.0000	0.0000	0.9000	0.7000	0.6000	0.7000	1.6000	1.2000	1.1000	1.0000	0.0000	0.0000	0.0000	0.0000
25. *	0.0000	0.0000	0.0000	0.8000	0.6000	0.6000	0.5000	1.6000	1.3000	1.1000	1.2000	0.0000	0.0000	0.0000	0.0000
30. *	0.0000	0.0000	0.0000	0.7000	0.6000	0.5000	0.4000	1.5000	1.4000	1.2000	1.2000	0.0000	0.0000	0.0000	0.0000
35. *	0.0000	0.0000	0.0000	0.7000	0.5000	0.4000	0.3000	1.7000	1.2000	1.1000	1.1000	0.0000	0.0000	0.0000	0.0000
40. *	0.0000	0.0000	0.0000	0.7000	0.5000	0.4000	0.3000	1.8000	1.3000	1.1000	1.1000	0.0000	0.0000	0.0000	0.0000
45. *	0.0000	0.0000	0.0000	0.7000	0.5000	0.4000	0.3000	1.8000	1.4000	1.2000	1.1000	0.0000	0.0000	0.0000	0.0000
50. *	0.0000	0.0000	0.0000	0.9000	0.6000	0.4000	0.3000	1.8000	1.2000	1.2000	1.1000	0.0000	0.0000	0.0000	0.0000
55. *	0.0000	0.0000	0.0000	0.9000	0.6000	0.4000	0.3000	1.9000	1.2000	1.1000	1.0000	0.0000	0.0000	0.0000	0.0000
60. *	0.1000	0.1000	0.0000	0.9000	0.6000	0.4000	0.2000	1.9000	1.2000	1.0000	0.9000	0.1000	0.1000	0.1000	0.0000
65. *	0.1000	0.1000	0.0000	1.0000	0.6000	0.4000	0.1000	2.0000	1.2000	1.0000	0.7000	0.1000	0.1000	0.1000	0.1000
70. *	0.1000	0.1000	0.1000	0.9000	0.5000	0.3000	0.0000	2.0000	1.2000	1.0000	0.7000	0.1000	0.1000	0.1000	0.1000
75. *	0.2000	0.2000	0.1000	1.0000	0.5000	0.3000	0.0000	2.0000	1.2000	1.0000	0.7000	0.2000	0.2000	0.2000	0.2000
80. *	0.3000	0.3000	0.3000	0.9000	0.3000	0.2000	0.0000	1.9000	1.0000	0.9000	0.7000	0.3000	0.3000	0.2000	0.3000
85. *	0.5000	0.5000	0.5000	0.8000	0.3000	0.1000	0.0000	1.8000	1.0000	0.8000	0.7000	0.5000	0.5000	0.3000	0.5000
90. *	0.6000	0.6000	0.6000	0.6000	0.2000	0.0000	0.0000	1.6000	0.9000	0.8000	0.7000	0.6000	0.6000	0.6000	0.6000
95. *	0.8000	0.8000	0.9000	0.5000	0.1000	0.0000	0.0000	1.4000	0.8000	0.7000	0.7000	0.8000	0.8000	0.6000	1.0000
100. *	0.9000	0.9000	0.9000	0.3000	0.0000	0.0000	0.0000	1.1000	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000	1.0000
105. *	1.0000	1.0000	1.1000	0.2000	0.0000	0.0000	0.0000	1.0000	0.7000	0.7000	0.7000	1.0000	1.0000	0.8000	1.0000
110. *	0.9000	0.9000	1.0000	0.1000	0.0000	0.0000	0.0000	0.9000	0.7000	0.7000	0.7000	0.9000	0.9000	0.8000	1.3000
115. *	0.9000	0.9000	1.1000	0.1000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.7000	0.9000	0.9000	0.8000	1.2000
120. *	0.8000	0.8000	1.0000	0.1000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000	1.1000
125. *	0.8000	0.8000	0.9000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000	1.2000
130. *	0.8000	0.8000	1.1000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000	1.3000
135. *	0.6000	0.6000	1.1000	0.1000	0.1000	0.1000	0.1000	0.8000	0.7000	0.7000	0.7000	0.6000	0.6000	0.6000	1.2000
140. *	0.6000	0.6000	1.3000	0.1000	0.1000	0.1000	0.1000	0.8000	0.7000	0.7000	0.7000	0.6000	0.6000	0.6000	1.3000
145. *	0.6000	0.6000	1.2000	0.1000	0.1000	0.1000	0.1000	0.9000	0.8000	0.8000	0.8000	0.6000	0.6000	0.6000	1.4000
150. *	0.6000	0.6000	1.4000	0.1000	0.1000	0.1000	0.1000	1.0000	0.9000	0.9000	0.9000	0.6000	0.6000	0.6000	1.4000
155. *	0.6000	0.6000	1.4000	0.1000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000	0.9000	0.6000	0.6000	0.6000	1.4000
160. *	0.6000	0.6000	1.5000	0.1000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000	0.9000	0.6000	0.6000	0.6000	1.4000
165. *	0.7000	0.7000	1.6000	0.1000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000	0.9000	0.6000	0.6000	0.6000	1.4000
170. *	0.7000	0.7000	1.7000	0.2000	0.2000	0.2000	0.2000	1.0000	1.0000	1.0000	1.0000	0.6000	0.6000	0.6000	1.4000
175. *	0.8000	0.8000	1.8000	0.4000	0.3000	0.3000	0.3000	1.0000	1.0000	1.0000	0.9000	0.6000	0.6000	0.6000	1.4000
180. *	1.0000	1.0000	1.8000	0.5000	0.5000	0.5000	0.5000	1.0000	1.0000	1.0000	0.9000	0.7000	0.6000	0.6000	1.4000
185. *	1.3000	1.3000	1.7000	0.9000	0.9000	0.9000	0.7000	0.9000	0.9000	0.9000	0.7000	0.7000	0.6000	0.6000	1.2000
190. *	1.4000	1.4000	1.5000	1.1000	1.1000	1.1000	1.0000	0.7000	0.7000	0.7000	0.6000	0.9000	0.7000	0.6000	1.1000
195. *	1.7000	1.7000	1.4000	1.3000	1.3000	1.3000	1.1000	0.5000	0.5000	0.5000	0.4000	1.0000	0.7000	0.6000	1.1000
200. *	1.7000	1.7000	1.2000	1.4000	1.4000	1.4000	1.3000	0.3000	0.3000	0.3000	0.2000	1.1000	0.9000	0.6000	0.9000

205.	*	1.8000	1.8000	1.0000	1.4000	1.4000	1.4000	1.3000	0.2000	0.1000	0.1000	0.1000	1.1000	1.0000	0.6000	0.9000
210.	*	1.6000	1.6000	1.0000	1.3000	1.3000	1.3000	1.3000	0.2000	0.1000	0.1000	0.1000	1.2000	1.0000	0.6000	0.9000

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2040

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	1.6000	1.6000	0.9000	1.2000	1.2000	1.2000	1.2000	0.2000	0.1000	0.1000	0.1000	1.2000	1.0000	0.7000	0.9000
220.	*	1.5000	1.5000	0.9000	1.1000	1.1000	1.1000	1.1000	0.1000	0.0000	0.0000	0.0000	1.2000	1.0000	0.7000	0.9000
225.	*	1.6000	1.6000	1.0000	1.1000	1.1000	1.1000	1.1000	0.1000	0.0000	0.0000	0.0000	1.3000	1.1000	0.7000	1.0000
230.	*	1.3000	1.3000	1.1000	1.0000	1.0000	1.0000	1.0000	0.1000	0.0000	0.0000	0.0000	1.2000	1.2000	0.9000	1.1000
235.	*	1.3000	1.3000	1.1000	1.0000	1.0000	1.0000	1.0000	0.1000	0.0000	0.0000	0.0000	1.4000	1.2000	0.9000	1.1000
240.	*	1.4000	1.4000	1.1000	0.9000	0.9000	0.9000	0.9000	0.1000	0.0000	0.0000	0.0000	1.4000	1.2000	0.9000	1.1000
245.	*	1.4000	1.4000	1.2000	1.0000	0.9000	0.9000	0.9000	0.2000	0.0000	0.0000	0.0000	1.5000	1.3000	1.1000	1.2000
250.	*	1.5000	1.5000	1.2000	1.1000	0.9000	0.9000	0.9000	0.3000	0.0000	0.0000	0.0000	1.4000	1.4000	1.0000	1.2000
255.	*	1.3000	1.3000	1.3000	1.1000	0.8000	0.8000	0.8000	0.4000	0.0000	0.0000	0.0000	1.5000	1.5000	1.2000	1.3000
260.	*	1.3000	1.3000	1.2000	1.4000	0.9000	0.8000	0.8000	0.7000	0.1000	0.0000	0.0000	1.4000	1.2000	1.2000	1.2000
265.	*	1.0000	1.0000	1.0000	1.8000	1.0000	0.9000	0.8000	1.1000	0.2000	0.0000	0.0000	1.1000	1.2000	1.1000	1.0000
270.	*	0.9000	0.9000	0.8000	2.0000	1.2000	0.9000	0.8000	1.4000	0.3000	0.1000	0.0000	0.9000	0.8000	0.9000	0.8000
275.	*	0.6000	0.6000	0.6000	2.5000	1.4000	1.1000	0.9000	1.7000	0.5000	0.2000	0.0000	0.6000	0.7000	0.6000	0.6000
280.	*	0.4000	0.4000	0.4000	2.5000	1.6000	1.3000	0.9000	1.8000	0.6000	0.4000	0.0000	0.3000	0.4000	0.5000	0.4000
285.	*	0.2000	0.2000	0.2000	2.6000	1.7000	1.4000	0.9000	1.8000	0.8000	0.4000	0.0000	0.2000	0.2000	0.2000	0.2000
290.	*	0.2000	0.2000	0.1000	2.3000	1.7000	1.3000	0.8000	1.7000	0.8000	0.5000	0.0000	0.1000	0.1000	0.1000	0.1000
295.	*	0.0000	0.0000	0.1000	2.2000	1.6000	1.3000	0.9000	1.6000	0.8000	0.5000	0.1000	0.1000	0.1000	0.1000	0.1000
300.	*	0.0000	0.0000	0.1000	2.1000	1.6000	1.3000	0.9000	1.5000	0.8000	0.5000	0.1000	0.0000	0.1000	0.1000	0.1000
305.	*	0.0000	0.0000	0.0000	1.9000	1.6000	1.3000	0.9000	1.5000	0.8000	0.5000	0.1000	0.0000	0.0000	0.0000	0.0000
310.	*	0.0000	0.0000	0.0000	1.9000	1.7000	1.4000	1.2000	1.4000	0.8000	0.5000	0.1000	0.0000	0.0000	0.0000	0.0000
315.	*	0.0000	0.0000	0.0000	1.9000	1.6000	1.4000	1.2000	1.2000	0.8000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
320.	*	0.0000	0.0000	0.0000	1.8000	1.6000	1.4000	1.2000	1.2000	0.8000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
325.	*	0.0000	0.0000	0.0000	1.7000	1.7000	1.5000	1.3000	1.2000	0.7000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
330.	*	0.0000	0.0000	0.0000	1.8000	1.5000	1.4000	1.3000	1.1000	0.7000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
335.	*	0.0000	0.0000	0.0000	1.6000	1.6000	1.5000	1.4000	1.1000	0.7000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
340.	*	0.0000	0.0000	0.0000	1.6000	1.5000	1.5000	1.4000	1.1000	0.7000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
345.	*	0.0000	0.0000	0.0000	1.6000	1.6000	1.5000	1.4000	1.1000	0.8000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000
350.	*	0.0000	0.0000	0.0000	1.4000	1.5000	1.5000	1.5000	1.2000	0.8000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000
355.	*	0.0000	0.0000	0.0000	1.3000	1.5000	1.6000	1.4000	1.2000	0.8000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000
360.	*	0.0000	0.0000	0.0000	1.2000	1.2000	1.3000	1.4000	1.3000	0.8000	0.7000	0.5000	0.0000	0.0000	0.0000	0.0000
MAX	*	1.8000	1.8000	1.8000	2.6000	1.7000	1.6000	1.5000	2.0000	1.4000	1.2000	1.2000	1.5000	1.5000	1.2000	1.4000
DEGR.	*	205	205	175	285	285	355	350	65	30	30	25	245	255	255	145

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2040

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
-----*	-----								

5.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.1000	1.1000	1.1000
10.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.1000	1.1000	1.1000
15.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.0000	1.0000	1.1000
20.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.0000	1.0000	1.1000
25.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.1000	1.1000	1.1000
30.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.1000	1.1000	1.1000
35.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.1000	1.1000	1.1000
40.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.4000	1.2000	1.2000
45.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.5000	1.2000	1.2000
50.	*	0.0000	0.0000	0.8000	0.8000	0.8000	1.4000	1.3000	1.4000
55.	*	0.0000	0.0000	0.8000	0.8000	0.8000	1.6000	1.4000	1.5000
60.	*	0.1000	0.1000	0.8000	0.8000	0.8000	1.8000	1.6000	1.5000
65.	*	0.1000	0.1000	0.9000	0.9000	0.8000	1.8000	1.7000	1.6000
70.	*	0.1000	0.1000	0.9000	0.9000	0.8000	1.8000	1.7000	1.6000
75.	*	0.2000	0.2000	1.0000	1.0000	0.8000	2.0000	1.9000	1.9000
80.	*	0.3000	0.4000	0.9000	0.9000	0.8000	1.8000	1.7000	1.8000
85.	*	0.5000	0.7000	0.8000	0.8000	0.8000	1.7000	1.7000	1.7000
90.	*	0.7000	0.9000	0.6000	0.6000	0.6000	1.4000	1.4000	1.5000
95.	*	1.0000	1.2000	0.5000	0.5000	0.4000	1.2000	1.2000	1.2000
100.	*	1.1000	1.3000	0.3000	0.3000	0.2000	0.9000	0.8000	0.8000
105.	*	1.2000	1.4000	0.2000	0.2000	0.2000	0.8000	0.7000	0.5000
110.	*	1.3000	1.3000	0.1000	0.1000	0.1000	0.7000	0.5000	0.4000
115.	*	1.4000	1.3000	0.1000	0.1000	0.1000	0.6000	0.5000	0.3000
120.	*	1.3000	1.2000	0.1000	0.1000	0.1000	0.6000	0.4000	0.2000
125.	*	1.3000	1.2000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
130.	*	1.4000	1.2000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
135.	*	1.2000	1.1000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
140.	*	1.2000	1.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
145.	*	1.2000	1.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
150.	*	1.2000	1.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
155.	*	1.2000	1.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
160.	*	1.2000	1.0000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000
165.	*	1.2000	0.9000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000
170.	*	1.2000	0.9000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000
175.	*	1.2000	0.9000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000
180.	*	1.1000	0.9000	0.1000	0.0000	0.0000	0.4000	0.2000	0.0000
185.	*	1.1000	0.9000	0.1000	0.0000	0.0000	0.3000	0.2000	0.0000
190.	*	1.0000	0.9000	0.2000	0.1000	0.0000	0.2000	0.0000	0.0000
195.	*	0.9000	0.9000	0.4000	0.1000	0.0000	0.2000	0.0000	0.0000
200.	*	0.9000	0.9000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
205.	*	0.9000	0.9000	0.5000	0.3000	0.0000	0.1000	0.1000	0.1000
210.	*	0.9000	0.9000	0.5000	0.4000	0.0000	0.1000	0.1000	0.1000

♀

JOB: HRCS

RUN: I-64 and I-664 Northern Terminus 2040

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
215.	*	0.9000	0.9000	0.5000	0.4000	0.1000	0.1000	0.1000	0.1000
220.	*	0.9000	0.9000	0.5000	0.4000	0.1000	0.1000	0.1000	0.1000
225.	*	1.0000	1.0000	0.5000	0.4000	0.1000	0.1000	0.1000	0.1000
230.	*	1.1000	1.1000	0.5000	0.4000	0.1000	0.1000	0.1000	0.1000
235.	*	1.1000	1.1000	0.5000	0.4000	0.1000	0.1000	0.1000	0.1000
240.	*	1.1000	1.1000	0.5000	0.5000	0.2000	0.1000	0.1000	0.1000
245.	*	1.2000	1.2000	0.6000	0.4000	0.2000	0.2000	0.2000	0.2000
250.	*	1.2000	1.1000	0.7000	0.5000	0.2000	0.3000	0.3000	0.2000
255.	*	1.3000	1.1000	0.8000	0.6000	0.4000	0.4000	0.4000	0.4000
260.	*	1.2000	1.0000	1.0000	0.8000	0.5000	0.7000	0.6000	0.6000
265.	*	1.0000	0.8000	1.4000	1.1000	0.8000	1.1000	1.0000	0.8000

270.	*	0.8000	0.6000	1.6000	1.3000	1.0000	1.4000	1.3000	1.2000
275.	*	0.5000	0.5000	1.9000	1.5000	1.1000	1.7000	1.6000	1.4000
280.	*	0.4000	0.2000	1.9000	1.5000	1.2000	1.7000	1.7000	1.5000
285.	*	0.2000	0.2000	1.8000	1.5000	1.0000	1.8000	1.8000	1.6000
290.	*	0.1000	0.1000	1.7000	1.5000	0.9000	1.7000	1.7000	1.6000
295.	*	0.1000	0.1000	1.5000	1.3000	0.9000	1.6000	1.6000	1.5000
300.	*	0.1000	0.1000	1.4000	1.0000	0.8000	1.5000	1.5000	1.5000
305.	*	0.0000	0.0000	1.3000	1.0000	0.8000	1.5000	1.5000	1.5000
310.	*	0.0000	0.0000	1.1000	0.9000	0.8000	1.4000	1.4000	1.4000
315.	*	0.0000	0.0000	1.0000	0.7000	0.6000	1.2000	1.2000	1.2000
320.	*	0.0000	0.0000	1.0000	0.6000	0.6000	1.2000	1.2000	1.2000
325.	*	0.0000	0.0000	0.9000	0.6000	0.6000	1.1000	1.1000	1.1000
330.	*	0.0000	0.0000	0.8000	0.6000	0.6000	1.1000	1.1000	1.1000
335.	*	0.0000	0.0000	0.7000	0.6000	0.6000	1.1000	1.1000	1.1000
340.	*	0.0000	0.0000	0.7000	0.6000	0.6000	1.1000	1.1000	1.1000
345.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.1000	1.1000	1.1000
350.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.1000	1.1000	1.1000
355.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.1000	1.1000	1.1000
360.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.2000	1.2000	1.2000
-----*									
MAX	*	1.4000	1.4000	1.9000	1.5000	1.2000	2.0000	1.9000	1.9000
DEGR.	*	115	105	275	275	280	75	75	75

THE HIGHEST CONCENTRATION OF 2.6000 PPM OCCURRED AT RECEPTOR 4.

JOB: HRCS

RUN: I-64 & I-664 N. Terminus 2040 NOBUILD

DATE : 5/25/16
 TIME : 10:36:45

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. S Leg App - FreeFlow*	31.0	36.0	-185.0	-1186.0	* 1241.	190. AG	5670.	2.4	0.0	67.7	
2. S Leg Dep - FreeFlow*	-18.0	36.0	-232.0	-1178.0	* 1233.	190. AG	5345.	1.0	0.0	67.7	
3. E Leg App - FreeFlow*	0.0	36.0	1200.0	36.0	* 1200.	90. AG	4370.	1.0	0.0	91.7	
4. E Leg Dep - FreeFlow*	0.0	-36.0	1200.0	-36.0	* 1200.	90. AG	4200.	1.0	0.0	91.7	
5. W Leg App - FreeFlow*	0.0	-36.0	-1200.0	-36.0	* 1200.	270. AG	4200.	2.4	0.0	91.7	
6. W Leg Dep - FreeFlow*	0.0	36.0	-1200.0	36.0	* 1200.	270. AG	4370.	1.0	0.0	91.7	

PAGE 2

JOB: HRCS

RUN: I-64 & I-664 N. Terminus 2040 NOBUILD

DATE : 5/25/16
 TIME : 10:36:45

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	* 73.4	82.0	5.9	*
2. N Leg, E Side - 0 m	* 73.4	82.0	5.9	*
3. N Leg, W Side-Corner	* -44.4	82.0	5.9	*
4. S Leg, E Side-Corner	* 44.4	-82.0	5.9	*
5. S Leg, E Side - 25 m	* 31.9	-152.9	5.9	*
6. S Leg, E Side - 50 m	* 17.7	-233.7	5.9	*
7. S Leg, E Side-Midblk	* -58.0	-663.0	5.9	*
8. S Leg, W Side-Corner	* -73.4	-82.0	5.9	*
9. S Leg, W Side - 25 m	* -85.9	-152.9	5.9	*
10. S Leg, W Side - 50 m	* -100.1	-233.7	5.9	*
11. S Leg, W Side-Midblk	* -175.8	-663.0	5.9	*
12. E Leg, N Side - 25 m	* 145.4	82.0	5.9	*
13. E Leg, N Side - 50 m	* 227.4	82.0	5.9	*
14. E Leg, N Side-Midblk	* 663.4	82.0	5.9	*
15. W Leg, N Side - 25 m	* -116.5	82.0	5.9	*
16. W Leg, N Side - 50 m	* -198.5	82.0	5.9	*
17. W Leg, N Side-Midblk	* -634.4	82.0	5.9	*
18. E Leg, S Side - 25 m	* 116.5	-82.0	5.9	*

19. E Leg, S Side - 50 m *	198.5	-82.0	5.9	*
20. E Leg, S Side-Midblk *	634.4	-82.0	5.9	*
21. W Leg, S Side - 25 m *	-145.4	-82.0	5.9	*
22. W Leg, S Side - 50 m *	-227.4	-82.0	5.9	*
23. W Leg, S Side-Midblk *	-663.4	-82.0	5.9	*

♀

JOB: HRCS

RUN: I-64 & I-664 N. Terminus 2040 NOBUILD

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.5000	0.3000	0.2000	0.3000	0.0000	0.0000	0.0000	0.0000
10. *	0.0000	0.0000	0.0000	0.5000	0.5000	0.4000	0.6000	0.5000	0.3000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
15. *	0.0000	0.0000	0.0000	0.4000	0.4000	0.3000	0.4000	0.5000	0.3000	0.4000	0.5000	0.0000	0.0000	0.0000	0.0000
20. *	0.0000	0.0000	0.0000	0.4000	0.3000	0.2000	0.3000	0.6000	0.4000	0.4000	0.5000	0.0000	0.0000	0.0000	0.0000
25. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000	0.2000	0.6000	0.4000	0.5000	0.6000	0.0000	0.0000	0.0000	0.0000
30. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000	0.1000	0.6000	0.5000	0.4000	0.6000	0.0000	0.0000	0.0000	0.0000
35. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000	0.1000	0.6000	0.5000	0.4000	0.5000	0.0000	0.0000	0.0000	0.0000
40. *	0.0000	0.0000	0.0000	0.3000	0.3000	0.1000	0.1000	0.6000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000
45. *	0.0000	0.0000	0.0000	0.2000	0.3000	0.1000	0.1000	0.7000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000
50. *	0.0000	0.0000	0.0000	0.2000	0.2000	0.1000	0.0000	0.7000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000
55. *	0.0000	0.0000	0.0000	0.2000	0.2000	0.1000	0.0000	0.8000	0.7000	0.6000	0.5000	0.0000	0.0000	0.0000	0.0000
60. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000	0.0000	0.8000	0.7000	0.6000	0.5000	0.0000	0.0000	0.0000	0.0000
65. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000	0.0000	0.9000	0.7000	0.6000	0.5000	0.0000	0.0000	0.0000	0.0000
70. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000	0.0000	0.9000	0.7000	0.6000	0.5000	0.0000	0.0000	0.0000	0.0000
75. *	0.1000	0.1000	0.0000	0.3000	0.1000	0.0000	0.0000	0.8000	0.7000	0.5000	0.5000	0.1000	0.1000	0.0000	0.0000
80. *	0.1000	0.1000	0.1000	0.3000	0.1000	0.0000	0.0000	0.7000	0.4000	0.4000	0.4000	0.1000	0.1000	0.1000	0.0000
85. *	0.1000	0.1000	0.1000	0.3000	0.1000	0.0000	0.0000	0.6000	0.4000	0.4000	0.4000	0.1000	0.1000	0.1000	0.2000
90. *	0.2000	0.2000	0.1000	0.2000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000	0.4000	0.2000	0.2000	0.1000	0.2000
95. *	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000	0.4000	0.3000	0.2000	0.2000	0.3000
100. *	0.3000	0.3000	0.4000	0.1000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000	0.4000	0.3000	0.3000	0.2000	0.3000
105. *	0.3000	0.3000	0.4000	0.1000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.4000
110. *	0.3000	0.3000	0.4000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.4000
115. *	0.3000	0.3000	0.4000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.4000
120. *	0.3000	0.3000	0.4000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000	0.4000
125. *	0.3000	0.3000	0.4000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.5000	0.3000	0.3000	0.3000	0.5000
130. *	0.2000	0.2000	0.5000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.5000	0.2000	0.2000	0.2000	0.5000
135. *	0.2000	0.2000	0.5000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.5000	0.2000	0.2000	0.2000	0.5000
140. *	0.2000	0.2000	0.6000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.5000	0.2000	0.2000	0.2000	0.5000
145. *	0.2000	0.2000	0.5000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.5000	0.2000	0.2000	0.2000	0.5000
150. *	0.2000	0.2000	0.5000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.5000	0.2000	0.2000	0.2000	0.5000
155. *	0.2000	0.2000	0.6000	0.1000	0.1000	0.1000	0.1000	0.5000	0.5000	0.5000	0.5000	0.2000	0.2000	0.2000	0.5000
160. *	0.2000	0.2000	0.6000	0.1000	0.1000	0.1000	0.1000	0.5000	0.5000	0.5000	0.5000	0.2000	0.2000	0.2000	0.5000
165. *	0.2000	0.2000	0.6000	0.1000	0.1000	0.1000	0.1000	0.5000	0.5000	0.5000	0.5000	0.2000	0.2000	0.2000	0.5000
170. *	0.3000	0.3000	0.7000	0.1000	0.1000	0.1000	0.1000	0.6000	0.6000	0.6000	0.6000	0.2000	0.2000	0.2000	0.5000
175. *	0.3000	0.3000	0.7000	0.2000	0.2000	0.2000	0.2000	0.6000	0.6000	0.6000	0.6000	0.2000	0.2000	0.2000	0.6000
180. *	0.4000	0.4000	0.7000	0.3000	0.3000	0.3000	0.3000	0.6000	0.6000	0.6000	0.5000	0.2000	0.2000	0.2000	0.6000
185. *	0.5000	0.5000	0.6000	0.5000	0.5000	0.4000	0.4000	0.5000	0.5000	0.5000	0.4000	0.3000	0.2000	0.2000	0.5000
190. *	0.7000	0.7000	0.6000	0.7000	0.7000	0.7000	0.5000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.2000	0.5000
195. *	0.8000	0.8000	0.5000	0.8000	0.8000	0.8000	0.7000	0.3000	0.3000	0.3000	0.3000	0.4000	0.3000	0.2000	0.3000
200. *	0.8000	0.8000	0.5000	0.8000	0.8000	0.8000	0.7000	0.2000	0.2000	0.2000	0.1000	0.5000	0.3000	0.2000	0.3000

205.	*	0.7000	0.7000	0.4000	0.8000	0.8000	0.8000	0.7000	0.1000	0.1000	0.1000	0.1000	0.6000	0.4000	0.2000	0.3000
210.	*	0.7000	0.7000	0.3000	0.8000	0.8000	0.8000	0.7000	0.1000	0.1000	0.1000	0.0000	0.6000	0.5000	0.2000	0.3000

JOB: HRCS

RUN: I-64 & I-664 N. Terminus 2040 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	0.6000	0.6000	0.3000	0.7000	0.7000	0.7000	0.7000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.2000	0.3000
220.	*	0.6000	0.6000	0.3000	0.7000	0.7000	0.7000	0.6000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.3000	0.3000
225.	*	0.5000	0.5000	0.3000	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.3000	0.3000
230.	*	0.5000	0.5000	0.3000	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.3000	0.3000
235.	*	0.6000	0.6000	0.4000	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.4000
240.	*	0.6000	0.6000	0.4000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.4000	0.3000	0.4000	0.4000
245.	*	0.5000	0.5000	0.4000	0.5000	0.5000	0.5000	0.5000	0.1000	0.0000	0.0000	0.0000	0.3000	0.4000	0.4000	0.4000
250.	*	0.4000	0.4000	0.4000	0.5000	0.5000	0.5000	0.5000	0.1000	0.0000	0.0000	0.0000	0.5000	0.3000	0.4000	0.4000
255.	*	0.4000	0.4000	0.4000	0.6000	0.5000	0.5000	0.5000	0.1000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.4000
260.	*	0.4000	0.4000	0.4000	0.7000	0.5000	0.5000	0.5000	0.2000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000
265.	*	0.3000	0.3000	0.3000	0.7000	0.6000	0.5000	0.5000	0.3000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000
270.	*	0.3000	0.3000	0.3000	0.8000	0.6000	0.5000	0.5000	0.4000	0.1000	0.0000	0.0000	0.3000	0.3000	0.2000	0.3000
275.	*	0.2000	0.2000	0.1000	0.9000	0.6000	0.6000	0.5000	0.5000	0.1000	0.1000	0.0000	0.3000	0.3000	0.1000	0.1000
280.	*	0.1000	0.1000	0.1000	1.0000	0.7000	0.6000	0.5000	0.6000	0.2000	0.1000	0.0000	0.0000	0.1000	0.1000	0.1000
285.	*	0.0000	0.0000	0.1000	1.0000	0.8000	0.6000	0.5000	0.5000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000
290.	*	0.0000	0.0000	0.0000	1.0000	0.8000	0.6000	0.5000	0.5000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
295.	*	0.0000	0.0000	0.0000	1.0000	0.8000	0.6000	0.5000	0.5000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
300.	*	0.0000	0.0000	0.0000	0.9000	0.8000	0.6000	0.5000	0.5000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
305.	*	0.0000	0.0000	0.0000	0.9000	0.8000	0.6000	0.5000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
310.	*	0.0000	0.0000	0.0000	0.9000	0.8000	0.6000	0.5000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
315.	*	0.0000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
320.	*	0.0000	0.0000	0.0000	0.8000	0.6000	0.6000	0.5000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
325.	*	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.6000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
330.	*	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.6000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
335.	*	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.6000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
340.	*	0.0000	0.0000	0.0000	0.6000	0.7000	0.7000	0.6000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
345.	*	0.0000	0.0000	0.0000	0.6000	0.7000	0.8000	0.7000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
350.	*	0.0000	0.0000	0.0000	0.6000	0.7000	0.8000	0.7000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
355.	*	0.0000	0.0000	0.0000	0.6000	0.6000	0.8000	0.8000	0.4000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
360.	*	0.0000	0.0000	0.0000	0.6000	0.6000	0.5000	0.8000	0.5000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
MAX	*	0.8000	0.8000	0.7000	1.0000	0.8000	0.8000	0.8000	0.9000	0.7000	0.6000	0.6000	0.6000	0.5000	0.4000	0.6000
DEGR.	*	195	195	170	280	195	345	355	65	50	55	25	205	210	235	175

JOB: HRCS

RUN: I-64 & I-664 N. Terminus 2040 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
-----*	-----								

5.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
10.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
15.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.3000	0.3000	0.3000
20.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.3000	0.3000	0.3000
25.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.3000	0.4000	0.4000
30.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
35.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
40.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
45.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
50.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.5000	0.4000	0.4000
55.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.5000	0.4000	0.4000
60.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.6000	0.3000	0.5000
65.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.6000	0.4000	0.5000
70.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.7000	0.5000	0.5000
75.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.8000	0.6000	0.5000
80.	*	0.1000	0.1000	0.3000	0.3000	0.2000	0.7000	0.7000	0.5000
85.	*	0.2000	0.1000	0.3000	0.3000	0.2000	0.7000	0.7000	0.4000
90.	*	0.2000	0.2000	0.2000	0.2000	0.1000	0.6000	0.5000	0.3000
95.	*	0.3000	0.3000	0.1000	0.1000	0.1000	0.5000	0.5000	0.4000
100.	*	0.4000	0.3000	0.1000	0.1000	0.1000	0.4000	0.3000	0.3000
105.	*	0.4000	0.3000	0.1000	0.1000	0.0000	0.4000	0.3000	0.2000
110.	*	0.4000	0.5000	0.0000	0.0000	0.0000	0.4000	0.3000	0.2000
115.	*	0.3000	0.5000	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000
120.	*	0.3000	0.5000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000
125.	*	0.4000	0.5000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000
130.	*	0.4000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000
135.	*	0.4000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000
140.	*	0.5000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000
145.	*	0.5000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000
150.	*	0.5000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
155.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
160.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
165.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
170.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
175.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
180.	*	0.4000	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
185.	*	0.4000	0.3000	0.1000	0.0000	0.0000	0.2000	0.0000	0.0000
190.	*	0.3000	0.3000	0.1000	0.0000	0.0000	0.1000	0.0000	0.0000
195.	*	0.3000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
200.	*	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
205.	*	0.3000	0.3000	0.4000	0.1000	0.0000	0.0000	0.0000	0.0000
210.	*	0.3000	0.3000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000

♀

JOB: HRCS

RUN: I-64 & I-664 N. Terminus 2040 NOBUILD

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
215.	*	0.3000	0.3000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
220.	*	0.3000	0.3000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
225.	*	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000
230.	*	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000
235.	*	0.4000	0.4000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000
240.	*	0.4000	0.4000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000
245.	*	0.4000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000	0.1000
250.	*	0.4000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000	0.1000
255.	*	0.4000	0.3000	0.4000	0.1000	0.1000	0.1000	0.1000	0.1000
260.	*	0.4000	0.3000	0.4000	0.2000	0.2000	0.2000	0.2000	0.2000
265.	*	0.3000	0.3000	0.6000	0.3000	0.3000	0.3000	0.3000	0.2000

270.	*	0.3000	0.1000	0.6000	0.4000	0.2000	0.4000	0.4000	0.3000
275.	*	0.1000	0.1000	0.8000	0.5000	0.3000	0.5000	0.5000	0.4000
280.	*	0.1000	0.1000	0.8000	0.5000	0.4000	0.6000	0.5000	0.4000
285.	*	0.1000	0.0000	0.7000	0.4000	0.3000	0.5000	0.5000	0.5000
290.	*	0.0000	0.0000	0.7000	0.4000	0.3000	0.5000	0.5000	0.5000
295.	*	0.0000	0.0000	0.6000	0.4000	0.3000	0.5000	0.5000	0.5000
300.	*	0.0000	0.0000	0.6000	0.2000	0.3000	0.5000	0.5000	0.5000
305.	*	0.0000	0.0000	0.5000	0.3000	0.2000	0.4000	0.4000	0.4000
310.	*	0.0000	0.0000	0.3000	0.3000	0.2000	0.4000	0.4000	0.4000
315.	*	0.0000	0.0000	0.3000	0.2000	0.2000	0.4000	0.4000	0.4000
320.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
325.	*	0.0000	0.0000	0.3000	0.2000	0.2000	0.4000	0.4000	0.4000
330.	*	0.0000	0.0000	0.3000	0.2000	0.2000	0.4000	0.4000	0.4000
335.	*	0.0000	0.0000	0.3000	0.2000	0.2000	0.4000	0.4000	0.4000
340.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.3000	0.3000	0.3000
345.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.3000	0.3000	0.3000
350.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
355.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
360.	*	0.0000	0.0000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
-----*									
MAX	*	0.5000	0.5000	0.8000	0.5000	0.4000	0.8000	0.7000	0.5000
DEGR.	*	140	110	275	275	280	75	80	60

THE HIGHEST CONCENTRATION OF 1.0000 PPM OCCURRED AT RECEPTOR 4.

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2015

DATE : 5/ 4/16
 TIME : 10:25:46

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	-18.0	0.0	-18.0	1200.0	1200.	360. AG	7200.	8.8	0.0	55.7	
2. N Leg Dep - FreeFlow*	18.0	0.0	18.0	1200.0	1200.	360. AG	7200.	4.7	0.0	55.7	
3. S Leg App - FreeFlow*	18.0	0.0	18.0	-1200.0	1200.	180. AG	7200.	8.8	0.0	55.7	
4. S Leg Dep - FreeFlow*	-18.0	0.0	-18.0	-1200.0	1200.	180. AG	7200.	4.3	0.0	55.7	
5. E Leg App - FreeFlow*	-9.0	22.0	1112.0	452.0	1201.	69. AG	9600.	4.2	0.0	67.7	
6. E Leg Dep - FreeFlow*	9.0	-22.0	1129.0	408.0	1200.	69. AG	9600.	4.2	0.0	67.7	
7. W Leg App - FreeFlow*	9.0	-22.0	-1112.0	-452.0	1201.	249. AG	9600.	4.2	0.0	67.7	
8. W Leg Dep - FreeFlow*	-9.0	22.0	-1129.0	-408.0	1200.	249. AG	9600.	4.2	0.0	67.7	

PAGE 2

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2015

DATE : 5/ 4/16
 TIME : 10:25:46

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	46.0	79.8	5.9	*
2. N Leg, E Side - 25 m	46.0	151.8	5.9	*
3. N Leg, E Side - 50 m	46.0	233.8	5.9	*
4. N Leg, E Side-Midblk	46.0	669.8	5.9	*
5. N Leg, W Side-Corner	-46.0	44.5	5.9	*
6. N Leg, W Side - 25 m	-46.0	116.5	5.9	*
7. N Leg, W Side - 50 m	-46.0	198.5	5.9	*
8. N Leg, W Side-Midblk	-46.0	634.5	5.9	*
9. S Leg, E Side-Corner	46.0	-44.5	5.9	*
10. S Leg, E Side - 25 m	46.0	-116.5	5.9	*
11. S Leg, E Side - 50 m	46.0	-198.5	5.9	*
12. S Leg, E Side-Midblk	46.0	-634.5	5.9	*
13. S Leg, W Side-Corner	-46.0	-79.8	5.9	*
14. S Leg, W Side - 25 m	-46.0	-151.8	5.9	*
15. S Leg, W Side - 50 m	-46.0	-233.8	5.9	*
16. S Leg, W Side-Midblk	-46.0	-669.8	5.9	*

17. E Leg, N Side - 25 m *	113.2	105.6	5.9	*
18. E Leg, N Side - 50 m *	189.8	135.0	5.9	*
19. E Leg, N Side-Midblk *	596.8	291.2	5.9	*
20. W Leg, N Side - 25 m *	-113.2	18.7	5.9	*
21. W Leg, N Side - 50 m *	-189.8	-10.7	5.9	*
22. W Leg, N Side-Midblk *	-596.8	-167.0	5.9	*
23. E Leg, S Side - 25 m *	113.2	-18.7	5.9	*
24. E Leg, S Side - 50 m *	189.8	10.7	5.9	*
25. E Leg, S Side-Midblk *	596.8	167.0	5.9	*
26. W Leg, S Side - 25 m *	-113.2	-105.6	5.9	*
27. W Leg, S Side - 50 m *	-189.8	-135.0	5.9	*
28. W Leg, S Side-Midblk *	-596.8	-291.2	5.9	*

♀

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2015

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	2.1000	1.9000	1.8000	1.5000	4.1000	4.1000	4.1000	3.7000	4.3000	3.6000	3.4000	3.1000	5.2000	4.5000	4.0000
10. *	1.4000	1.3000	1.3000	1.0000	4.4000	4.4000	4.3000	4.0000	3.5000	2.8000	2.6000	2.3000	5.5000	4.8000	4.4000
15. *	0.9000	0.8000	0.8000	0.6000	4.4000	4.4000	4.4000	4.1000	3.1000	2.2000	2.0000	1.7000	5.6000	4.6000	4.2000
20. *	0.6000	0.5000	0.5000	0.3000	4.1000	4.1000	4.1000	3.9000	2.7000	1.8000	1.6000	1.1000	5.5000	4.6000	4.2000
25. *	0.3000	0.2000	0.2000	0.2000	3.9000	3.9000	3.9000	3.7000	2.5000	1.6000	1.3000	0.8000	5.4000	4.3000	4.0000
30. *	0.3000	0.2000	0.2000	0.2000	3.6000	3.6000	3.6000	3.5000	2.5000	1.5000	1.2000	0.7000	5.4000	4.2000	3.8000
35. *	0.3000	0.1000	0.1000	0.1000	3.4000	3.4000	3.4000	3.4000	2.6000	1.5000	1.1000	0.7000	5.2000	4.0000	3.6000
40. *	0.3000	0.1000	0.1000	0.1000	3.3000	3.2000	3.2000	3.2000	2.7000	1.6000	1.1000	0.5000	5.3000	4.0000	3.5000
45. *	0.4000	0.1000	0.1000	0.1000	3.2000	3.1000	3.1000	3.1000	2.9000	1.6000	1.1000	0.4000	5.4000	4.0000	3.4000
50. *	0.5000	0.1000	0.1000	0.1000	3.2000	2.9000	2.9000	2.9000	3.2000	1.6000	1.1000	0.4000	5.2000	3.8000	3.3000
55. *	0.9000	0.2000	0.1000	0.1000	3.5000	2.9000	2.8000	2.8000	3.1000	1.5000	0.9000	0.2000	5.3000	3.6000	3.1000
60. *	1.3000	0.3000	0.1000	0.1000	3.9000	2.9000	2.7000	2.7000	3.0000	1.2000	0.7000	0.1000	5.2000	3.5000	3.0000
65. *	1.8000	0.4000	0.1000	0.0000	4.4000	3.0000	2.7000	2.6000	2.8000	0.9000	0.5000	0.1000	4.9000	3.1000	2.7000
70. *	2.4000	0.6000	0.3000	0.0000	5.0000	3.2000	2.9000	2.6000	2.2000	0.7000	0.3000	0.1000	4.4000	2.8000	2.5000
75. *	2.7000	0.9000	0.5000	0.0000	5.5000	3.5000	3.0000	2.5000	1.6000	0.3000	0.1000	0.0000	3.7000	2.5000	2.3000
80. *	3.0000	1.2000	0.6000	0.0000	5.6000	3.8000	3.3000	2.6000	1.0000	0.1000	0.0000	0.0000	3.3000	2.3000	2.2000
85. *	2.9000	1.3000	0.7000	0.0000	5.7000	4.1000	3.5000	2.7000	0.6000	0.0000	0.0000	0.0000	2.9000	2.3000	2.3000
90. *	2.8000	1.4000	0.9000	0.0000	5.6000	4.2000	3.7000	2.8000	0.4000	0.0000	0.0000	0.0000	2.7000	2.3000	2.3000
95. *	2.6000	1.4000	0.9000	0.1000	5.4000	4.1000	3.6000	2.9000	0.2000	0.0000	0.0000	0.0000	2.6000	2.3000	2.3000
100. *	2.5000	1.4000	0.9000	0.2000	5.1000	4.0000	3.5000	2.8000	0.2000	0.0000	0.0000	0.0000	2.3000	2.2000	2.2000
105. *	2.4000	1.3000	0.9000	0.2000	5.1000	3.8000	3.4000	2.8000	0.1000	0.0000	0.0000	0.0000	2.3000	2.2000	2.2000
110. *	2.2000	1.2000	0.9000	0.3000	5.1000	3.7000	3.4000	3.0000	0.2000	0.1000	0.1000	0.1000	2.3000	2.2000	2.2000
115. *	2.1000	1.2000	0.9000	0.4000	5.1000	3.8000	3.5000	3.0000	0.2000	0.1000	0.1000	0.1000	2.3000	2.2000	2.2000
120. *	2.2000	1.3000	1.0000	0.5000	5.0000	3.8000	3.6000	3.1000	0.2000	0.1000	0.1000	0.1000	2.4000	2.3000	2.3000
125. *	2.1000	1.2000	0.9000	0.5000	5.2000	3.9000	3.6000	3.2000	0.3000	0.2000	0.2000	0.2000	2.4000	2.3000	2.3000
130. *	2.1000	1.2000	0.9000	0.5000	5.1000	4.1000	3.7000	3.3000	0.3000	0.2000	0.2000	0.2000	2.6000	2.5000	2.5000
135. *	1.9000	1.2000	0.9000	0.5000	5.2000	4.2000	3.8000	3.5000	0.3000	0.2000	0.2000	0.2000	2.6000	2.5000	2.5000
140. *	1.9000	1.2000	0.8000	0.5000	5.4000	4.4000	3.9000	3.6000	0.2000	0.2000	0.2000	0.2000	2.7000	2.7000	2.7000
145. *	1.9000	1.2000	0.9000	0.5000	5.5000	4.7000	4.1000	3.8000	0.3000	0.3000	0.3000	0.3000	2.8000	2.8000	2.8000
150. *	2.0000	1.3000	1.0000	0.6000	5.5000	5.0000	4.4000	4.0000	0.3000	0.3000	0.3000	0.3000	3.0000	3.0000	3.0000
155. *	2.2000	1.4000	1.1000	0.6000	5.7000	5.2000	4.8000	4.3000	0.5000	0.5000	0.5000	0.4000	3.2000	3.2000	3.2000
160. *	2.4000	1.6000	1.2000	0.9000	5.9000	5.2000	4.9000	4.5000	0.7000	0.7000	0.7000	0.7000	3.3000	3.3000	3.3000
165. *	2.9000	2.0000	1.5000	1.1000	5.9000	5.5000	5.3000	4.8000	1.2000	1.2000	1.2000	1.1000	3.4000	3.4000	3.4000

I64_Route167_LasalleAve.out

170.	*	3.4000	2.5000	2.2000	1.8000	5.7000	5.4000	5.2000	5.1000	1.9000	1.9000	1.9000	1.6000	3.3000	3.3000	3.2000
175.	*	4.1000	3.3000	3.0000	2.3000	5.4000	5.3000	5.0000	4.8000	2.7000	2.7000	2.6000	2.3000	3.1000	3.0000	3.0000
180.	*	4.9000	4.0000	3.7000	3.3000	4.9000	4.4000	4.3000	4.2000	3.5000	3.5000	3.5000	3.1000	2.5000	2.5000	2.5000
185.	*	5.3000	4.6000	4.1000	3.8000	4.3000	3.6000	3.3000	3.2000	4.1000	4.1000	4.0000	3.6000	2.0000	1.9000	1.7000
190.	*	5.6000	4.7000	4.5000	4.0000	3.5000	2.8000	2.6000	2.3000	4.4000	4.4000	4.3000	3.9000	1.3000	1.2000	1.2000
195.	*	5.7000	4.7000	4.3000	4.0000	3.1000	2.1000	2.0000	1.7000	4.3000	4.3000	4.3000	4.0000	0.8000	0.7000	0.7000
200.	*	5.4000	4.6000	4.3000	3.9000	2.7000	1.8000	1.6000	1.1000	4.0000	4.0000	4.0000	3.9000	0.5000	0.4000	0.4000
205.	*	5.4000	4.3000	4.1000	3.6000	2.5000	1.6000	1.3000	0.8000	3.8000	3.8000	3.8000	3.7000	0.3000	0.2000	0.2000
210.	*	5.3000	4.2000	3.9000	3.5000	2.5000	1.5000	1.2000	0.7000	3.6000	3.6000	3.6000	3.5000	0.3000	0.2000	0.2000

PAGE 4

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2015

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR) * 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

215.	*	5.2000	4.0000	3.7000	3.3000	2.6000	1.5000	1.1000	0.7000	3.4000	3.4000	3.4000	3.3000	0.3000	0.1000	0.1000
220.	*	5.3000	4.1000	3.6000	3.2000	2.7000	1.6000	1.1000	0.5000	3.2000	3.1000	3.1000	3.1000	0.3000	0.1000	0.1000
225.	*	5.3000	4.0000	3.5000	2.8000	2.9000	1.6000	1.1000	0.4000	3.1000	3.0000	3.0000	3.0000	0.4000	0.1000	0.1000
230.	*	5.3000	3.8000	3.3000	2.7000	3.2000	1.6000	1.1000	0.4000	3.2000	2.9000	2.9000	2.9000	0.5000	0.1000	0.1000
235.	*	5.4000	3.7000	3.2000	2.5000	3.1000	1.5000	0.9000	0.2000	3.5000	2.9000	2.8000	2.8000	0.9000	0.2000	0.1000
240.	*	5.3000	3.5000	3.0000	2.3000	3.0000	1.2000	0.7000	0.1000	3.9000	2.9000	2.7000	2.7000	1.3000	0.3000	0.1000
245.	*	5.0000	3.2000	2.8000	2.3000	2.8000	0.9000	0.5000	0.1000	4.3000	2.9000	2.6000	2.5000	1.8000	0.4000	0.1000
250.	*	4.5000	2.9000	2.6000	2.3000	2.2000	0.7000	0.3000	0.1000	4.9000	3.1000	2.8000	2.5000	2.4000	0.6000	0.3000
255.	*	3.8000	2.6000	2.4000	2.3000	1.6000	0.3000	0.1000	0.0000	5.4000	3.4000	2.9000	2.4000	2.7000	0.9000	0.5000
260.	*	3.4000	2.4000	2.3000	2.3000	1.0000	0.1000	0.0000	0.0000	5.5000	3.7000	3.2000	2.5000	3.0000	1.2000	0.6000
265.	*	2.9000	2.3000	2.3000	2.3000	0.6000	0.0000	0.0000	0.0000	5.6000	4.0000	3.4000	2.6000	2.9000	1.3000	0.7000
270.	*	2.8000	2.4000	2.4000	2.4000	0.4000	0.0000	0.0000	0.0000	5.5000	4.1000	3.6000	2.7000	2.8000	1.4000	0.9000
275.	*	2.6000	2.3000	2.3000	2.3000	0.2000	0.0000	0.0000	0.0000	5.3000	4.0000	3.5000	2.8000	2.6000	1.4000	0.9000
280.	*	2.4000	2.3000	2.3000	2.3000	0.2000	0.0000	0.0000	0.0000	5.1000	3.9000	3.4000	2.7000	2.5000	1.4000	0.9000
285.	*	2.4000	2.3000	2.3000	2.3000	0.1000	0.0000	0.0000	0.0000	5.1000	3.7000	3.3000	2.7000	2.4000	1.3000	0.9000
290.	*	2.4000	2.3000	2.3000	2.3000	0.2000	0.1000	0.1000	0.1000	5.0000	3.6000	3.3000	2.9000	2.2000	1.2000	0.9000
295.	*	2.4000	2.3000	2.3000	2.3000	0.2000	0.1000	0.1000	0.1000	5.2000	3.7000	3.4000	2.9000	2.1000	1.2000	0.9000
300.	*	2.4000	2.3000	2.3000	2.3000	0.2000	0.1000	0.1000	0.1000	5.0000	3.8000	3.6000	3.1000	2.2000	1.3000	1.0000
305.	*	2.5000	2.4000	2.4000	2.4000	0.3000	0.2000	0.2000	0.2000	5.2000	3.9000	3.6000	3.2000	2.1000	1.2000	0.9000
310.	*	2.6000	2.5000	2.5000	2.5000	0.3000	0.2000	0.2000	0.2000	5.1000	4.0000	3.7000	3.3000	2.1000	1.2000	0.9000
315.	*	2.7000	2.6000	2.6000	2.6000	0.3000	0.2000	0.2000	0.2000	5.2000	4.1000	3.8000	3.4000	1.9000	1.2000	0.9000
320.	*	2.8000	2.8000	2.8000	2.8000	0.2000	0.2000	0.2000	0.2000	5.4000	4.4000	3.9000	3.5000	1.9000	1.2000	0.8000
325.	*	2.9000	2.9000	2.9000	2.9000	0.3000	0.3000	0.3000	0.3000	5.5000	4.6000	4.1000	3.8000	1.9000	1.2000	0.9000
330.	*	3.1000	3.1000	3.1000	3.0000	0.3000	0.3000	0.3000	0.3000	5.6000	4.9000	4.4000	4.0000	2.0000	1.2000	0.9000
335.	*	3.3000	3.3000	3.3000	3.1000	0.5000	0.5000	0.5000	0.4000	5.7000	5.2000	4.9000	4.2000	2.1000	1.4000	1.1000
340.	*	3.4000	3.4000	3.4000	3.2000	0.7000	0.7000	0.7000	0.7000	6.0000	5.3000	4.9000	4.4000	2.4000	1.5000	1.2000
345.	*	3.5000	3.5000	3.5000	3.2000	1.2000	1.2000	1.2000	1.1000	6.0000	5.6000	5.3000	4.8000	2.9000	1.9000	1.5000
350.	*	3.5000	3.5000	3.4000	3.0000	1.9000	1.9000	1.9000	1.6000	5.8000	5.5000	5.2000	5.1000	3.4000	2.5000	2.2000
355.	*	3.2000	3.1000	3.1000	2.6000	2.8000	2.8000	2.6000	2.3000	5.5000	5.4000	5.0000	4.7000	4.2000	3.4000	2.9000
360.	*	2.6000	2.6000	2.6000	2.1000	3.6000	3.5000	3.5000	3.1000	5.0000	4.5000	4.4000	4.2000	4.9000	3.9000	3.7000

MAX	*	5.7000	4.7000	4.5000	4.0000	5.9000	5.5000	5.3000	5.1000	6.0000	5.6000	5.3000	5.1000	5.6000	4.8000	4.4000
DEGR.	*	195	190	190	195	160	165	165	170	345	345	345	350	15	10	10

PAGE 5

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2015

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5.	*	3.7000	0.5000	0.3000	0.1000	1.3000	0.7000	0.1000	2.3000	2.1000	1.9000	3.0000	2.6000	1.9000
10.	*	3.9000	0.3000	0.1000	0.1000	1.6000	0.9000	0.1000	2.2000	2.0000	2.0000	3.5000	2.9000	2.0000
15.	*	3.9000	0.1000	0.1000	0.1000	1.8000	1.1000	0.2000	2.1000	2.1000	2.1000	3.7000	3.0000	2.1000
20.	*	3.7000	0.1000	0.1000	0.1000	1.9000	1.2000	0.3000	2.1000	2.1000	2.1000	3.8000	3.3000	2.4000
25.	*	3.4000	0.1000	0.1000	0.1000	1.8000	1.3000	0.4000	2.2000	2.2000	2.2000	3.8000	3.4000	2.5000
30.	*	3.3000	0.1000	0.1000	0.1000	1.8000	1.3000	0.5000	2.3000	2.3000	2.3000	3.9000	3.4000	2.7000
35.	*	3.2000	0.2000	0.2000	0.1000	1.8000	1.3000	0.6000	2.5000	2.5000	2.5000	3.9000	3.4000	2.9000
40.	*	3.1000	0.2000	0.2000	0.2000	1.7000	1.2000	0.6000	2.6000	2.6000	2.5000	4.1000	3.7000	3.0000
45.	*	2.7000	0.3000	0.3000	0.3000	1.9000	1.3000	0.8000	2.7000	2.7000	2.7000	4.2000	3.7000	3.1000
50.	*	2.7000	0.4000	0.4000	0.4000	1.8000	1.4000	0.8000	3.0000	3.0000	2.8000	4.3000	3.9000	3.4000
55.	*	2.4000	0.8000	0.7000	0.6000	2.2000	1.8000	1.3000	3.0000	3.0000	2.7000	4.4000	4.1000	3.5000
60.	*	2.3000	1.2000	1.2000	1.0000	2.6000	2.2000	1.7000	2.9000	2.9000	2.5000	4.3000	3.9000	3.5000
65.	*	2.2000	1.8000	1.7000	1.4000	3.3000	2.7000	2.3000	2.7000	2.5000	2.3000	4.2000	3.7000	3.3000
70.	*	2.2000	2.3000	2.3000	2.0000	3.9000	3.4000	3.1000	2.2000	2.1000	1.8000	3.4000	3.2000	2.7000
75.	*	2.2000	2.7000	2.7000	2.3000	4.2000	3.8000	3.5000	1.6000	1.5000	1.3000	2.9000	2.4000	2.0000
80.	*	2.2000	3.0000	2.9000	2.6000	4.4000	3.9000	3.5000	1.0000	0.9000	0.9000	2.4000	2.0000	1.4000
85.	*	2.3000	2.9000	2.9000	2.7000	4.3000	4.1000	3.3000	0.6000	0.6000	0.5000	1.9000	1.6000	1.0000
90.	*	2.3000	2.8000	2.8000	2.7000	4.2000	3.7000	3.2000	0.3000	0.3000	0.3000	1.6000	1.3000	0.7000
95.	*	2.3000	2.6000	2.6000	2.6000	4.0000	3.5000	3.0000	0.2000	0.2000	0.2000	1.5000	1.1000	0.6000
100.	*	2.2000	2.5000	2.5000	2.5000	3.9000	3.4000	2.9000	0.2000	0.2000	0.2000	1.5000	1.1000	0.6000
105.	*	2.2000	2.4000	2.4000	2.4000	3.7000	3.4000	2.8000	0.1000	0.1000	0.1000	1.4000	1.0000	0.5000
110.	*	2.2000	2.2000	2.2000	2.2000	3.6000	3.0000	2.6000	0.1000	0.1000	0.1000	1.4000	0.9000	0.5000
115.	*	2.2000	2.1000	2.1000	2.1000	3.7000	3.1000	2.5000	0.1000	0.1000	0.1000	1.4000	1.0000	0.5000
120.	*	2.3000	2.1000	2.1000	2.1000	3.2000	3.0000	2.5000	0.1000	0.1000	0.1000	1.4000	1.0000	0.5000
125.	*	2.3000	2.0000	2.0000	2.0000	3.4000	2.9000	2.4000	0.1000	0.1000	0.1000	1.4000	1.0000	0.5000
130.	*	2.5000	2.0000	2.0000	2.0000	3.2000	2.9000	2.4000	0.1000	0.1000	0.1000	1.4000	1.0000	0.5000
135.	*	2.5000	1.8000	1.8000	1.8000	3.2000	2.8000	2.2000	0.1000	0.1000	0.1000	1.5000	1.1000	0.5000
140.	*	2.7000	1.8000	1.8000	1.8000	3.2000	2.8000	2.1000	0.0000	0.0000	0.0000	1.4000	1.0000	0.3000
145.	*	2.8000	1.8000	1.8000	1.8000	3.3000	2.9000	2.1000	0.0000	0.0000	0.0000	1.5000	1.1000	0.3000
150.	*	2.9000	1.8000	1.8000	1.8000	3.4000	2.9000	2.1000	0.0000	0.0000	0.0000	1.6000	1.1000	0.2000
155.	*	3.0000	1.9000	1.9000	1.9000	3.5000	3.0000	2.1000	0.0000	0.0000	0.0000	1.6000	1.1000	0.1000
160.	*	3.1000	1.9000	1.9000	1.9000	3.5000	2.9000	1.9000	0.0000	0.0000	0.0000	1.6000	1.0000	0.0000
165.	*	3.1000	2.0000	1.9000	1.9000	3.4000	2.8000	1.9000	0.1000	0.0000	0.0000	1.5000	0.8000	0.0000
170.	*	2.9000	2.1000	1.9000	1.8000	3.2000	2.5000	1.8000	0.2000	0.1000	0.0000	1.3000	0.7000	0.0000
175.	*	2.5000	2.3000	1.9000	1.8000	2.8000	2.3000	1.8000	0.5000	0.1000	0.0000	1.0000	0.5000	0.0000
180.	*	2.0000	2.7000	2.2000	1.8000	2.5000	2.1000	1.8000	0.8000	0.4000	0.0000	0.7000	0.2000	0.0000
185.	*	1.4000	3.0000	2.6000	1.9000	2.3000	2.1000	1.9000	1.3000	0.6000	0.1000	0.5000	0.3000	0.1000
190.	*	0.9000	3.5000	2.8000	2.0000	2.2000	2.0000	2.0000	1.6000	0.9000	0.1000	0.3000	0.1000	0.1000
195.	*	0.6000	3.7000	3.0000	2.1000	2.1000	2.1000	2.1000	1.8000	1.1000	0.2000	0.1000	0.1000	0.1000
200.	*	0.3000	3.8000	3.2000	2.4000	2.1000	2.1000	2.1000	1.9000	1.2000	0.3000	0.1000	0.1000	0.1000
205.	*	0.2000	3.8000	3.3000	2.5000	2.2000	2.2000	2.2000	1.8000	1.2000	0.4000	0.1000	0.1000	0.1000
210.	*	0.2000	3.8000	3.3000	2.7000	2.3000	2.3000	2.3000	1.8000	1.2000	0.5000	0.1000	0.1000	0.1000

♀

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2015

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215.	*	0.1000	3.9000	3.4000	2.9000	2.5000	2.5000	2.5000	1.8000	1.2000	0.6000	0.2000	0.2000	0.1000
220.	*	0.1000	4.0000	3.7000	2.9000	2.6000	2.6000	2.5000	1.6000	1.2000	0.6000	0.2000	0.2000	0.2000
225.	*	0.1000	4.2000	3.7000	3.1000	2.7000	2.7000	2.7000	1.8000	1.3000	0.7000	0.3000	0.3000	0.3000
230.	*	0.1000	4.3000	3.9000	3.4000	3.0000	3.0000	2.8000	1.8000	1.4000	0.8000	0.4000	0.4000	0.4000

I64_Route167_LasalleAve.out

235.	*	0.1000	4.5000	4.1000	3.5000	3.0000	3.0000	2.7000	2.2000	1.8000	1.3000	0.8000	0.7000	0.6000
240.	*	0.1000	4.3000	4.0000	3.5000	2.9000	2.9000	2.5000	2.6000	2.2000	1.7000	1.2000	1.2000	1.0000
245.	*	0.0000	4.2000	3.7000	3.3000	2.7000	2.5000	2.3000	3.3000	2.7000	2.3000	1.8000	1.7000	1.4000
250.	*	0.0000	3.4000	3.1000	2.7000	2.2000	2.1000	1.8000	3.9000	3.3000	3.1000	2.3000	2.3000	2.0000
255.	*	0.0000	2.9000	2.4000	2.0000	1.6000	1.5000	1.3000	4.2000	3.8000	3.5000	2.7000	2.7000	2.3000
260.	*	0.0000	2.4000	2.0000	1.4000	1.0000	0.9000	0.9000	4.4000	3.9000	3.5000	3.0000	2.9000	2.6000
265.	*	0.0000	1.9000	1.6000	1.0000	0.6000	0.6000	0.5000	4.3000	4.2000	3.3000	2.9000	2.9000	2.7000
270.	*	0.0000	1.6000	1.3000	0.7000	0.3000	0.3000	0.3000	4.2000	3.7000	3.2000	2.8000	2.8000	2.7000
275.	*	0.1000	1.5000	1.1000	0.6000	0.2000	0.2000	0.2000	4.0000	3.6000	3.0000	2.6000	2.6000	2.6000
280.	*	0.2000	1.5000	1.1000	0.6000	0.2000	0.2000	0.2000	4.0000	3.4000	2.9000	2.5000	2.5000	2.5000
285.	*	0.2000	1.4000	1.0000	0.5000	0.1000	0.1000	0.1000	3.7000	3.4000	2.8000	2.4000	2.4000	2.4000
290.	*	0.3000	1.4000	0.9000	0.5000	0.1000	0.1000	0.1000	3.7000	3.0000	2.6000	2.2000	2.2000	2.2000
295.	*	0.4000	1.4000	1.1000	0.5000	0.1000	0.1000	0.1000	3.6000	3.1000	2.5000	2.1000	2.1000	2.1000
300.	*	0.5000	1.4000	1.1000	0.5000	0.1000	0.1000	0.1000	3.3000	3.1000	2.6000	2.1000	2.1000	2.1000
305.	*	0.5000	1.4000	1.1000	0.5000	0.1000	0.1000	0.1000	3.4000	3.0000	2.4000	2.0000	2.0000	2.0000
310.	*	0.5000	1.4000	1.1000	0.5000	0.1000	0.1000	0.1000	3.2000	3.0000	2.5000	2.0000	2.0000	2.0000
315.	*	0.5000	1.6000	1.1000	0.5000	0.1000	0.1000	0.1000	3.3000	2.8000	2.3000	1.8000	1.8000	1.8000
320.	*	0.5000	1.5000	1.0000	0.3000	0.0000	0.0000	0.0000	3.3000	2.8000	2.1000	1.8000	1.8000	1.8000
325.	*	0.5000	1.5000	1.1000	0.3000	0.0000	0.0000	0.0000	3.3000	2.9000	2.1000	1.8000	1.8000	1.8000
330.	*	0.6000	1.6000	1.1000	0.2000	0.0000	0.0000	0.0000	3.4000	2.9000	2.1000	1.8000	1.8000	1.8000
335.	*	0.6000	1.7000	1.1000	0.1000	0.0000	0.0000	0.0000	3.6000	3.0000	2.1000	1.9000	1.9000	1.9000
340.	*	0.8000	1.7000	1.0000	0.0000	0.0000	0.0000	0.0000	3.6000	2.9000	1.9000	1.9000	1.9000	1.9000
345.	*	1.1000	1.5000	0.9000	0.0000	0.1000	0.0000	0.0000	3.5000	2.9000	1.9000	2.0000	1.9000	1.9000
350.	*	1.8000	1.4000	0.7000	0.0000	0.3000	0.1000	0.0000	3.2000	2.5000	1.8000	2.1000	1.9000	1.8000
355.	*	2.3000	1.1000	0.5000	0.0000	0.5000	0.1000	0.0000	2.9000	2.3000	1.8000	2.3000	1.9000	1.8000
360.	*	3.2000	0.7000	0.2000	0.0000	0.8000	0.4000	0.0000	2.5000	2.1000	1.8000	2.7000	2.2000	1.8000
-----*														
MAX	*	3.9000	4.5000	4.1000	3.5000	4.4000	4.1000	3.5000	4.4000	4.2000	3.5000	4.4000	4.1000	3.5000
DEGR.	*	15	235	235	240	80	85	75	260	265	255	55	55	55

THE HIGHEST CONCENTRATION OF 6.0000 PPM OCCURRED AT RECEPTOR 9.

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2028

DATE : 5/ 4/16
 TIME : 10:28: 0

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	-18.0	0.0	-18.0	1200.0	1200.	360. AG	7200.	4.2	0.0	55.7	
2. N Leg Dep - FreeFlow*	18.0	0.0	18.0	1200.0	1200.	360. AG	7200.	2.0	0.0	55.7	
3. S Leg App - FreeFlow*	18.0	0.0	18.0	-1200.0	1200.	180. AG	7200.	4.2	0.0	55.7	
4. S Leg Dep - FreeFlow*	-18.0	0.0	-18.0	-1200.0	1200.	180. AG	7200.	1.9	0.0	55.7	
5. E Leg App - FreeFlow*	-9.0	22.0	1112.0	452.0	1201.	69. AG	9600.	1.9	0.0	67.7	
6. E Leg Dep - FreeFlow*	9.0	-22.0	1129.0	408.0	1200.	69. AG	9600.	1.9	0.0	67.7	
7. W Leg App - FreeFlow*	9.0	-22.0	-1112.0	-452.0	1201.	249. AG	9600.	1.9	0.0	67.7	
8. W Leg Dep - FreeFlow*	-9.0	22.0	-1129.0	-408.0	1200.	249. AG	9600.	1.9	0.0	67.7	

PAGE 2

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2028

DATE : 5/ 4/16
 TIME : 10:28: 0

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	46.0	79.8	5.9	*
2. N Leg, E Side - 25 m	46.0	151.8	5.9	*
3. N Leg, E Side - 50 m	46.0	233.8	5.9	*
4. N Leg, E Side-Midblk	46.0	669.8	5.9	*
5. N Leg, W Side-Corner	-46.0	44.5	5.9	*
6. N Leg, W Side - 25 m	-46.0	116.5	5.9	*
7. N Leg, W Side - 50 m	-46.0	198.5	5.9	*
8. N Leg, W Side-Midblk	-46.0	634.5	5.9	*
9. S Leg, E Side-Corner	46.0	-44.5	5.9	*
10. S Leg, E Side - 25 m	46.0	-116.5	5.9	*
11. S Leg, E Side - 50 m	46.0	-198.5	5.9	*
12. S Leg, E Side-Midblk	46.0	-634.5	5.9	*
13. S Leg, W Side-Corner	-46.0	-79.8	5.9	*
14. S Leg, W Side - 25 m	-46.0	-151.8	5.9	*
15. S Leg, W Side - 50 m	-46.0	-233.8	5.9	*
16. S Leg, W Side-Midblk	-46.0	-669.8	5.9	*

17. E Leg, N Side - 25 m *	113.2	105.6	5.9	*
18. E Leg, N Side - 50 m *	189.8	135.0	5.9	*
19. E Leg, N Side-Midblk *	596.8	291.2	5.9	*
20. W Leg, N Side - 25 m *	-113.2	18.7	5.9	*
21. W Leg, N Side - 50 m *	-189.8	-10.7	5.9	*
22. W Leg, N Side-Midblk *	-596.8	-167.0	5.9	*
23. E Leg, S Side - 25 m *	113.2	-18.7	5.9	*
24. E Leg, S Side - 50 m *	189.8	10.7	5.9	*
25. E Leg, S Side-Midblk *	596.8	167.0	5.9	*
26. W Leg, S Side - 25 m *	-113.2	-105.6	5.9	*
27. W Leg, S Side - 50 m *	-189.8	-135.0	5.9	*
28. W Leg, S Side-Midblk *	-596.8	-291.2	5.9	*

♀

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2028

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.8000	0.8000	0.8000	0.7000	1.9000	1.9000	1.9000	1.7000	1.8000	1.7000	1.6000	1.5000	2.4000	2.2000	1.8000
10. *	0.6000	0.6000	0.6000	0.4000	2.1000	2.1000	2.1000	1.9000	1.6000	1.3000	1.2000	1.2000	2.6000	2.2000	1.9000
15. *	0.4000	0.3000	0.3000	0.2000	2.1000	2.1000	2.0000	1.9000	1.5000	1.0000	1.0000	0.7000	2.5000	2.1000	2.0000
20. *	0.3000	0.2000	0.2000	0.1000	1.9000	1.9000	1.9000	1.9000	1.2000	0.8000	0.7000	0.5000	2.4000	2.1000	1.8000
25. *	0.2000	0.1000	0.1000	0.1000	1.8000	1.8000	1.8000	1.8000	1.1000	0.7000	0.6000	0.4000	2.4000	2.1000	1.8000
30. *	0.2000	0.1000	0.1000	0.1000	1.7000	1.7000	1.7000	1.7000	1.2000	0.7000	0.5000	0.4000	2.3000	1.7000	1.9000
35. *	0.2000	0.1000	0.1000	0.1000	1.6000	1.6000	1.6000	1.6000	1.2000	0.7000	0.5000	0.3000	2.3000	1.9000	1.7000
40. *	0.2000	0.1000	0.1000	0.1000	1.5000	1.5000	1.5000	1.5000	1.3000	0.8000	0.5000	0.3000	2.4000	1.8000	1.6000
45. *	0.1000	0.0000	0.0000	0.0000	1.5000	1.4000	1.4000	1.4000	1.3000	0.8000	0.5000	0.2000	2.5000	1.7000	1.6000
50. *	0.2000	0.0000	0.0000	0.0000	1.4000	1.3000	1.3000	1.3000	1.4000	0.8000	0.5000	0.1000	2.4000	1.8000	1.5000
55. *	0.3000	0.0000	0.0000	0.0000	1.5000	1.3000	1.3000	1.3000	1.4000	0.7000	0.5000	0.1000	2.3000	1.6000	1.4000
60. *	0.6000	0.1000	0.0000	0.0000	1.8000	1.3000	1.2000	1.2000	1.4000	0.6000	0.4000	0.1000	2.4000	1.5000	1.3000
65. *	0.9000	0.2000	0.0000	0.0000	2.1000	1.4000	1.2000	1.2000	1.2000	0.3000	0.2000	0.0000	2.2000	1.5000	1.2000
70. *	1.1000	0.3000	0.1000	0.0000	2.3000	1.5000	1.3000	1.2000	1.0000	0.3000	0.1000	0.0000	2.0000	1.3000	1.1000
75. *	1.2000	0.5000	0.2000	0.0000	2.5000	1.7000	1.4000	1.2000	0.7000	0.1000	0.0000	0.0000	1.7000	1.1000	1.0000
80. *	1.4000	0.5000	0.3000	0.0000	2.6000	1.7000	1.5000	1.2000	0.5000	0.0000	0.0000	0.0000	1.5000	1.0000	1.0000
85. *	1.3000	0.6000	0.3000	0.0000	2.5000	1.9000	1.6000	1.2000	0.2000	0.0000	0.0000	0.0000	1.2000	1.0000	1.0000
90. *	1.2000	0.7000	0.4000	0.0000	2.6000	2.0000	1.7000	1.3000	0.2000	0.0000	0.0000	0.0000	1.2000	1.0000	1.0000
95. *	1.2000	0.7000	0.4000	0.0000	2.5000	1.9000	1.6000	1.2000	0.1000	0.0000	0.0000	0.0000	1.1000	1.0000	1.0000
100. *	1.1000	0.6000	0.4000	0.0000	2.3000	1.8000	1.6000	1.3000	0.1000	0.0000	0.0000	0.0000	1.1000	1.0000	1.0000
105. *	1.1000	0.6000	0.4000	0.2000	2.5000	1.8000	1.6000	1.4000	0.1000	0.0000	0.0000	0.0000	1.1000	1.0000	1.0000
110. *	1.1000	0.5000	0.4000	0.2000	2.2000	1.7000	1.6000	1.4000	0.1000	0.0000	0.0000	0.0000	1.1000	1.0000	1.0000
115. *	1.0000	0.5000	0.4000	0.2000	2.3000	1.7000	1.6000	1.4000	0.1000	0.0000	0.0000	0.0000	1.1000	1.0000	1.0000
120. *	1.0000	0.5000	0.4000	0.2000	2.2000	1.7000	1.6000	1.4000	0.1000	0.1000	0.1000	0.1000	1.0000	1.0000	1.0000
125. *	0.9000	0.5000	0.4000	0.2000	2.6000	1.8000	1.7000	1.5000	0.1000	0.1000	0.1000	0.1000	1.0000	1.0000	1.0000
130. *	0.8000	0.5000	0.4000	0.2000	2.4000	1.9000	1.7000	1.5000	0.1000	0.1000	0.1000	0.1000	1.2000	1.2000	1.2000
135. *	0.8000	0.5000	0.4000	0.2000	2.4000	2.0000	1.8000	1.6000	0.1000	0.1000	0.1000	0.1000	1.2000	1.2000	1.2000
140. *	0.8000	0.6000	0.5000	0.3000	2.6000	2.1000	1.8000	1.7000	0.1000	0.1000	0.1000	0.1000	1.2000	1.2000	1.2000
145. *	0.9000	0.6000	0.5000	0.3000	2.6000	2.1000	2.0000	1.8000	0.1000	0.1000	0.1000	0.1000	1.3000	1.3000	1.3000
150. *	0.9000	0.6000	0.5000	0.3000	2.5000	2.4000	2.0000	1.9000	0.2000	0.2000	0.2000	0.2000	1.4000	1.4000	1.4000
155. *	1.0000	0.6000	0.5000	0.3000	2.6000	2.4000	2.2000	2.0000	0.2000	0.2000	0.2000	0.2000	1.4000	1.4000	1.4000
160. *	1.1000	0.7000	0.6000	0.4000	2.7000	2.4000	2.3000	2.2000	0.3000	0.3000	0.3000	0.3000	1.5000	1.5000	1.5000
165. *	1.2000	0.9000	0.7000	0.6000	2.7000	2.8000	2.5000	2.3000	0.5000	0.5000	0.5000	0.5000	1.6000	1.6000	1.5000

170.	*	1.6000	1.1000	1.1000	0.8000	2.6000	2.6000	2.4000	2.4000	0.9000	0.9000	0.9000	0.8000	1.6000	1.6000	1.5000
175.	*	1.9000	1.4000	1.3000	1.2000	2.5000	2.4000	2.2000	2.1000	1.2000	1.2000	1.2000	1.1000	1.4000	1.3000	1.3000
180.	*	2.2000	1.8000	1.6000	1.4000	2.2000	2.1000	2.0000	2.0000	1.7000	1.6000	1.6000	1.5000	1.2000	1.2000	1.1000
185.	*	2.4000	2.2000	1.9000	1.5000	1.8000	1.7000	1.6000	1.5000	1.9000	1.9000	1.9000	1.7000	0.8000	0.8000	0.8000
190.	*	2.5000	2.2000	1.9000	1.9000	1.6000	1.3000	1.2000	1.2000	2.0000	2.0000	2.0000	1.9000	0.6000	0.6000	0.6000
195.	*	2.4000	2.2000	2.1000	1.8000	1.5000	1.0000	1.0000	0.7000	2.1000	2.1000	2.0000	1.9000	0.3000	0.3000	0.3000
200.	*	2.5000	2.1000	1.9000	1.7000	1.2000	0.8000	0.7000	0.5000	1.9000	1.9000	1.9000	1.8000	0.3000	0.2000	0.1000
205.	*	2.5000	2.0000	1.8000	1.7000	1.1000	0.7000	0.6000	0.4000	1.8000	1.8000	1.8000	1.7000	0.2000	0.1000	0.1000
210.	*	2.3000	1.8000	1.8000	1.6000	1.2000	0.7000	0.5000	0.4000	1.6000	1.6000	1.6000	1.6000	0.2000	0.1000	0.1000

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2028

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	2.3000	2.0000	1.7000	1.5000	1.2000	0.7000	0.5000	0.3000	1.5000	1.5000	1.5000	1.5000	0.2000	0.1000	0.1000
220.	*	2.3000	1.8000	1.7000	1.5000	1.3000	0.8000	0.5000	0.3000	1.5000	1.5000	1.5000	1.5000	0.1000	0.0000	0.0000
225.	*	2.5000	1.7000	1.6000	1.4000	1.3000	0.8000	0.5000	0.2000	1.5000	1.4000	1.4000	1.4000	0.1000	0.0000	0.0000
230.	*	2.4000	1.8000	1.5000	1.2000	1.4000	0.8000	0.5000	0.1000	1.4000	1.3000	1.3000	1.3000	0.2000	0.0000	0.0000
235.	*	2.4000	1.7000	1.5000	1.1000	1.4000	0.7000	0.5000	0.1000	1.5000	1.3000	1.3000	1.3000	0.3000	0.0000	0.0000
240.	*	2.4000	1.6000	1.4000	1.1000	1.4000	0.6000	0.4000	0.1000	1.8000	1.3000	1.2000	1.2000	0.6000	0.1000	0.0000
245.	*	2.2000	1.5000	1.2000	1.0000	1.2000	0.3000	0.2000	0.0000	2.1000	1.4000	1.2000	1.2000	0.9000	0.2000	0.0000
250.	*	2.0000	1.3000	1.1000	1.0000	1.0000	0.3000	0.1000	0.0000	2.3000	1.5000	1.3000	1.2000	1.1000	0.3000	0.1000
255.	*	1.7000	1.1000	1.0000	1.0000	0.7000	0.1000	0.0000	0.0000	2.5000	1.7000	1.4000	1.2000	1.2000	0.5000	0.2000
260.	*	1.5000	1.0000	1.0000	1.0000	0.5000	0.0000	0.0000	0.0000	2.6000	1.7000	1.5000	1.2000	1.4000	0.5000	0.3000
265.	*	1.3000	1.1000	1.1000	1.1000	0.2000	0.0000	0.0000	0.0000	2.5000	1.9000	1.6000	1.2000	1.3000	0.6000	0.3000
270.	*	1.3000	1.1000	1.1000	1.1000	0.2000	0.0000	0.0000	0.0000	2.6000	2.0000	1.7000	1.3000	1.2000	0.7000	0.4000
275.	*	1.2000	1.1000	1.1000	1.1000	0.1000	0.0000	0.0000	0.0000	2.5000	1.9000	1.6000	1.2000	1.2000	0.7000	0.4000
280.	*	1.1000	1.0000	1.0000	1.0000	0.1000	0.0000	0.0000	0.0000	2.3000	1.8000	1.6000	1.3000	1.1000	0.6000	0.4000
285.	*	1.1000	1.0000	1.0000	1.0000	0.1000	0.0000	0.0000	0.0000	2.4000	1.8000	1.6000	1.4000	1.1000	0.6000	0.4000
290.	*	1.1000	1.0000	1.0000	1.0000	0.1000	0.0000	0.0000	0.0000	2.2000	1.7000	1.6000	1.4000	1.1000	0.5000	0.4000
295.	*	1.1000	1.0000	1.0000	1.0000	0.1000	0.0000	0.0000	0.0000	2.3000	1.7000	1.6000	1.4000	1.0000	0.5000	0.4000
300.	*	1.1000	1.1000	1.1000	1.1000	0.1000	0.1000	0.1000	0.1000	2.2000	1.7000	1.6000	1.4000	1.0000	0.5000	0.4000
305.	*	1.1000	1.1000	1.1000	1.1000	0.1000	0.1000	0.1000	0.1000	2.6000	1.8000	1.7000	1.5000	0.9000	0.5000	0.4000
310.	*	1.2000	1.2000	1.2000	1.2000	0.1000	0.1000	0.1000	0.1000	2.4000	1.9000	1.7000	1.5000	0.8000	0.5000	0.4000
315.	*	1.2000	1.2000	1.2000	1.2000	0.1000	0.1000	0.1000	0.1000	2.4000	2.0000	1.8000	1.6000	0.8000	0.5000	0.4000
320.	*	1.3000	1.3000	1.3000	1.3000	0.1000	0.1000	0.1000	0.1000	2.6000	2.1000	1.8000	1.7000	0.8000	0.5000	0.4000
325.	*	1.3000	1.3000	1.3000	1.3000	0.1000	0.1000	0.1000	0.1000	2.6000	2.2000	2.0000	1.7000	0.8000	0.6000	0.5000
330.	*	1.4000	1.4000	1.4000	1.3000	0.2000	0.2000	0.2000	0.2000	2.5000	2.4000	2.0000	1.8000	0.9000	0.6000	0.5000
335.	*	1.5000	1.5000	1.5000	1.5000	0.2000	0.2000	0.2000	0.2000	2.7000	2.4000	2.2000	2.0000	1.0000	0.6000	0.5000
340.	*	1.5000	1.5000	1.5000	1.4000	0.3000	0.3000	0.3000	0.3000	2.7000	2.4000	2.3000	2.1000	1.1000	0.7000	0.6000
345.	*	1.6000	1.6000	1.6000	1.5000	0.5000	0.5000	0.5000	0.5000	2.7000	2.8000	2.5000	2.2000	1.2000	0.8000	0.7000
350.	*	1.6000	1.6000	1.5000	1.4000	0.9000	0.9000	0.9000	0.8000	2.7000	2.7000	2.4000	2.4000	1.6000	1.1000	1.1000
355.	*	1.5000	1.4000	1.4000	1.2000	1.3000	1.3000	1.2000	1.1000	2.6000	2.4000	2.3000	2.0000	1.9000	1.5000	1.3000
360.	*	1.2000	1.2000	1.2000	0.9000	1.7000	1.6000	1.6000	1.5000	2.2000	2.1000	2.1000	2.0000	2.2000	1.8000	1.6000
MAX DEGR.	*	2.5000	2.2000	2.1000	1.9000	2.7000	2.8000	2.5000	2.4000	2.7000	2.8000	2.5000	2.4000	2.6000	2.2000	2.0000
		225	185	195	190	160	165	165	170	340	345	345	350	10	5	15

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2028

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5.	*	1.5000	0.2000	0.0000	0.0000	0.5000	0.3000	0.0000	1.0000	0.8000	0.8000	1.3000	1.1000	0.8000
10.	*	1.8000	0.0000	0.0000	0.0000	0.7000	0.4000	0.0000	0.8000	0.8000	0.8000	1.5000	1.2000	0.8000
15.	*	1.8000	0.0000	0.0000	0.0000	0.8000	0.4000	0.0000	0.9000	0.9000	1.0000	1.7000	1.4000	0.9000
20.	*	1.7000	0.1000	0.1000	0.1000	0.9000	0.6000	0.2000	1.0000	1.0000	1.0000	1.7000	1.6000	1.1000
25.	*	1.6000	0.1000	0.1000	0.1000	0.9000	0.7000	0.2000	1.0000	1.0000	1.0000	1.7000	1.6000	1.1000
30.	*	1.6000	0.1000	0.1000	0.1000	0.9000	0.7000	0.3000	1.1000	1.1000	1.1000	1.7000	1.7000	1.3000
35.	*	1.5000	0.1000	0.1000	0.1000	0.9000	0.7000	0.3000	1.1000	1.1000	1.1000	2.0000	1.5000	1.3000
40.	*	1.4000	0.1000	0.1000	0.1000	0.8000	0.6000	0.3000	1.2000	1.2000	1.2000	1.9000	1.5000	1.4000
45.	*	1.4000	0.1000	0.1000	0.1000	0.8000	0.5000	0.3000	1.2000	1.2000	1.2000	1.9000	1.8000	1.4000
50.	*	1.2000	0.2000	0.2000	0.2000	0.9000	0.6000	0.4000	1.3000	1.3000	1.3000	2.0000	1.8000	1.5000
55.	*	1.0000	0.3000	0.3000	0.3000	1.0000	0.7000	0.5000	1.3000	1.3000	1.3000	2.0000	1.8000	1.7000
60.	*	1.0000	0.6000	0.6000	0.4000	1.3000	1.0000	0.9000	1.3000	1.3000	1.2000	2.1000	1.9000	1.5000
65.	*	1.0000	0.8000	0.8000	0.7000	1.6000	1.3000	1.1000	1.2000	1.2000	1.0000	1.7000	1.7000	1.4000
70.	*	1.0000	1.0000	1.0000	0.9000	1.9000	1.4000	1.2000	1.0000	1.0000	0.8000	1.6000	1.3000	1.2000
75.	*	1.0000	1.2000	1.2000	1.0000	1.9000	1.7000	1.5000	0.7000	0.7000	0.6000	1.3000	1.1000	1.0000
80.	*	1.0000	1.3000	1.3000	1.2000	2.0000	1.7000	1.5000	0.5000	0.5000	0.4000	1.1000	0.9000	0.7000
85.	*	1.0000	1.3000	1.3000	1.3000	2.0000	1.9000	1.7000	0.2000	0.2000	0.2000	0.9000	0.7000	0.4000
90.	*	1.0000	1.2000	1.2000	1.2000	1.9000	1.8000	1.4000	0.2000	0.2000	0.2000	0.7000	0.5000	0.4000
95.	*	1.0000	1.2000	1.2000	1.2000	1.9000	1.6000	1.4000	0.1000	0.1000	0.1000	0.7000	0.5000	0.3000
100.	*	1.0000	1.1000	1.1000	1.1000	1.9000	1.5000	1.3000	0.1000	0.1000	0.1000	0.7000	0.5000	0.3000
105.	*	1.0000	1.1000	1.1000	1.1000	1.8000	1.4000	1.3000	0.1000	0.1000	0.1000	0.7000	0.5000	0.3000
110.	*	1.0000	1.1000	1.1000	1.1000	1.7000	1.3000	1.3000	0.1000	0.1000	0.1000	0.7000	0.5000	0.3000
115.	*	1.0000	1.0000	1.0000	1.0000	1.6000	1.3000	1.2000	0.1000	0.1000	0.1000	0.7000	0.5000	0.3000
120.	*	1.0000	1.0000	1.0000	1.0000	1.7000	1.3000	1.2000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
125.	*	1.0000	0.9000	0.9000	0.9000	1.5000	1.3000	1.1000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
130.	*	1.2000	0.8000	0.8000	0.8000	1.4000	1.3000	1.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.2000
135.	*	1.2000	0.8000	0.8000	0.8000	1.4000	1.3000	1.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.2000
140.	*	1.2000	0.8000	0.8000	0.8000	1.4000	1.3000	1.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.2000
145.	*	1.3000	0.8000	0.8000	0.8000	1.5000	1.3000	1.0000	0.0000	0.0000	0.0000	0.7000	0.5000	0.1000
150.	*	1.3000	0.8000	0.8000	0.8000	1.6000	1.3000	0.9000	0.0000	0.0000	0.0000	0.8000	0.5000	0.1000
155.	*	1.4000	0.8000	0.8000	0.8000	1.6000	1.3000	0.8000	0.0000	0.0000	0.0000	0.8000	0.5000	0.0000
160.	*	1.4000	0.9000	0.9000	0.9000	1.7000	1.4000	0.9000	0.0000	0.0000	0.0000	0.8000	0.5000	0.0000
165.	*	1.4000	0.8000	0.8000	0.8000	1.5000	1.3000	0.8000	0.0000	0.0000	0.0000	0.7000	0.4000	0.0000
170.	*	1.3000	0.9000	0.8000	0.8000	1.4000	1.1000	0.8000	0.1000	0.0000	0.0000	0.6000	0.3000	0.0000
175.	*	1.2000	1.1000	0.9000	0.8000	1.3000	1.0000	0.8000	0.2000	0.1000	0.0000	0.5000	0.2000	0.0000
180.	*	0.9000	1.2000	0.9000	0.8000	1.1000	1.0000	0.8000	0.4000	0.1000	0.0000	0.3000	0.1000	0.0000
185.	*	0.7000	1.3000	1.1000	0.8000	1.0000	0.8000	0.8000	0.5000	0.3000	0.0000	0.2000	0.0000	0.0000
190.	*	0.4000	1.5000	1.2000	0.8000	0.8000	0.8000	0.8000	0.7000	0.4000	0.0000	0.0000	0.0000	0.0000
195.	*	0.2000	1.7000	1.4000	0.9000	0.9000	0.9000	1.0000	0.8000	0.4000	0.0000	0.0000	0.0000	0.0000
200.	*	0.1000	1.7000	1.5000	1.1000	1.0000	1.0000	1.0000	0.9000	0.6000	0.2000	0.1000	0.1000	0.1000
205.	*	0.1000	1.7000	1.5000	1.1000	1.0000	1.0000	1.0000	0.9000	0.6000	0.2000	0.1000	0.1000	0.1000
210.	*	0.1000	1.7000	1.6000	1.3000	1.1000	1.1000	1.1000	0.9000	0.6000	0.3000	0.1000	0.1000	0.1000

♀

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2028

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215.	*	0.1000	2.0000	1.5000	1.3000	1.1000	1.1000	1.1000	0.9000	0.6000	0.3000	0.1000	0.1000	0.1000
220.	*	0.0000	1.8000	1.5000	1.4000	1.2000	1.2000	1.2000	0.8000	0.6000	0.3000	0.1000	0.1000	0.1000
225.	*	0.0000	2.0000	1.8000	1.4000	1.2000	1.2000	1.2000	0.8000	0.5000	0.3000	0.1000	0.1000	0.1000
230.	*	0.0000	2.0000	1.8000	1.5000	1.3000	1.3000	1.3000	0.9000	0.6000	0.4000	0.2000	0.2000	0.2000

I64_Route167_LasalleAve_2028.out

235.	*	0.0000	2.0000	1.8000	1.6000	1.3000	1.3000	1.3000	1.0000	0.7000	0.5000	0.3000	0.3000	0.3000
240.	*	0.0000	2.0000	1.9000	1.5000	1.3000	1.3000	1.2000	1.3000	1.0000	0.9000	0.6000	0.6000	0.4000
245.	*	0.0000	1.7000	1.7000	1.4000	1.2000	1.2000	1.0000	1.6000	1.3000	1.0000	0.8000	0.8000	0.7000
250.	*	0.0000	1.6000	1.3000	1.2000	1.0000	1.0000	0.8000	1.9000	1.4000	1.2000	1.0000	1.0000	0.9000
255.	*	0.0000	1.3000	1.1000	1.0000	0.7000	0.7000	0.6000	1.9000	1.7000	1.5000	1.2000	1.2000	1.0000
260.	*	0.0000	1.1000	0.9000	0.7000	0.5000	0.5000	0.4000	2.0000	1.7000	1.5000	1.3000	1.3000	1.2000
265.	*	0.0000	0.9000	0.8000	0.4000	0.2000	0.2000	0.2000	1.9000	1.9000	1.7000	1.3000	1.3000	1.3000
270.	*	0.0000	0.7000	0.6000	0.4000	0.2000	0.2000	0.2000	2.0000	1.8000	1.4000	1.2000	1.2000	1.2000
275.	*	0.0000	0.7000	0.6000	0.3000	0.1000	0.1000	0.1000	1.9000	1.6000	1.4000	1.2000	1.2000	1.2000
280.	*	0.0000	0.7000	0.6000	0.3000	0.1000	0.1000	0.1000	1.9000	1.5000	1.3000	1.1000	1.1000	1.1000
285.	*	0.2000	0.7000	0.5000	0.3000	0.1000	0.1000	0.1000	1.8000	1.4000	1.3000	1.1000	1.1000	1.1000
290.	*	0.2000	0.7000	0.5000	0.3000	0.1000	0.1000	0.1000	1.7000	1.3000	1.3000	1.1000	1.1000	1.1000
295.	*	0.2000	0.7000	0.6000	0.3000	0.1000	0.1000	0.1000	1.6000	1.4000	1.2000	1.0000	1.0000	1.0000
300.	*	0.2000	0.6000	0.5000	0.2000	0.0000	0.0000	0.0000	1.7000	1.4000	1.2000	1.0000	1.0000	1.0000
305.	*	0.2000	0.6000	0.5000	0.2000	0.0000	0.0000	0.0000	1.5000	1.4000	1.1000	0.9000	0.9000	0.9000
310.	*	0.2000	0.6000	0.5000	0.2000	0.0000	0.0000	0.0000	1.4000	1.3000	1.0000	0.8000	0.8000	0.8000
315.	*	0.2000	0.7000	0.5000	0.2000	0.0000	0.0000	0.0000	1.4000	1.3000	1.0000	0.8000	0.8000	0.8000
320.	*	0.2000	0.7000	0.5000	0.2000	0.0000	0.0000	0.0000	1.5000	1.3000	1.0000	0.8000	0.8000	0.8000
325.	*	0.3000	0.7000	0.5000	0.1000	0.0000	0.0000	0.0000	1.5000	1.3000	1.0000	0.8000	0.8000	0.8000
330.	*	0.3000	0.8000	0.5000	0.1000	0.0000	0.0000	0.0000	1.6000	1.3000	0.9000	0.8000	0.8000	0.8000
335.	*	0.3000	0.8000	0.5000	0.0000	0.0000	0.0000	0.0000	1.6000	1.3000	0.8000	0.8000	0.8000	0.8000
340.	*	0.3000	0.8000	0.5000	0.0000	0.0000	0.0000	0.0000	1.7000	1.4000	0.9000	0.9000	0.9000	0.9000
345.	*	0.6000	0.7000	0.5000	0.0000	0.0000	0.0000	0.0000	1.5000	1.3000	0.8000	0.8000	0.8000	0.8000
350.	*	0.7000	0.7000	0.3000	0.0000	0.1000	0.0000	0.0000	1.5000	1.1000	0.8000	0.9000	0.8000	0.8000
355.	*	1.2000	0.5000	0.2000	0.0000	0.3000	0.1000	0.0000	1.3000	1.0000	0.8000	1.1000	0.9000	0.8000
360.	*	1.4000	0.3000	0.2000	0.0000	0.4000	0.1000	0.0000	1.2000	1.0000	0.8000	1.2000	0.9000	0.8000
-----*														
MAX	*	1.8000	2.0000	1.9000	1.6000	2.0000	1.9000	1.7000	2.0000	1.9000	1.7000	2.1000	1.9000	1.7000
DEGR.	*	10	215	240	235	80	85	85	270	265	265	60	60	55

THE HIGHEST CONCENTRATION OF 2.8000 PPM OCCURRED AT RECEPTOR 6.

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2028 NOBUILD

DATE : 5/25/16
 TIME : 14:17:52

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	-18.0	0.0	-18.0	1200.0	1200.	360. AG	1100.	4.2	0.0	55.7	
2. N Leg Dep - FreeFlow*	18.0	0.0	18.0	1200.0	1200.	360. AG	2290.	2.0	0.0	55.7	
3. S Leg App - FreeFlow*	18.0	0.0	18.0	-1200.0	1200.	180. AG	2290.	4.2	0.0	55.7	
4. S Leg Dep - FreeFlow*	-18.0	0.0	-18.0	-1200.0	1200.	180. AG	1100.	1.9	0.0	55.7	
5. E Leg App - FreeFlow*	-9.0	22.0	1112.0	452.0	1201.	69. AG	5130.	1.9	0.0	67.7	
6. E Leg Dep - FreeFlow*	9.0	-22.0	1129.0	408.0	1200.	69. AG	4390.	1.9	0.0	67.7	
7. W Leg App - FreeFlow*	9.0	-22.0	-1112.0	-452.0	1201.	249. AG	4390.	1.9	0.0	67.7	
8. W Leg Dep - FreeFlow*	-9.0	22.0	-1129.0	-408.0	1200.	249. AG	5130.	1.9	0.0	67.7	

PAGE 2

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2028 NOBUILD

DATE : 5/25/16
 TIME : 14:17:52

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	46.0	79.8	5.9	*
2. N Leg, E Side - 25 m	46.0	151.8	5.9	*
3. N Leg, E Side - 50 m	46.0	233.8	5.9	*
4. N Leg, E Side-Midblk	46.0	669.8	5.9	*
5. N Leg, W Side-Corner	-46.0	44.5	5.9	*
6. N Leg, W Side - 25 m	-46.0	116.5	5.9	*
7. N Leg, W Side - 50 m	-46.0	198.5	5.9	*
8. N Leg, W Side-Midblk	-46.0	634.5	5.9	*
9. S Leg, E Side-Corner	46.0	-44.5	5.9	*
10. S Leg, E Side - 25 m	46.0	-116.5	5.9	*
11. S Leg, E Side - 50 m	46.0	-198.5	5.9	*
12. S Leg, E Side-Midblk	46.0	-634.5	5.9	*
13. S Leg, W Side-Corner	-46.0	-79.8	5.9	*
14. S Leg, W Side - 25 m	-46.0	-151.8	5.9	*
15. S Leg, W Side - 50 m	-46.0	-233.8	5.9	*
16. S Leg, W Side-Midblk	-46.0	-669.8	5.9	*

17. E Leg, N Side - 25 m *	113.2	105.6	5.9	*
18. E Leg, N Side - 50 m *	189.8	135.0	5.9	*
19. E Leg, N Side-Midblk *	596.8	291.2	5.9	*
20. W Leg, N Side - 25 m *	-113.2	18.7	5.9	*
21. W Leg, N Side - 50 m *	-189.8	-10.7	5.9	*
22. W Leg, N Side-Midblk *	-596.8	-167.0	5.9	*
23. E Leg, S Side - 25 m *	113.2	-18.7	5.9	*
24. E Leg, S Side - 50 m *	189.8	10.7	5.9	*
25. E Leg, S Side-Midblk *	596.8	167.0	5.9	*
26. W Leg, S Side - 25 m *	-113.2	-105.6	5.9	*
27. W Leg, S Side - 50 m *	-189.8	-135.0	5.9	*
28. W Leg, S Side-Midblk *	-596.8	-291.2	5.9	*

♀

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2028 NOBUILD

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.2000	0.2000	0.2000	0.2000	0.4000	0.3000	0.3000	0.3000	0.7000	0.6000	0.5000	0.3000	0.6000	0.5000	0.6000
10. *	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000	0.3000	0.7000	0.4000	0.4000	0.2000	0.6000	0.7000	0.5000
15. *	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000	0.3000	0.7000	0.3000	0.3000	0.2000	0.7000	0.7000	0.4000
20. *	0.1000	0.1000	0.1000	0.0000	0.3000	0.3000	0.3000	0.3000	0.5000	0.3000	0.3000	0.1000	0.7000	0.6000	0.5000
25. *	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.5000	0.3000	0.3000	0.1000	0.8000	0.7000	0.5000
30. *	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.5000	0.2000	0.2000	0.0000	0.9000	0.6000	0.5000
35. *	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.5000	0.3000	0.2000	0.0000	0.8000	0.5000	0.5000
40. *	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.5000	0.3000	0.2000	0.0000	0.7000	0.5000	0.5000
45. *	0.1000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.6000	0.3000	0.2000	0.0000	0.9000	0.5000	0.5000
50. *	0.1000	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.3000	0.6000	0.3000	0.2000	0.0000	0.9000	0.6000	0.5000
55. *	0.2000	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.3000	0.6000	0.3000	0.2000	0.0000	1.0000	0.6000	0.5000
60. *	0.2000	0.0000	0.0000	0.0000	0.4000	0.2000	0.2000	0.2000	0.6000	0.2000	0.2000	0.0000	1.0000	0.5000	0.5000
65. *	0.4000	0.1000	0.0000	0.0000	0.7000	0.3000	0.2000	0.2000	0.6000	0.2000	0.1000	0.0000	0.9000	0.5000	0.4000
70. *	0.5000	0.1000	0.0000	0.0000	0.8000	0.4000	0.2000	0.2000	0.5000	0.1000	0.0000	0.0000	0.7000	0.5000	0.3000
75. *	0.7000	0.2000	0.1000	0.0000	0.9000	0.4000	0.3000	0.2000	0.4000	0.0000	0.0000	0.0000	0.7000	0.3000	0.3000
80. *	0.7000	0.3000	0.2000	0.0000	0.9000	0.5000	0.4000	0.2000	0.2000	0.0000	0.0000	0.0000	0.5000	0.3000	0.3000
85. *	0.7000	0.3000	0.2000	0.0000	0.9000	0.5000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000
90. *	0.7000	0.3000	0.2000	0.0000	1.0000	0.6000	0.5000	0.3000	0.1000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
95. *	0.6000	0.3000	0.2000	0.0000	0.8000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
100. *	0.6000	0.3000	0.2000	0.0000	0.8000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
105. *	0.6000	0.3000	0.2000	0.0000	0.7000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
110. *	0.5000	0.3000	0.2000	0.0000	0.7000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
115. *	0.5000	0.3000	0.2000	0.0000	0.8000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
120. *	0.5000	0.3000	0.2000	0.0000	0.8000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
125. *	0.5000	0.3000	0.2000	0.0000	0.7000	0.5000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
130. *	0.5000	0.3000	0.2000	0.0000	0.6000	0.6000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
135. *	0.5000	0.3000	0.2000	0.0000	0.7000	0.5000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
140. *	0.5000	0.3000	0.2000	0.0000	0.8000	0.6000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
145. *	0.5000	0.3000	0.2000	0.0000	0.8000	0.6000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
150. *	0.5000	0.3000	0.2000	0.0000	0.7000	0.6000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
155. *	0.5000	0.3000	0.2000	0.0000	0.8000	0.7000	0.6000	0.3000	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000
160. *	0.5000	0.3000	0.2000	0.0000	0.9000	0.7000	0.6000	0.3000	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000
165. *	0.6000	0.5000	0.3000	0.1000	0.9000	0.7000	0.5000	0.3000	0.2000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000

I64_Route167_LasalleAve_2028_NOBUILD.out

170.	*	0.7000	0.5000	0.4000	0.1000	0.8000	0.7000	0.5000	0.4000	0.3000	0.3000	0.3000	0.2000	0.3000	0.3000	0.3000
175.	*	0.7000	0.6000	0.4000	0.3000	0.9000	0.6000	0.6000	0.4000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.3000
180.	*	0.8000	0.5000	0.5000	0.4000	0.9000	0.6000	0.4000	0.4000	0.5000	0.5000	0.5000	0.4000	0.3000	0.3000	0.2000
185.	*	0.8000	0.6000	0.5000	0.4000	0.7000	0.5000	0.4000	0.2000	0.5000	0.5000	0.5000	0.5000	0.2000	0.2000	0.2000
190.	*	0.9000	0.6000	0.5000	0.3000	0.6000	0.5000	0.4000	0.1000	0.6000	0.6000	0.6000	0.5000	0.2000	0.2000	0.2000
195.	*	1.0000	0.6000	0.7000	0.3000	0.5000	0.3000	0.3000	0.1000	0.6000	0.6000	0.6000	0.5000	0.0000	0.0000	0.0000
200.	*	0.8000	0.7000	0.6000	0.3000	0.5000	0.3000	0.2000	0.0000	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000
205.	*	0.9000	0.7000	0.5000	0.3000	0.5000	0.3000	0.2000	0.0000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000
210.	*	0.9000	0.6000	0.5000	0.3000	0.6000	0.3000	0.2000	0.0000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000

PAGE 4

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2028 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR) *

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	0.9000	0.5000	0.5000	0.3000	0.6000	0.3000	0.2000	0.0000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000
220.	*	0.9000	0.6000	0.5000	0.3000	0.6000	0.3000	0.2000	0.0000	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000
225.	*	0.9000	0.6000	0.5000	0.3000	0.6000	0.3000	0.2000	0.0000	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
230.	*	1.0000	0.6000	0.5000	0.3000	0.7000	0.3000	0.2000	0.0000	0.4000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
235.	*	0.9000	0.6000	0.5000	0.3000	0.7000	0.3000	0.2000	0.0000	0.4000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
240.	*	0.9000	0.5000	0.4000	0.2000	0.7000	0.3000	0.2000	0.0000	0.6000	0.3000	0.3000	0.3000	0.2000	0.0000	0.0000
245.	*	0.8000	0.4000	0.3000	0.2000	0.6000	0.2000	0.1000	0.0000	0.7000	0.4000	0.3000	0.3000	0.4000	0.1000	0.0000
250.	*	0.7000	0.3000	0.2000	0.2000	0.5000	0.1000	0.0000	0.0000	0.8000	0.5000	0.3000	0.3000	0.5000	0.2000	0.0000
255.	*	0.6000	0.3000	0.2000	0.2000	0.4000	0.1000	0.0000	0.0000	1.0000	0.5000	0.4000	0.3000	0.6000	0.2000	0.1000
260.	*	0.4000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	1.0000	0.6000	0.5000	0.3000	0.6000	0.2000	0.2000
265.	*	0.4000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.9000	0.6000	0.5000	0.3000	0.6000	0.3000	0.2000
270.	*	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.9000	0.6000	0.5000	0.3000	0.6000	0.3000	0.2000
275.	*	0.2000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.9000	0.6000	0.5000	0.3000	0.6000	0.3000	0.2000
280.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.8000	0.6000	0.5000	0.3000	0.5000	0.3000	0.2000
285.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.8000	0.6000	0.5000	0.3000	0.5000	0.3000	0.2000
290.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.8000	0.5000	0.5000	0.3000	0.5000	0.2000	0.2000
295.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.8000	0.5000	0.5000	0.3000	0.5000	0.2000	0.2000
300.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000	0.3000	0.5000	0.2000	0.2000
305.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000	0.3000	0.5000	0.2000	0.2000
310.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.8000	0.5000	0.5000	0.3000	0.4000	0.2000	0.2000
315.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.9000	0.5000	0.5000	0.3000	0.4000	0.2000	0.2000
320.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.9000	0.6000	0.6000	0.4000	0.4000	0.2000	0.2000
325.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.8000	0.6000	0.6000	0.5000	0.4000	0.2000	0.2000
330.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.7000	0.7000	0.6000	0.5000	0.4000	0.2000	0.2000
335.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000	0.5000	0.2000	0.2000
340.	*	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.1000	0.0000	0.9000	1.0000	0.7000	0.6000	0.5000	0.2000	0.2000
345.	*	0.4000	0.4000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000	0.9000	0.7000	0.7000	0.6000	0.4000	0.2000	0.2000
350.	*	0.4000	0.4000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000	0.9000	0.7000	0.7000	0.5000	0.5000	0.3000	0.2000
355.	*	0.4000	0.3000	0.3000	0.3000	0.3000	0.2000	0.2000	0.2000	0.9000	0.7000	0.8000	0.5000	0.6000	0.3000	0.4000
360.	*	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000	0.8000	0.6000	0.7000	0.4000	0.6000	0.5000	0.5000
MAX	*	1.0000	0.7000	0.7000	0.4000	1.0000	0.7000	0.6000	0.4000	1.0000	1.0000	0.8000	0.6000	1.0000	0.7000	0.6000
DEGR.	*	195	200	195	180	90	155	155	170	255	340	355	200	55	10	5

PAGE 5

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2028 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM) *	16	17	18	19	20	21	22	23	24	25	26	27	28
5.	*	0.3000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.4000	0.4000	0.4000	0.5000	0.4000	0.4000
10.	*	0.3000	0.0000	0.0000	0.0000	0.2000	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.4000	0.4000
15.	*	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.5000	0.5000	0.5000	0.7000	0.6000	0.5000
20.	*	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.5000	0.5000	0.5000	0.7000	0.6000	0.5000
25.	*	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.5000
30.	*	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.5000	0.5000	0.5000	0.8000	0.6000	0.5000
35.	*	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.5000	0.5000	0.5000	0.7000	0.5000	0.5000
40.	*	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.5000	0.5000	0.5000	0.5000	0.6000	0.5000
45.	*	0.3000	0.1000	0.1000	0.1000	0.2000	0.2000	0.1000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000
50.	*	0.3000	0.1000	0.1000	0.1000	0.3000	0.2000	0.1000	0.6000	0.6000	0.6000	0.8000	0.6000	0.6000
55.	*	0.3000	0.2000	0.2000	0.1000	0.4000	0.2000	0.1000	0.6000	0.6000	0.6000	0.8000	0.6000	0.6000
60.	*	0.3000	0.2000	0.2000	0.2000	0.4000	0.2000	0.2000	0.6000	0.6000	0.6000	0.8000	0.8000	0.7000
65.	*	0.3000	0.4000	0.4000	0.3000	0.6000	0.5000	0.5000	0.6000	0.6000	0.5000	0.7000	0.6000	0.7000
70.	*	0.3000	0.5000	0.5000	0.5000	0.8000	0.6000	0.7000	0.4000	0.4000	0.4000	0.6000	0.5000	0.6000
75.	*	0.3000	0.7000	0.6000	0.5000	0.9000	0.6000	0.8000	0.4000	0.4000	0.2000	0.4000	0.5000	0.2000
80.	*	0.3000	0.7000	0.7000	0.6000	1.0000	0.6000	0.7000	0.2000	0.2000	0.2000	0.3000	0.3000	0.2000
85.	*	0.3000	0.7000	0.7000	0.7000	0.8000	0.7000	0.7000	0.1000	0.1000	0.1000	0.2000	0.2000	0.1000
90.	*	0.3000	0.7000	0.7000	0.6000	0.8000	0.8000	0.6000	0.1000	0.1000	0.1000	0.1000	0.2000	0.1000
95.	*	0.3000	0.6000	0.6000	0.6000	0.6000	0.8000	0.6000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
100.	*	0.3000	0.6000	0.6000	0.6000	0.7000	0.7000	0.6000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
105.	*	0.3000	0.6000	0.6000	0.6000	0.7000	0.6000	0.6000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
110.	*	0.3000	0.5000	0.5000	0.5000	0.6000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
115.	*	0.3000	0.5000	0.5000	0.5000	0.6000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
120.	*	0.3000	0.5000	0.5000	0.5000	0.5000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
125.	*	0.3000	0.5000	0.5000	0.5000	0.5000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
130.	*	0.3000	0.5000	0.5000	0.5000	0.5000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
135.	*	0.3000	0.5000	0.5000	0.5000	0.6000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
140.	*	0.3000	0.5000	0.5000	0.5000	0.5000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
145.	*	0.3000	0.5000	0.5000	0.5000	0.5000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
150.	*	0.3000	0.5000	0.5000	0.5000	0.6000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
155.	*	0.3000	0.5000	0.5000	0.5000	0.6000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
160.	*	0.3000	0.5000	0.5000	0.5000	0.6000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
165.	*	0.3000	0.5000	0.5000	0.5000	0.6000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
170.	*	0.3000	0.5000	0.5000	0.5000	0.6000	0.6000	0.5000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
175.	*	0.3000	0.6000	0.5000	0.5000	0.6000	0.5000	0.5000	0.1000	0.0000	0.0000	0.1000	0.0000	0.0000
180.	*	0.2000	0.6000	0.5000	0.5000	0.6000	0.5000	0.5000	0.1000	0.0000	0.0000	0.1000	0.0000	0.0000
185.	*	0.2000	0.6000	0.6000	0.5000	0.5000	0.5000	0.5000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
190.	*	0.0000	0.7000	0.6000	0.5000	0.5000	0.5000	0.5000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
195.	*	0.0000	0.7000	0.6000	0.5000	0.5000	0.5000	0.5000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
200.	*	0.0000	0.7000	0.6000	0.5000	0.5000	0.5000	0.5000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
205.	*	0.0000	0.6000	0.6000	0.5000	0.5000	0.5000	0.5000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
210.	*	0.0000	0.5000	0.7000	0.6000	0.6000	0.6000	0.6000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000

♀

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2028 NOBUILD

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM) *	16	17	18	19	20	21	22	23	24	25	26	27	28
215.	*	0.0000	0.7000	0.7000	0.6000	0.6000	0.6000	0.6000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
220.	*	0.0000	0.8000	0.6000	0.6000	0.6000	0.6000	0.6000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
225.	*	0.0000	0.8000	0.7000	0.6000	0.6000	0.6000	0.6000	0.2000	0.1000	0.1000	0.1000	0.1000	0.1000
230.	*	0.0000	0.7000	0.8000	0.7000	0.7000	0.7000	0.7000	0.2000	0.2000	0.1000	0.1000	0.1000	0.1000

I64_Route167_LasalleAve_2028_NOBUILD.out

235.	*	0.0000	0.8000	0.7000	0.7000	0.7000	0.7000	0.7000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
240.	*	0.0000	0.8000	0.8000	0.7000	0.7000	0.7000	0.6000	0.5000	0.4000	0.2000	0.2000	0.2000	0.2000
245.	*	0.0000	0.7000	0.6000	0.7000	0.6000	0.6000	0.5000	0.6000	0.5000	0.5000	0.4000	0.4000	0.4000
250.	*	0.0000	0.7000	0.6000	0.6000	0.5000	0.5000	0.5000	0.6000	0.6000	0.6000	0.5000	0.5000	0.4000
255.	*	0.0000	0.7000	0.4000	0.3000	0.4000	0.4000	0.3000	0.7000	0.8000	0.7000	0.6000	0.6000	0.5000
260.	*	0.0000	0.4000	0.2000	0.2000	0.2000	0.2000	0.2000	0.7000	0.8000	0.7000	0.6000	0.6000	0.6000
265.	*	0.0000	0.4000	0.1000	0.1000	0.1000	0.1000	0.1000	0.7000	0.8000	0.6000	0.6000	0.6000	0.6000
270.	*	0.0000	0.3000	0.1000	0.1000	0.1000	0.1000	0.1000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000
275.	*	0.0000	0.2000	0.0000	0.1000	0.1000	0.1000	0.1000	0.8000	0.5000	0.6000	0.6000	0.6000	0.6000
280.	*	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.7000	0.6000	0.5000	0.5000	0.5000	0.5000
285.	*	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.5000	0.5000	0.5000
290.	*	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.5000	0.5000	0.5000
295.	*	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000	0.5000	0.5000	0.5000
300.	*	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000	0.5000	0.5000	0.5000
305.	*	0.0000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.5000	0.5000	0.5000	0.5000
310.	*	0.0000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000
315.	*	0.0000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000
320.	*	0.0000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000
325.	*	0.0000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000
330.	*	0.0000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000
335.	*	0.0000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.7000	0.6000	0.5000	0.5000	0.5000	0.5000
340.	*	0.0000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.7000	0.6000	0.5000	0.5000	0.5000	0.5000
345.	*	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000
350.	*	0.1000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000	0.4000	0.4000	0.4000
355.	*	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.4000	0.4000	0.4000
360.	*	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000
-----*														
MAX	*	0.3000	0.8000	0.8000	0.7000	1.0000	0.8000	0.8000	0.8000	0.8000	0.7000	0.8000	0.8000	0.7000
DEGR.	*	5	220	230	240	80	90	75	275	255	255	50	60	65

THE HIGHEST CONCENTRATION OF 1.0000 PPM OCCURRED AT RECEPTOR 10.

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2040

DATE : 5/ 4/16
 TIME : 10:31:18

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	-18.0	0.0	-18.0	1200.0	1200.	360. AG	7200.	2.4	0.0	55.7	
2. N Leg Dep - FreeFlow*	18.0	0.0	18.0	1200.0	1200.	360. AG	7200.	1.0	0.0	55.7	
3. S Leg App - FreeFlow*	18.0	0.0	18.0	-1200.0	1200.	180. AG	7200.	2.4	0.0	55.7	
4. S Leg Dep - FreeFlow*	-18.0	0.0	-18.0	-1200.0	1200.	180. AG	7200.	1.0	0.0	55.7	
5. E Leg App - FreeFlow*	-9.0	22.0	1112.0	452.0	1201.	69. AG	9600.	1.0	0.0	67.7	
6. E Leg Dep - FreeFlow*	9.0	-22.0	1129.0	408.0	1200.	69. AG	9600.	1.0	0.0	67.7	
7. W Leg App - FreeFlow*	9.0	-22.0	-1112.0	-452.0	1201.	249. AG	9600.	1.0	0.0	67.7	
8. W Leg Dep - FreeFlow*	-9.0	22.0	-1129.0	-408.0	1200.	249. AG	9600.	1.0	0.0	67.7	

PAGE 2

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2040

DATE : 5/ 4/16
 TIME : 10:31:18

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	46.0	79.8	5.9	*
2. N Leg, E Side - 25 m	46.0	151.8	5.9	*
3. N Leg, E Side - 50 m	46.0	233.8	5.9	*
4. N Leg, E Side-Midblk	46.0	669.8	5.9	*
5. N Leg, W Side-Corner	-46.0	44.5	5.9	*
6. N Leg, W Side - 25 m	-46.0	116.5	5.9	*
7. N Leg, W Side - 50 m	-46.0	198.5	5.9	*
8. N Leg, W Side-Midblk	-46.0	634.5	5.9	*
9. S Leg, E Side-Corner	46.0	-44.5	5.9	*
10. S Leg, E Side - 25 m	46.0	-116.5	5.9	*
11. S Leg, E Side - 50 m	46.0	-198.5	5.9	*
12. S Leg, E Side-Midblk	46.0	-634.5	5.9	*
13. S Leg, W Side-Corner	-46.0	-79.8	5.9	*
14. S Leg, W Side - 25 m	-46.0	-151.8	5.9	*
15. S Leg, W Side - 50 m	-46.0	-233.8	5.9	*
16. S Leg, W Side-Midblk	-46.0	-669.8	5.9	*

17. E Leg, N Side - 25 m *	113.2	105.6	5.9	*
18. E Leg, N Side - 50 m *	189.8	135.0	5.9	*
19. E Leg, N Side-Midblk *	596.8	291.2	5.9	*
20. W Leg, N Side - 25 m *	-113.2	18.7	5.9	*
21. W Leg, N Side - 50 m *	-189.8	-10.7	5.9	*
22. W Leg, N Side-Midblk *	-596.8	-167.0	5.9	*
23. E Leg, S Side - 25 m *	113.2	-18.7	5.9	*
24. E Leg, S Side - 50 m *	189.8	10.7	5.9	*
25. E Leg, S Side-Midblk *	596.8	167.0	5.9	*
26. W Leg, S Side - 25 m *	-113.2	-105.6	5.9	*
27. W Leg, S Side - 50 m *	-189.8	-135.0	5.9	*
28. W Leg, S Side-Midblk *	-596.8	-291.2	5.9	*

♀

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2040

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.5000	0.5000	0.5000	0.3000	1.1000	1.1000	1.1000	0.9000	1.1000	0.9000	0.9000	0.8000	1.4000	1.0000	1.0000
10. *	0.3000	0.3000	0.3000	0.3000	1.2000	1.2000	1.2000	1.1000	0.8000	0.7000	0.7000	0.4000	1.3000	1.1000	0.9000
15. *	0.1000	0.1000	0.1000	0.1000	1.1000	1.1000	1.1000	1.1000	0.7000	0.6000	0.4000	0.3000	1.4000	1.2000	1.2000
20. *	0.1000	0.1000	0.1000	0.1000	1.1000	1.1000	1.1000	1.0000	0.6000	0.4000	0.3000	0.2000	1.4000	1.1000	1.0000
25. *	0.1000	0.1000	0.1000	0.0000	1.0000	1.0000	1.0000	1.0000	0.6000	0.4000	0.3000	0.1000	1.3000	1.1000	1.0000
30. *	0.0000	0.0000	0.0000	0.0000	0.9000	0.9000	0.9000	0.9000	0.7000	0.4000	0.3000	0.1000	1.2000	1.1000	0.9000
35. *	0.0000	0.0000	0.0000	0.0000	0.9000	0.9000	0.9000	0.9000	0.6000	0.4000	0.3000	0.1000	1.2000	0.8000	0.9000
40. *	0.0000	0.0000	0.0000	0.0000	0.9000	0.9000	0.9000	0.9000	0.6000	0.4000	0.3000	0.1000	1.2000	1.0000	0.9000
45. *	0.1000	0.0000	0.0000	0.0000	0.8000	0.8000	0.8000	0.8000	0.6000	0.4000	0.3000	0.1000	1.2000	1.0000	0.9000
50. *	0.1000	0.0000	0.0000	0.0000	0.9000	0.8000	0.8000	0.8000	0.7000	0.3000	0.2000	0.0000	1.2000	0.9000	0.8000
55. *	0.2000	0.0000	0.0000	0.0000	0.9000	0.8000	0.8000	0.8000	0.7000	0.3000	0.2000	0.0000	1.2000	0.9000	0.8000
60. *	0.2000	0.0000	0.0000	0.0000	1.0000	0.7000	0.7000	0.7000	0.7000	0.3000	0.2000	0.0000	1.2000	0.9000	0.8000
65. *	0.4000	0.1000	0.0000	0.0000	1.2000	0.8000	0.7000	0.7000	0.7000	0.2000	0.1000	0.0000	1.2000	0.8000	0.7000
70. *	0.5000	0.2000	0.0000	0.0000	1.3000	0.8000	0.6000	0.6000	0.5000	0.1000	0.0000	0.0000	1.0000	0.7000	0.6000
75. *	0.7000	0.2000	0.1000	0.0000	1.3000	0.8000	0.7000	0.6000	0.4000	0.1000	0.0000	0.0000	0.9000	0.6000	0.5000
80. *	0.7000	0.3000	0.2000	0.0000	1.3000	0.9000	0.8000	0.6000	0.2000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000
85. *	0.7000	0.3000	0.2000	0.0000	1.3000	0.9000	0.8000	0.6000	0.1000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000
90. *	0.7000	0.3000	0.2000	0.0000	1.4000	1.0000	0.9000	0.7000	0.1000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
95. *	0.6000	0.3000	0.2000	0.0000	1.2000	0.9000	0.8000	0.6000	0.1000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
100. *	0.6000	0.3000	0.2000	0.0000	1.2000	0.9000	0.8000	0.6000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
105. *	0.6000	0.3000	0.2000	0.0000	1.1000	0.9000	0.8000	0.6000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
110. *	0.5000	0.3000	0.2000	0.0000	1.2000	0.9000	0.8000	0.6000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000
115. *	0.5000	0.3000	0.2000	0.0000	1.3000	0.9000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000
120. *	0.5000	0.3000	0.2000	0.0000	1.3000	1.0000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000
125. *	0.5000	0.3000	0.2000	0.0000	1.2000	1.1000	1.0000	0.8000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000
130. *	0.5000	0.3000	0.2000	0.0000	1.3000	1.1000	1.0000	0.8000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000
135. *	0.5000	0.3000	0.2000	0.0000	1.5000	1.0000	1.0000	0.8000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000
140. *	0.5000	0.3000	0.2000	0.0000	1.4000	1.0000	1.0000	0.9000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000
145. *	0.5000	0.3000	0.2000	0.0000	1.3000	1.1000	1.1000	0.9000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000
150. *	0.5000	0.3000	0.2000	0.0000	1.3000	1.2000	1.2000	0.9000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000
155. *	0.5000	0.3000	0.2000	0.1000	1.4000	1.5000	1.1000	1.0000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000
160. *	0.6000	0.5000	0.3000	0.1000	1.5000	1.5000	1.3000	1.0000	0.2000	0.2000	0.2000	0.2000	0.9000	0.9000	0.9000
165. *	0.8000	0.5000	0.4000	0.1000	1.6000	1.4000	1.3000	1.2000	0.3000	0.3000	0.3000	0.3000	0.9000	0.9000	0.9000

170.	*	0.9000	0.6000	0.4000	0.4000	1.5000	1.4000	1.4000	1.2000	0.5000	0.5000	0.4000	0.4000	0.8000	0.8000	0.8000
175.	*	1.1000	0.9000	0.7000	0.5000	1.5000	1.2000	1.2000	1.1000	0.7000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000
180.	*	1.2000	0.9000	0.9000	0.6000	1.2000	1.1000	1.0000	1.0000	0.9000	0.9000	0.9000	0.8000	0.6000	0.6000	0.6000
185.	*	1.4000	1.0000	1.0000	0.8000	1.1000	0.9000	0.9000	0.8000	1.1000	1.1000	1.0000	0.9000	0.5000	0.5000	0.5000
190.	*	1.3000	1.1000	0.9000	0.9000	0.8000	0.7000	0.7000	0.4000	1.2000	1.2000	1.2000	1.0000	0.3000	0.3000	0.3000
195.	*	1.4000	1.2000	1.2000	0.8000	0.7000	0.6000	0.4000	0.3000	1.1000	1.1000	1.1000	1.1000	0.1000	0.1000	0.1000
200.	*	1.4000	1.1000	1.0000	0.8000	0.6000	0.4000	0.3000	0.2000	1.1000	1.1000	1.1000	1.0000	0.1000	0.1000	0.1000
205.	*	1.3000	1.1000	1.0000	0.7000	0.6000	0.4000	0.3000	0.1000	1.0000	1.0000	1.0000	1.0000	0.1000	0.1000	0.1000
210.	*	1.2000	1.1000	0.9000	0.7000	0.7000	0.4000	0.3000	0.1000	0.9000	0.9000	0.9000	0.9000	0.0000	0.0000	0.0000

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2040

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
215.	*	1.3000	0.8000	0.9000	0.7000	0.6000	0.4000	0.3000	0.1000	0.9000	0.9000	0.9000	0.9000	0.0000	0.0000	0.0000
220.	*	1.3000	1.0000	0.9000	0.7000	0.6000	0.4000	0.3000	0.1000	0.9000	0.9000	0.9000	0.9000	0.0000	0.0000	0.0000
225.	*	1.2000	1.0000	0.9000	0.7000	0.6000	0.4000	0.3000	0.1000	0.8000	0.8000	0.8000	0.8000	0.1000	0.0000	0.0000
230.	*	1.2000	0.9000	0.8000	0.6000	0.7000	0.3000	0.2000	0.0000	0.9000	0.8000	0.8000	0.8000	0.1000	0.0000	0.0000
235.	*	1.2000	0.9000	0.8000	0.6000	0.7000	0.3000	0.2000	0.0000	0.9000	0.8000	0.8000	0.8000	0.2000	0.0000	0.0000
240.	*	1.2000	0.9000	0.8000	0.6000	0.7000	0.3000	0.2000	0.0000	1.0000	0.6000	0.6000	0.6000	0.2000	0.0000	0.0000
245.	*	1.2000	0.8000	0.7000	0.6000	0.7000	0.2000	0.1000	0.0000	1.1000	0.7000	0.6000	0.6000	0.4000	0.1000	0.0000
250.	*	1.0000	0.7000	0.6000	0.6000	0.5000	0.1000	0.0000	0.0000	1.2000	0.8000	0.6000	0.6000	0.5000	0.2000	0.0000
255.	*	0.9000	0.6000	0.5000	0.5000	0.4000	0.1000	0.0000	0.0000	1.3000	0.8000	0.7000	0.6000	0.7000	0.2000	0.1000
260.	*	0.7000	0.5000	0.5000	0.5000	0.2000	0.0000	0.0000	0.0000	1.3000	0.9000	0.8000	0.6000	0.7000	0.3000	0.2000
265.	*	0.7000	0.5000	0.5000	0.5000	0.1000	0.0000	0.0000	0.0000	1.3000	0.9000	0.8000	0.6000	0.7000	0.3000	0.2000
270.	*	0.5000	0.5000	0.5000	0.5000	0.1000	0.0000	0.0000	0.0000	1.4000	1.0000	0.9000	0.7000	0.7000	0.3000	0.2000
275.	*	0.5000	0.5000	0.5000	0.5000	0.1000	0.0000	0.0000	0.0000	1.2000	0.9000	0.8000	0.6000	0.6000	0.3000	0.2000
280.	*	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	1.2000	0.9000	0.8000	0.6000	0.6000	0.3000	0.2000
285.	*	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	1.1000	0.9000	0.8000	0.6000	0.6000	0.3000	0.2000
290.	*	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	1.2000	0.9000	0.8000	0.6000	0.5000	0.3000	0.2000
295.	*	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	1.3000	0.9000	0.8000	0.6000	0.5000	0.3000	0.2000
300.	*	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	1.3000	0.9000	0.8000	0.6000	0.5000	0.3000	0.2000
305.	*	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	1.2000	1.1000	1.0000	0.8000	0.5000	0.3000	0.2000
310.	*	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	1.3000	1.0000	1.0000	0.8000	0.5000	0.3000	0.2000
315.	*	0.7000	0.7000	0.7000	0.7000	0.1000	0.1000	0.1000	0.1000	1.5000	1.0000	1.0000	0.8000	0.5000	0.3000	0.2000
320.	*	0.7000	0.7000	0.7000	0.7000	0.1000	0.1000	0.1000	0.1000	1.4000	1.0000	1.0000	0.9000	0.5000	0.3000	0.2000
325.	*	0.7000	0.7000	0.7000	0.7000	0.1000	0.1000	0.1000	0.1000	1.3000	1.1000	1.1000	0.9000	0.5000	0.3000	0.2000
330.	*	0.7000	0.7000	0.7000	0.7000	0.1000	0.1000	0.1000	0.1000	1.3000	1.2000	1.1000	0.9000	0.5000	0.3000	0.2000
335.	*	0.7000	0.7000	0.7000	0.7000	0.1000	0.1000	0.1000	0.1000	1.4000	1.5000	1.1000	1.0000	0.5000	0.3000	0.2000
340.	*	0.9000	0.9000	0.9000	0.8000	0.2000	0.2000	0.2000	0.2000	1.5000	1.5000	1.3000	1.0000	0.6000	0.5000	0.3000
345.	*	0.9000	0.9000	0.9000	0.8000	0.3000	0.3000	0.3000	0.3000	1.6000	1.4000	1.3000	1.2000	0.8000	0.5000	0.4000
350.	*	0.8000	0.8000	0.8000	0.7000	0.5000	0.5000	0.4000	0.4000	1.5000	1.4000	1.4000	1.2000	0.9000	0.6000	0.4000
355.	*	0.8000	0.8000	0.8000	0.7000	0.7000	0.7000	0.7000	0.7000	1.5000	1.2000	1.2000	1.1000	1.1000	0.9000	0.7000
360.	*	0.6000	0.6000	0.6000	0.5000	0.9000	0.9000	0.9000	0.8000	1.3000	1.1000	1.0000	1.0000	1.2000	0.9000	0.9000
MAX	*	1.4000	1.2000	1.2000	0.9000	1.6000	1.5000	1.4000	1.2000	1.6000	1.5000	1.4000	1.2000	1.4000	1.2000	1.2000
DEGR.	*	185	195	195	190	165	155	170	165	345	335	350	345	5	15	15

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2040

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5. *	0.8000	0.1000	0.0000	0.0000	0.3000	0.1000	0.0000	0.6000	0.5000	0.5000	0.9000	0.6000	0.5000	
10. *	0.9000	0.0000	0.0000	0.0000	0.4000	0.3000	0.0000	0.5000	0.5000	0.5000	0.9000	0.8000	0.5000	
15. *	0.8000	0.0000	0.0000	0.0000	0.4000	0.3000	0.0000	0.5000	0.5000	0.5000	0.9000	0.8000	0.5000	
20. *	0.8000	0.0000	0.0000	0.0000	0.4000	0.3000	0.0000	0.5000	0.5000	0.5000	0.9000	0.8000	0.5000	
25. *	0.7000	0.0000	0.0000	0.0000	0.4000	0.3000	0.1000	0.5000	0.5000	0.5000	0.9000	0.8000	0.6000	
30. *	0.7000	0.0000	0.0000	0.0000	0.4000	0.3000	0.1000	0.6000	0.6000	0.6000	0.9000	0.9000	0.7000	
35. *	0.7000	0.0000	0.0000	0.0000	0.4000	0.3000	0.1000	0.6000	0.6000	0.6000	0.9000	0.9000	0.7000	
40. *	0.7000	0.0000	0.0000	0.0000	0.4000	0.3000	0.1000	0.6000	0.6000	0.6000	1.2000	1.0000	0.7000	
45. *	0.7000	0.1000	0.1000	0.1000	0.4000	0.4000	0.2000	0.6000	0.6000	0.6000	1.1000	0.9000	0.7000	
50. *	0.6000	0.1000	0.1000	0.1000	0.5000	0.4000	0.2000	0.7000	0.7000	0.7000	1.1000	0.9000	0.8000	
55. *	0.6000	0.2000	0.2000	0.1000	0.6000	0.5000	0.2000	0.7000	0.7000	0.7000	1.0000	0.9000	0.8000	
60. *	0.6000	0.2000	0.2000	0.2000	0.7000	0.6000	0.3000	0.7000	0.7000	0.7000	1.0000	1.2000	0.9000	
65. *	0.6000	0.4000	0.4000	0.4000	0.8000	0.8000	0.6000	0.7000	0.7000	0.5000	1.0000	0.8000	0.7000	
70. *	0.6000	0.5000	0.5000	0.5000	1.0000	0.8000	0.7000	0.5000	0.5000	0.5000	0.8000	0.8000	0.8000	
75. *	0.5000	0.7000	0.7000	0.5000	1.1000	0.9000	0.8000	0.4000	0.4000	0.3000	0.8000	0.6000	0.4000	
80. *	0.5000	0.7000	0.7000	0.7000	1.1000	0.9000	0.8000	0.2000	0.2000	0.2000	0.5000	0.4000	0.3000	
85. *	0.5000	0.7000	0.7000	0.7000	1.0000	1.0000	0.8000	0.1000	0.1000	0.1000	0.5000	0.4000	0.2000	
90. *	0.5000	0.7000	0.7000	0.6000	1.1000	0.9000	0.7000	0.1000	0.1000	0.1000	0.4000	0.4000	0.2000	
95. *	0.5000	0.6000	0.6000	0.6000	1.1000	0.9000	0.7000	0.1000	0.1000	0.1000	0.3000	0.3000	0.2000	
100. *	0.5000	0.6000	0.6000	0.6000	0.9000	0.9000	0.7000	0.0000	0.0000	0.0000	0.3000	0.3000	0.1000	
105. *	0.5000	0.6000	0.6000	0.6000	0.9000	0.8000	0.7000	0.0000	0.0000	0.0000	0.3000	0.3000	0.1000	
110. *	0.6000	0.5000	0.5000	0.5000	0.9000	0.7000	0.6000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000	
115. *	0.6000	0.5000	0.5000	0.5000	0.8000	0.8000	0.6000	0.0000	0.0000	0.0000	0.3000	0.3000	0.1000	
120. *	0.6000	0.5000	0.5000	0.5000	0.8000	0.8000	0.6000	0.0000	0.0000	0.0000	0.3000	0.3000	0.1000	
125. *	0.6000	0.5000	0.5000	0.5000	0.8000	0.8000	0.6000	0.0000	0.0000	0.0000	0.3000	0.3000	0.1000	
130. *	0.6000	0.5000	0.5000	0.5000	0.8000	0.8000	0.6000	0.0000	0.0000	0.0000	0.3000	0.3000	0.1000	
135. *	0.7000	0.5000	0.5000	0.5000	0.8000	0.8000	0.6000	0.0000	0.0000	0.0000	0.3000	0.3000	0.1000	
140. *	0.7000	0.5000	0.5000	0.5000	0.8000	0.8000	0.6000	0.0000	0.0000	0.0000	0.3000	0.3000	0.1000	
145. *	0.7000	0.5000	0.5000	0.5000	0.9000	0.8000	0.6000	0.0000	0.0000	0.0000	0.3000	0.3000	0.0000	
150. *	0.7000	0.5000	0.5000	0.5000	0.9000	0.8000	0.5000	0.0000	0.0000	0.0000	0.4000	0.3000	0.0000	
155. *	0.7000	0.5000	0.5000	0.5000	0.9000	0.8000	0.5000	0.0000	0.0000	0.0000	0.4000	0.3000	0.0000	
160. *	0.7000	0.5000	0.5000	0.5000	0.9000	0.8000	0.5000	0.0000	0.0000	0.0000	0.4000	0.3000	0.0000	
165. *	0.8000	0.5000	0.5000	0.5000	0.9000	0.8000	0.5000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000	
170. *	0.7000	0.6000	0.5000	0.5000	0.8000	0.7000	0.5000	0.1000	0.0000	0.0000	0.3000	0.2000	0.0000	
175. *	0.6000	0.6000	0.5000	0.5000	0.8000	0.6000	0.5000	0.1000	0.0000	0.0000	0.3000	0.1000	0.0000	
180. *	0.5000	0.7000	0.6000	0.5000	0.7000	0.5000	0.5000	0.2000	0.1000	0.0000	0.2000	0.0000	0.0000	
185. *	0.3000	0.9000	0.6000	0.5000	0.6000	0.5000	0.5000	0.3000	0.1000	0.0000	0.1000	0.0000	0.0000	
190. *	0.3000	0.9000	0.8000	0.5000	0.5000	0.5000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000	
195. *	0.1000	0.9000	0.8000	0.5000	0.5000	0.5000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000	
200. *	0.1000	0.9000	0.8000	0.5000	0.5000	0.5000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000	
205. *	0.0000	0.9000	0.8000	0.6000	0.5000	0.5000	0.5000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	
210. *	0.0000	0.9000	0.9000	0.7000	0.6000	0.6000	0.6000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	

♀

JOB: HRCS

RUN: I-64 and Route 167 Lasalle Avenue 2040

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215. *	0.0000	0.9000	0.9000	0.7000	0.6000	0.6000	0.6000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	
220. *	0.0000	1.2000	1.0000	0.7000	0.6000	0.6000	0.6000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	
225. *	0.0000	1.1000	0.9000	0.7000	0.6000	0.6000	0.6000	0.4000	0.4000	0.2000	0.1000	0.1000	0.1000	
230. *	0.0000	1.0000	0.9000	0.8000	0.7000	0.7000	0.7000	0.5000	0.4000	0.2000	0.1000	0.1000	0.1000	

I64_Route167_LasalleAve_2040.out

235.	*	0.0000	1.0000	0.9000	0.8000	0.7000	0.7000	0.7000	0.6000	0.5000	0.2000	0.2000	0.2000	0.1000
240.	*	0.0000	1.0000	1.2000	0.9000	0.7000	0.7000	0.7000	0.7000	0.6000	0.3000	0.2000	0.2000	0.2000
245.	*	0.0000	1.0000	0.8000	0.7000	0.7000	0.7000	0.5000	0.8000	0.8000	0.6000	0.4000	0.4000	0.4000
250.	*	0.0000	0.8000	0.8000	0.8000	0.5000	0.5000	0.5000	1.0000	0.8000	0.7000	0.5000	0.5000	0.5000
255.	*	0.0000	0.8000	0.6000	0.4000	0.4000	0.4000	0.3000	1.1000	0.9000	0.8000	0.7000	0.7000	0.5000
260.	*	0.0000	0.5000	0.4000	0.3000	0.2000	0.2000	0.2000	1.1000	0.9000	0.8000	0.7000	0.7000	0.7000
265.	*	0.0000	0.5000	0.4000	0.2000	0.1000	0.1000	0.1000	1.0000	1.0000	0.8000	0.7000	0.7000	0.7000
270.	*	0.0000	0.4000	0.4000	0.2000	0.1000	0.1000	0.1000	1.1000	0.9000	0.7000	0.7000	0.7000	0.6000
275.	*	0.0000	0.3000	0.3000	0.2000	0.1000	0.1000	0.1000	1.1000	0.9000	0.7000	0.6000	0.6000	0.6000
280.	*	0.0000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.9000	0.9000	0.7000	0.6000	0.6000	0.6000
285.	*	0.0000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.9000	0.8000	0.7000	0.6000	0.6000	0.6000
290.	*	0.0000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.9000	0.7000	0.6000	0.5000	0.5000	0.5000
295.	*	0.0000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000	0.5000	0.5000
300.	*	0.0000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000	0.5000	0.5000
305.	*	0.0000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000	0.5000	0.5000
310.	*	0.0000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000	0.5000	0.5000
315.	*	0.0000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000	0.5000	0.5000
320.	*	0.0000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000	0.5000	0.5000
325.	*	0.0000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.9000	0.8000	0.6000	0.5000	0.5000	0.5000
330.	*	0.0000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000	0.9000	0.8000	0.5000	0.5000	0.5000	0.5000
335.	*	0.0000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000	0.9000	0.8000	0.5000	0.5000	0.5000	0.5000
340.	*	0.1000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000	0.9000	0.8000	0.5000	0.5000	0.5000	0.5000
345.	*	0.1000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.9000	0.8000	0.5000	0.5000	0.5000	0.5000
350.	*	0.4000	0.3000	0.2000	0.0000	0.1000	0.0000	0.0000	0.8000	0.7000	0.5000	0.6000	0.5000	0.5000
355.	*	0.4000	0.3000	0.1000	0.0000	0.1000	0.0000	0.0000	0.8000	0.6000	0.5000	0.6000	0.5000	0.5000
360.	*	0.6000	0.2000	0.0000	0.0000	0.2000	0.1000	0.0000	0.7000	0.5000	0.5000	0.7000	0.6000	0.5000
-----*														
MAX	*	0.9000	1.2000	1.2000	0.9000	1.1000	1.0000	0.8000	1.1000	1.0000	0.8000	1.2000	1.2000	0.9000
DEGR.	*	10	220	240	240	75	85	75	255	265	255	40	60	60

THE HIGHEST CONCENTRATION OF 1.6000 PPM OCCURRED AT RECEPTOR 5.

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2040 NOBUILD

DATE : 5/25/16
 TIME : 14:18:19

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	-18.0	0.0	-18.0	1200.0	1200.	360. AG	1075.	2.4	0.0	55.7	
2. N Leg Dep - FreeFlow*	18.0	0.0	18.0	1200.0	1200.	360. AG	2285.	1.0	0.0	55.7	
3. S Leg App - FreeFlow*	18.0	0.0	18.0	-1200.0	1200.	180. AG	2285.	2.4	0.0	55.7	
4. S Leg Dep - FreeFlow*	-18.0	0.0	-18.0	-1200.0	1200.	180. AG	1075.	1.0	0.0	55.7	
5. E Leg App - FreeFlow*	-9.0	22.0	1112.0	452.0	1201.	69. AG	5915.	1.0	0.0	67.7	
6. E Leg Dep - FreeFlow*	9.0	-22.0	1129.0	408.0	1200.	69. AG	5170.	1.0	0.0	67.7	
7. W Leg App - FreeFlow*	9.0	-22.0	-1112.0	-452.0	1201.	249. AG	5170.	1.0	0.0	67.7	
8. W Leg Dep - FreeFlow*	-9.0	22.0	-1129.0	-408.0	1200.	249. AG	5915.	1.0	0.0	67.7	

PAGE 2

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2040 NOBUILD

DATE : 5/25/16
 TIME : 14:18:19

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	46.0	79.8	5.9	*
2. N Leg, E Side - 25 m	46.0	151.8	5.9	*
3. N Leg, E Side - 50 m	46.0	233.8	5.9	*
4. N Leg, E Side-Midblk	46.0	669.8	5.9	*
5. N Leg, W Side-Corner	-46.0	44.5	5.9	*
6. N Leg, W Side - 25 m	-46.0	116.5	5.9	*
7. N Leg, W Side - 50 m	-46.0	198.5	5.9	*
8. N Leg, W Side-Midblk	-46.0	634.5	5.9	*
9. S Leg, E Side-Corner	46.0	-44.5	5.9	*
10. S Leg, E Side - 25 m	46.0	-116.5	5.9	*
11. S Leg, E Side - 50 m	46.0	-198.5	5.9	*
12. S Leg, E Side-Midblk	46.0	-634.5	5.9	*
13. S Leg, W Side-Corner	-46.0	-79.8	5.9	*
14. S Leg, W Side - 25 m	-46.0	-151.8	5.9	*
15. S Leg, W Side - 50 m	-46.0	-233.8	5.9	*
16. S Leg, W Side-Midblk	-46.0	-669.8	5.9	*

17. E Leg, N Side - 25 m *	113.2	105.6	5.9	*
18. E Leg, N Side - 50 m *	189.8	135.0	5.9	*
19. E Leg, N Side-Midblk *	596.8	291.2	5.9	*
20. W Leg, N Side - 25 m *	-113.2	18.7	5.9	*
21. W Leg, N Side - 50 m *	-189.8	-10.7	5.9	*
22. W Leg, N Side-Midblk *	-596.8	-167.0	5.9	*
23. E Leg, S Side - 25 m *	113.2	-18.7	5.9	*
24. E Leg, S Side - 50 m *	189.8	10.7	5.9	*
25. E Leg, S Side-Midblk *	596.8	167.0	5.9	*
26. W Leg, S Side - 25 m *	-113.2	-105.6	5.9	*
27. W Leg, S Side - 50 m *	-189.8	-135.0	5.9	*
28. W Leg, S Side-Midblk *	-596.8	-291.2	5.9	*

♀

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2040 NOBUILD

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.1000	0.1000	0.1000	0.1000	0.2000	0.1000	0.1000	0.1000	0.5000	0.3000	0.2000	0.2000	0.3000	0.3000	0.0000
10. *	0.1000	0.1000	0.1000	0.1000	0.2000	0.2000	0.2000	0.1000	0.3000	0.3000	0.3000	0.1000	0.4000	0.2000	0.1000
15. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.3000	0.3000	0.3000	0.1000	0.5000	0.2000	0.1000
20. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.3000	0.2000	0.2000	0.1000	0.6000	0.3000	0.1000
25. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.3000	0.2000	0.2000	0.0000	0.4000	0.2000	0.2000
30. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.3000	0.2000	0.2000	0.0000	0.3000	0.3000	0.3000
35. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.3000	0.2000	0.2000	0.0000	0.4000	0.3000	0.3000
40. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.3000	0.2000	0.2000	0.0000	0.4000	0.3000	0.3000
45. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.3000	0.2000	0.2000	0.0000	0.4000	0.3000	0.3000
50. *	0.1000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.4000	0.2000	0.2000	0.0000	0.4000	0.3000	0.3000
55. *	0.1000	0.0000	0.0000	0.0000	0.2000	0.1000	0.1000	0.1000	0.4000	0.2000	0.1000	0.0000	0.5000	0.3000	0.3000
60. *	0.2000	0.0000	0.0000	0.0000	0.2000	0.1000	0.1000	0.1000	0.4000	0.2000	0.0000	0.0000	0.5000	0.3000	0.1000
65. *	0.2000	0.0000	0.0000	0.0000	0.3000	0.1000	0.1000	0.1000	0.4000	0.1000	0.0000	0.0000	0.5000	0.3000	0.1000
70. *	0.4000	0.1000	0.0000	0.0000	0.4000	0.2000	0.1000	0.1000	0.3000	0.0000	0.0000	0.0000	0.4000	0.1000	0.1000
75. *	0.4000	0.1000	0.0000	0.0000	0.6000	0.2000	0.1000	0.1000	0.2000	0.0000	0.0000	0.0000	0.3000	0.1000	0.1000
80. *	0.4000	0.2000	0.1000	0.0000	0.6000	0.3000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.2000	0.1000	0.1000
85. *	0.4000	0.2000	0.1000	0.0000	0.5000	0.3000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
90. *	0.4000	0.2000	0.2000	0.0000	0.5000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
95. *	0.4000	0.2000	0.2000	0.0000	0.5000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
100. *	0.3000	0.2000	0.2000	0.0000	0.5000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
105. *	0.3000	0.2000	0.2000	0.0000	0.4000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
110. *	0.3000	0.2000	0.2000	0.0000	0.4000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
115. *	0.3000	0.2000	0.2000	0.0000	0.4000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
120. *	0.3000	0.2000	0.1000	0.0000	0.4000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
125. *	0.3000	0.2000	0.1000	0.0000	0.5000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
130. *	0.3000	0.2000	0.1000	0.0000	0.5000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
135. *	0.3000	0.2000	0.1000	0.0000	0.4000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
140. *	0.3000	0.2000	0.1000	0.0000	0.5000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
145. *	0.3000	0.2000	0.1000	0.0000	0.5000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
150. *	0.3000	0.2000	0.1000	0.0000	0.5000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
155. *	0.3000	0.2000	0.1000	0.0000	0.5000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.1000
160. *	0.3000	0.2000	0.1000	0.0000	0.5000	0.3000	0.2000	0.2000	0.1000	0.1000	0.1000	0.1000	0.2000	0.2000	0.2000
165. *	0.4000	0.2000	0.1000	0.0000	0.4000	0.3000	0.2000	0.2000	0.1000	0.1000	0.1000	0.1000	0.2000	0.2000	0.2000

I64_Route167_LasalleAve_2040_NOBUILD.out

170.	*	0.4000	0.3000	0.1000	0.1000	0.4000	0.4000	0.2000	0.2000	0.1000	0.1000	0.1000	0.1000	0.2000	0.2000	0.2000
175.	*	0.4000	0.4000	0.3000	0.1000	0.4000	0.4000	0.2000	0.1000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000
180.	*	0.5000	0.4000	0.3000	0.1000	0.4000	0.4000	0.3000	0.1000	0.3000	0.3000	0.3000	0.2000	0.2000	0.2000	0.1000
185.	*	0.6000	0.3000	0.3000	0.1000	0.4000	0.3000	0.3000	0.1000	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.1000
190.	*	0.6000	0.3000	0.2000	0.2000	0.3000	0.2000	0.1000	0.1000	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
195.	*	0.5000	0.3000	0.2000	0.2000	0.3000	0.2000	0.1000	0.0000	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
200.	*	0.5000	0.3000	0.1000	0.2000	0.3000	0.2000	0.2000	0.0000	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
205.	*	0.5000	0.4000	0.3000	0.2000	0.3000	0.2000	0.2000	0.0000	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
210.	*	0.5000	0.3000	0.4000	0.2000	0.3000	0.2000	0.2000	0.0000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000

PAGE 4

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2040 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
215.	*	0.5000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000	0.0000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
220.	*	0.5000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000	0.0000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
225.	*	0.5000	0.4000	0.4000	0.2000	0.4000	0.2000	0.2000	0.0000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
230.	*	0.5000	0.4000	0.4000	0.2000	0.4000	0.2000	0.2000	0.0000	0.2000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000
235.	*	0.5000	0.4000	0.3000	0.2000	0.4000	0.2000	0.1000	0.0000	0.3000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000
240.	*	0.6000	0.4000	0.3000	0.2000	0.4000	0.2000	0.1000	0.0000	0.3000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000
245.	*	0.6000	0.3000	0.2000	0.2000	0.4000	0.1000	0.0000	0.0000	0.5000	0.2000	0.2000	0.2000	0.3000	0.0000	0.0000
250.	*	0.6000	0.3000	0.2000	0.2000	0.4000	0.1000	0.0000	0.0000	0.5000	0.3000	0.2000	0.2000	0.3000	0.1000	0.0000
255.	*	0.4000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.5000	0.4000	0.2000	0.2000	0.4000	0.2000	0.0000
260.	*	0.3000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000	0.2000	0.4000	0.2000	0.0000
265.	*	0.2000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000	0.2000	0.4000	0.2000	0.1000
270.	*	0.2000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000
275.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000
280.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000
285.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000
290.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000
295.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000
300.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000
305.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000
310.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.2000	0.3000	0.2000	0.2000
315.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.2000	0.2000	0.2000	0.2000
320.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.2000	0.2000	0.2000	0.2000
325.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.2000	0.2000	0.2000	0.2000
330.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.3000	0.2000	0.3000	0.2000	0.2000
335.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.6000	0.2000	0.2000	0.3000	0.3000	0.2000	0.2000
340.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.6000	0.2000	0.2000	0.3000	0.3000	0.2000	0.2000
345.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000	0.3000	0.3000	0.2000	0.2000
350.	*	0.2000	0.2000	0.2000	0.2000	0.1000	0.1000	0.1000	0.1000	0.6000	0.6000	0.2000	0.3000	0.2000	0.2000	0.2000
355.	*	0.2000	0.2000	0.2000	0.1000	0.1000	0.1000	0.1000	0.1000	0.5000	0.6000	0.2000	0.3000	0.3000	0.2000	0.1000
360.	*	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.2000	0.2000	0.3000	0.3000	0.0000
MAX	*	0.6000	0.4000	0.4000	0.2000	0.6000	0.4000	0.3000	0.2000	0.6000	0.6000	0.4000	0.3000	0.6000	0.3000	0.3000
DEGR.	*	185	175	210	190	75	170	90	15	260	350	265	185	20	5	30

PAGE 5

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2040 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5.	*	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000
10.	*	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
15.	*	0.2000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000
20.	*	0.2000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000
25.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000
30.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
35.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
40.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.3000	0.3000
45.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.3000
50.	*	0.1000	0.1000	0.1000	0.1000	0.0000	0.0000	0.1000	0.4000	0.4000	0.4000	0.3000	0.4000	0.4000
55.	*	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000	0.4000	0.5000	0.4000
60.	*	0.1000	0.2000	0.1000	0.1000	0.2000	0.2000	0.1000	0.4000	0.4000	0.4000	0.4000	0.5000	0.4000
65.	*	0.1000	0.2000	0.2000	0.2000	0.3000	0.2000	0.2000	0.4000	0.4000	0.3000	0.4000	0.4000	0.3000
70.	*	0.1000	0.4000	0.4000	0.2000	0.4000	0.4000	0.3000	0.3000	0.3000	0.2000	0.4000	0.3000	0.3000
75.	*	0.1000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.2000	0.2000	0.1000	0.3000	0.2000	0.1000
80.	*	0.1000	0.4000	0.4000	0.4000	0.5000	0.4000	0.4000	0.1000	0.1000	0.1000	0.3000	0.1000	0.1000
85.	*	0.1000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.1000	0.1000	0.1000	0.1000	0.1000	0.1000
90.	*	0.1000	0.4000	0.4000	0.4000	0.4000	0.5000	0.4000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
95.	*	0.1000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
100.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.3000	0.3000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
105.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.3000	0.3000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
110.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.3000	0.3000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
115.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.3000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
120.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
125.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
130.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
135.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
140.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
145.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
150.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
155.	*	0.1000	0.3000	0.3000	0.3000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
160.	*	0.2000	0.3000	0.3000	0.3000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
165.	*	0.2000	0.3000	0.3000	0.3000	0.4000	0.3000	0.3000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
170.	*	0.2000	0.3000	0.3000	0.3000	0.4000	0.3000	0.3000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
175.	*	0.2000	0.3000	0.3000	0.3000	0.4000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
180.	*	0.1000	0.4000	0.3000	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
185.	*	0.0000	0.4000	0.3000	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
190.	*	0.0000	0.4000	0.4000	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
195.	*	0.0000	0.4000	0.4000	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
200.	*	0.0000	0.4000	0.4000	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
205.	*	0.0000	0.4000	0.4000	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
210.	*	0.0000	0.4000	0.4000	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000

♀

JOB: HRCS

RUN: I-64 & Rte 167 Lasalle Ave 2040 NOBUILD

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215.	*	0.0000	0.4000	0.4000	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
220.	*	0.0000	0.5000	0.4000	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
225.	*	0.0000	0.4000	0.3000	0.4000	0.4000	0.4000	0.4000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
230.	*	0.0000	0.4000	0.5000	0.4000	0.4000	0.4000	0.4000	0.1000	0.1000	0.0000	0.1000	0.1000	0.0000

I64_Route167_LasalleAve_2040_NOBUILD.out

235.	*	0.0000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.1000	0.2000	0.1000	0.1000	0.1000	0.1000
240.	*	0.0000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.3000	0.3000	0.1000	0.1000	0.1000	0.1000
245.	*	0.0000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.2000	0.3000	0.3000	0.2000
250.	*	0.0000	0.3000	0.4000	0.2000	0.4000	0.3000	0.2000	0.4000	0.3000	0.3000	0.3000	0.3000	0.3000
255.	*	0.0000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.4000	0.4000	0.3000	0.4000	0.4000	0.3000
260.	*	0.0000	0.2000	0.1000	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000
265.	*	0.0000	0.0000	0.1000	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000
270.	*	0.0000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000	0.5000	0.4000	0.3000	0.3000	0.3000	0.3000
275.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.3000	0.3000	0.3000	0.3000
280.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
285.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.3000	0.3000	0.3000
290.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.3000	0.3000	0.3000
295.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
300.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
305.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
310.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.3000	0.3000	0.3000	0.3000	0.3000
315.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000
320.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000
325.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000
330.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
335.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
340.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
345.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000
350.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000
355.	*	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000
360.	*	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000
-----*														
MAX	*	0.2000	0.5000	0.5000	0.4000	0.5000	0.5000	0.4000	0.5000	0.4000	0.4000	0.5000	0.5000	0.4000
DEGR.	*	5	220	230	75	80	90	75	270	50	55	60	55	50

THE HIGHEST CONCENTRATION OF 0.6000 PPM OCCURRED AT RECEPTOR 13.

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2015

DATE : 5/ 4/16
 TIME : 10:49: 3

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	-29.0	8.0	282.0	1167.0	* 1200.	15. AG	12000.	8.0	0.0	79.7	
2. N Leg Dep - FreeFlow*	23.0	-6.0	334.0	1153.0	* 1200.	15. AG	9600.	3.8	0.0	67.7	
3. S Leg App - FreeFlow*	23.0	-6.0	-287.0	-1165.0	* 1200.	195. AG	9600.	7.1	0.0	67.7	
4. S Leg Dep - FreeFlow*	-29.0	8.0	-340.0	-1151.0	* 1200.	195. AG	12000.	4.2	0.0	79.7	
5. E Leg App - FreeFlow*	18.0	31.0	1057.0	-569.0	* 1200.	120. AG	14400.	8.0	0.0	91.7	
6. E Leg Dep - FreeFlow*	-18.0	-31.0	1021.0	-631.0	* 1200.	120. AG	14400.	3.8	0.0	91.7	
7. W Leg App - FreeFlow*	-18.0	-31.0	-1057.0	569.0	* 1200.	300. AG	14400.	8.0	0.0	91.7	
8. W Leg Dep - FreeFlow*	18.0	31.0	-1021.0	631.0	* 1200.	300. AG	14400.	3.8	0.0	91.7	

PAGE 2

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2015

DATE : 5/ 4/16
 TIME : 10:49: 3

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	* 74.0	52.0	5.9	*
2. N Leg, E Side - 25 m	* 92.6	121.5	5.9	*
3. N Leg, E Side - 50 m	* 113.8	200.8	5.9	*
4. N Leg, E Side-Midblk	* 226.7	621.9	5.9	*
5. N Leg, W Side-Corner	* -40.8	118.2	5.9	*
6. N Leg, W Side - 25 m	* -22.1	187.8	5.9	*
7. N Leg, W Side - 50 m	* -0.9	267.0	5.9	*
8. N Leg, W Side-Midblk	* 111.9	688.1	5.9	*
9. S Leg, E Side-Corner	* 30.0	-112.0	5.9	*
10. S Leg, E Side - 25 m	* 11.4	-181.6	5.9	*
11. S Leg, E Side - 50 m	* -9.8	-260.8	5.9	*
12. S Leg, E Side-Midblk	* -122.7	-681.9	5.9	*
13. S Leg, W Side-Corner	* -84.7	-45.8	5.9	*
14. S Leg, W Side - 25 m	* -103.4	-115.3	5.9	*
15. S Leg, W Side - 50 m	* -124.6	-194.6	5.9	*
16. S Leg, W Side-Midblk	* -237.4	-615.7	5.9	*

17. E Leg, N Side - 25 m *	136.3	16.0	5.9	*
18. E Leg, N Side - 50 m *	207.4	-25.0	5.9	*
19. E Leg, N Side-Midblk *	584.9	-243.0	5.9	*
20. W Leg, N Side - 25 m *	-103.2	154.2	5.9	*
21. W Leg, N Side - 50 m *	-174.2	195.3	5.9	*
22. W Leg, N Side-Midblk *	-551.7	413.2	5.9	*
23. E Leg, S Side - 25 m *	92.4	-148.0	5.9	*
24. E Leg, S Side - 50 m *	163.4	-189.0	5.9	*
25. E Leg, S Side-Midblk *	541.0	-407.0	5.9	*
26. W Leg, S Side - 25 m *	-147.1	-9.8	5.9	*
27. W Leg, S Side - 50 m *	-218.1	31.3	5.9	*
28. W Leg, S Side-Midblk *	-595.7	249.2	5.9	*

♀

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2015

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	3.9000	3.9000	3.8000	3.2000	2.2000	2.1000	2.1000	1.8000	7.8000	7.0000	6.5000	5.7000	5.8000	4.2000	3.3000	
10. *	3.4000	3.4000	3.4000	2.7000	3.3000	3.1000	3.1000	2.6000	7.2000	6.4000	6.0000	5.3000	6.7000	5.1000	4.1000	
15. *	2.8000	2.8000	2.7000	2.1000	4.3000	4.2000	4.2000	3.5000	6.6000	5.8000	5.3000	4.9000	7.5000	5.8000	5.1000	
20. *	1.9000	1.9000	1.9000	1.5000	4.9000	4.9000	4.8000	4.1000	5.6000	4.8000	4.5000	3.8000	8.3000	6.5000	5.6000	
25. *	1.3000	1.3000	1.1000	1.0000	5.4000	5.3000	5.2000	4.6000	4.8000	3.7000	3.3000	2.5000	8.6000	6.8000	5.8000	
30. *	0.7000	0.7000	0.6000	0.6000	5.4000	5.3000	5.3000	4.8000	4.3000	3.1000	2.7000	2.0000	8.7000	6.7000	5.6000	
35. *	0.4000	0.3000	0.3000	0.3000	5.2000	5.2000	5.1000	4.9000	3.9000	2.8000	2.3000	1.4000	8.5000	6.4000	5.4000	
40. *	0.2000	0.2000	0.2000	0.2000	4.8000	4.8000	4.8000	4.6000	3.6000	2.4000	2.0000	1.1000	7.9000	6.0000	5.0000	
45. *	0.3000	0.2000	0.2000	0.2000	4.4000	4.4000	4.4000	4.4000	3.4000	2.5000	1.9000	1.0000	7.7000	5.7000	4.9000	
50. *	0.2000	0.1000	0.1000	0.1000	4.3000	4.2000	4.2000	4.2000	3.4000	2.4000	1.7000	1.1000	7.6000	5.3000	4.5000	
55. *	0.3000	0.1000	0.1000	0.1000	4.1000	4.0000	4.0000	4.0000	3.4000	2.4000	1.8000	1.0000	7.5000	5.2000	4.7000	
60. *	0.3000	0.1000	0.1000	0.1000	3.9000	3.8000	3.8000	3.8000	3.4000	2.4000	1.8000	1.0000	7.4000	5.1000	4.4000	
65. *	0.4000	0.1000	0.1000	0.1000	3.7000	3.6000	3.6000	3.6000	3.5000	2.4000	1.8000	1.0000	7.3000	4.8000	4.2000	
70. *	0.4000	0.1000	0.1000	0.1000	3.5000	3.4000	3.4000	3.4000	3.6000	2.4000	1.8000	1.0000	7.2000	4.9000	4.2000	
75. *	0.4000	0.1000	0.1000	0.1000	3.5000	3.3000	3.3000	3.3000	3.7000	2.4000	1.8000	0.7000	7.4000	4.9000	4.3000	
80. *	0.5000	0.1000	0.1000	0.1000	3.4000	3.2000	3.2000	3.2000	3.9000	2.5000	1.9000	0.7000	7.3000	4.7000	4.2000	
85. *	0.4000	0.0000	0.0000	0.0000	3.3000	3.1000	3.1000	3.1000	4.0000	2.6000	1.9000	0.6000	7.3000	4.9000	4.2000	
90. *	0.5000	0.0000	0.0000	0.0000	3.4000	3.1000	3.1000	3.1000	4.1000	2.5000	1.8000	0.3000	7.5000	4.9000	4.2000	
95. *	0.6000	0.0000	0.0000	0.0000	3.6000	3.2000	3.2000	3.2000	4.3000	2.5000	1.8000	0.2000	7.8000	5.0000	4.3000	
100. *	0.9000	0.0000	0.0000	0.0000	3.9000	3.3000	3.3000	3.3000	4.5000	2.4000	1.5000	0.0000	7.9000	5.0000	4.2000	
105. *	1.4000	0.1000	0.0000	0.0000	4.6000	3.5000	3.4000	3.4000	4.6000	2.2000	1.3000	0.0000	8.1000	4.9000	4.0000	
110. *	2.3000	0.3000	0.1000	0.0000	5.2000	3.6000	3.4000	3.3000	4.3000	1.9000	0.9000	0.0000	7.7000	4.5000	3.6000	
115. *	3.6000	0.7000	0.2000	0.0000	6.2000	3.9000	3.4000	3.2000	3.8000	1.4000	0.6000	0.0000	7.1000	4.0000	3.2000	
120. *	4.8000	1.2000	0.5000	0.0000	7.2000	4.4000	3.6000	3.1000	3.0000	0.9000	0.3000	0.0000	6.2000	3.3000	2.8000	
125. *	5.7000	1.8000	0.9000	0.0000	7.9000	5.1000	4.1000	3.1000	2.2000	0.6000	0.3000	0.1000	5.0000	2.9000	2.6000	
130. *	6.2000	2.5000	1.4000	0.1000	8.3000	5.5000	4.6000	3.3000	1.5000	0.3000	0.1000	0.1000	4.2000	2.7000	2.5000	
135. *	6.3000	2.8000	1.7000	0.2000	8.3000	5.9000	5.0000	3.4000	0.9000	0.1000	0.1000	0.1000	3.6000	2.7000	2.6000	
140. *	6.1000	3.1000	2.0000	0.4000	8.2000	6.3000	5.3000	3.8000	0.6000	0.2000	0.2000	0.2000	3.2000	2.7000	2.7000	
145. *	5.6000	3.0000	2.0000	0.5000	8.1000	6.3000	5.4000	4.0000	0.5000	0.2000	0.2000	0.2000	3.1000	2.7000	2.7000	
150. *	5.3000	2.9000	2.0000	0.7000	7.7000	6.4000	5.7000	4.5000	0.4000	0.2000	0.2000	0.2000	3.0000	2.8000	2.8000	
155. *	5.0000	2.9000	2.0000	0.8000	7.7000	6.7000	5.7000	4.7000	0.4000	0.2000	0.2000	0.2000	3.1000	3.0000	3.0000	
160. *	4.7000	2.8000	2.0000	0.9000	7.9000	6.6000	6.0000	5.0000	0.5000	0.3000	0.3000	0.3000	3.2000	3.1000	3.1000	
165. *	4.6000	2.8000	2.0000	1.0000	7.7000	6.7000	6.3000	5.2000	0.5000	0.3000	0.3000	0.3000	3.4000	3.3000	3.3000	

I564_Route460_I64.out

170.	*	4.6000	2.8000	2.1000	1.0000	7.8000	7.1000	6.4000	5.4000	0.5000	0.4000	0.4000	0.4000	3.6000	3.5000	3.5000
175.	*	4.6000	2.9000	2.1000	1.0000	7.9000	7.3000	6.7000	5.9000	0.7000	0.6000	0.6000	0.6000	3.8000	3.6000	3.6000
180.	*	4.9000	3.3000	2.5000	1.5000	8.1000	7.4000	7.0000	6.4000	1.2000	1.1000	1.1000	0.9000	3.9000	3.8000	3.8000
185.	*	5.4000	3.9000	3.1000	2.0000	7.9000	7.2000	6.8000	6.4000	1.9000	1.8000	1.8000	1.5000	3.9000	3.6000	3.6000
190.	*	6.0000	4.5000	3.8000	3.0000	7.4000	6.7000	6.4000	5.8000	2.8000	2.7000	2.5000	2.2000	3.3000	3.3000	3.3000
195.	*	7.0000	5.4000	4.7000	3.9000	6.9000	6.0000	5.7000	5.2000	3.6000	3.5000	3.5000	3.0000	2.7000	2.7000	2.7000
200.	*	7.6000	5.8000	5.0000	4.4000	5.8000	4.9000	4.6000	4.2000	4.3000	4.1000	4.1000	3.5000	2.0000	1.9000	1.9000
205.	*	8.0000	6.2000	5.5000	4.8000	4.9000	3.9000	3.5000	3.0000	4.5000	4.5000	4.5000	3.9000	1.3000	1.3000	1.3000
210.	*	8.1000	6.1000	5.5000	4.8000	4.5000	3.3000	2.8000	2.1000	4.6000	4.5000	4.5000	4.1000	0.8000	0.8000	0.8000

PAGE 4

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2015

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	7.8000	6.0000	5.5000	4.6000	4.0000	2.8000	2.3000	1.6000	4.4000	4.4000	4.4000	4.1000	0.4000	0.4000
220.	*	7.6000	5.7000	5.3000	4.5000	3.7000	2.6000	2.1000	1.2000	4.2000	4.1000	4.1000	4.0000	0.3000	0.3000
225.	*	7.5000	5.7000	5.2000	4.3000	3.5000	2.6000	2.0000	1.1000	3.9000	3.9000	3.9000	3.9000	0.3000	0.2000
230.	*	7.3000	5.3000	5.0000	4.3000	3.5000	2.5000	1.8000	1.1000	3.7000	3.7000	3.7000	3.7000	0.3000	0.2000
235.	*	7.2000	5.3000	4.8000	4.1000	3.5000	2.5000	1.9000	1.1000	3.5000	3.4000	3.4000	3.5000	0.4000	0.2000
240.	*	7.2000	5.3000	4.7000	3.9000	3.5000	2.5000	1.9000	1.1000	3.4000	3.3000	3.3000	3.3000	0.4000	0.2000
245.	*	7.2000	5.3000	4.7000	3.9000	3.6000	2.5000	1.9000	1.1000	3.3000	3.2000	3.2000	3.2000	0.4000	0.1000
250.	*	7.1000	5.2000	4.5000	3.7000	3.6000	2.4000	1.8000	1.0000	3.2000	3.1000	3.1000	3.1000	0.4000	0.1000
255.	*	7.2000	5.2000	4.6000	3.7000	3.8000	2.5000	1.9000	0.8000	3.0000	2.9000	2.9000	2.9000	0.4000	0.1000
260.	*	7.3000	5.1000	4.6000	3.4000	3.9000	2.5000	1.9000	0.7000	2.9000	2.8000	2.8000	2.8000	0.5000	0.1000
265.	*	7.4000	5.2000	4.5000	3.2000	4.0000	2.6000	1.9000	0.6000	3.0000	2.8000	2.8000	2.8000	0.5000	0.0000
270.	*	7.6000	5.2000	4.5000	3.1000	4.1000	2.5000	1.8000	0.3000	3.1000	2.8000	2.8000	2.8000	0.5000	0.0000
275.	*	7.8000	5.2000	4.5000	2.9000	4.3000	2.5000	1.8000	0.2000	3.2000	2.8000	2.8000	2.8000	0.6000	0.0000
280.	*	8.0000	5.3000	4.5000	3.0000	4.5000	2.4000	1.5000	0.0000	3.5000	2.9000	2.9000	2.9000	0.9000	0.0000
285.	*	8.1000	5.1000	4.2000	2.8000	4.6000	2.2000	1.3000	0.0000	4.2000	3.1000	3.0000	3.0000	1.4000	0.0000
290.	*	7.8000	4.8000	3.9000	2.8000	4.3000	1.9000	0.9000	0.0000	4.9000	3.2000	3.0000	2.9000	2.3000	0.3000
295.	*	7.2000	4.1000	3.4000	2.7000	3.8000	1.4000	0.6000	0.0000	5.8000	3.5000	3.0000	2.8000	3.6000	0.7000
300.	*	6.3000	3.6000	3.1000	2.7000	3.0000	0.9000	0.3000	0.0000	6.9000	4.1000	3.3000	2.8000	4.8000	1.2000
305.	*	5.3000	3.3000	3.0000	2.8000	2.1000	0.6000	0.3000	0.1000	7.6000	4.8000	3.7000	2.8000	5.7000	1.8000
310.	*	4.4000	3.0000	2.8000	2.8000	1.5000	0.3000	0.1000	0.1000	8.1000	5.2000	4.2000	2.9000	6.2000	2.5000
315.	*	3.7000	3.0000	2.9000	2.9000	1.0000	0.2000	0.2000	0.2000	8.2000	5.7000	4.6000	3.0000	6.3000	2.8000
320.	*	3.2000	2.9000	2.9000	2.9000	0.6000	0.2000	0.2000	0.2000	8.0000	6.1000	5.0000	3.5000	6.0000	3.0000
325.	*	3.3000	3.0000	3.1000	3.1000	0.6000	0.3000	0.3000	0.3000	7.8000	6.1000	5.0000	3.7000	5.6000	3.0000
330.	*	3.3000	3.1000	3.1000	3.1000	0.5000	0.3000	0.3000	0.3000	7.7000	6.1000	5.3000	4.0000	5.3000	3.0000
335.	*	3.3000	3.3000	3.3000	3.3000	0.5000	0.3000	0.3000	0.3000	7.7000	6.2000	5.3000	4.2000	5.0000	3.0000
340.	*	3.5000	3.5000	3.5000	3.4000	0.5000	0.3000	0.3000	0.3000	7.7000	6.3000	5.6000	4.5000	4.7000	2.9000
345.	*	3.6000	3.6000	3.6000	3.6000	0.6000	0.4000	0.4000	0.4000	7.6000	6.4000	5.9000	4.7000	4.6000	2.9000
350.	*	3.8000	3.8000	3.8000	3.7000	0.7000	0.6000	0.6000	0.5000	7.7000	6.5000	6.0000	4.9000	4.6000	2.8000
355.	*	3.9000	3.9000	3.9000	3.7000	0.9000	0.8000	0.8000	0.7000	7.8000	6.8000	6.4000	5.3000	4.7000	3.1000
360.	*	4.1000	4.1000	4.0000	3.6000	1.4000	1.3000	1.3000	1.1000	8.1000	7.1000	6.6000	5.7000	5.2000	3.6000
MAX	*	8.1000	6.2000	5.5000	4.8000	8.3000	7.4000	7.0000	6.4000	8.2000	7.1000	6.6000	5.7000	8.7000	6.8000
DEGR.	*	285	205	205	205	135	180	180	180	315	360	360	5	30	25

PAGE 5

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2015

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5.	*	2.2000	1.8000	1.1000	0.2000	0.3000	0.1000	0.1000	4.9000	4.1000	3.2000	4.1000	3.9000	3.8000
10.	*	3.1000	1.4000	0.7000	0.1000	0.7000	0.2000	0.1000	4.4000	3.7000	3.2000	4.2000	3.8000	3.6000
15.	*	4.0000	0.9000	0.4000	0.1000	0.9000	0.4000	0.0000	4.0000	3.5000	3.2000	4.8000	4.2000	3.7000
20.	*	4.5000	0.4000	0.2000	0.0000	1.4000	0.6000	0.0000	3.6000	3.3000	3.2000	5.4000	4.5000	3.8000
25.	*	4.8000	0.2000	0.0000	0.0000	1.9000	1.0000	0.0000	3.5000	3.3000	3.3000	5.9000	5.0000	3.9000
30.	*	4.8000	0.0000	0.0000	0.0000	2.2000	1.3000	0.0000	3.3000	3.3000	3.3000	6.4000	5.4000	4.0000
35.	*	4.5000	0.0000	0.0000	0.0000	2.4000	1.4000	0.1000	3.3000	3.3000	3.3000	6.3000	5.4000	4.0000
40.	*	4.2000	0.0000	0.0000	0.0000	2.3000	1.5000	0.1000	3.2000	3.2000	3.2000	6.2000	5.4000	4.1000
45.	*	3.9000	0.1000	0.1000	0.1000	2.3000	1.6000	0.3000	3.2000	3.2000	3.2000	6.0000	5.3000	4.1000
50.	*	3.9000	0.1000	0.1000	0.1000	2.3000	1.7000	0.5000	3.2000	3.2000	3.2000	5.9000	5.2000	4.3000
55.	*	3.8000	0.2000	0.2000	0.2000	2.3000	1.5000	0.6000	3.2000	3.2000	3.2000	5.9000	5.2000	4.3000
60.	*	3.6000	0.2000	0.2000	0.2000	2.2000	1.5000	0.6000	3.2000	3.2000	3.2000	5.9000	5.3000	4.5000
65.	*	3.5000	0.3000	0.3000	0.3000	2.1000	1.5000	0.6000	3.3000	3.3000	3.3000	6.0000	5.6000	4.8000
70.	*	3.5000	0.3000	0.3000	0.3000	2.0000	1.5000	0.8000	3.4000	3.4000	3.4000	6.3000	5.7000	4.9000
75.	*	3.4000	0.3000	0.3000	0.3000	2.1000	1.5000	0.8000	3.6000	3.6000	3.6000	6.5000	5.9000	5.0000
80.	*	3.0000	0.4000	0.3000	0.3000	2.1000	1.5000	0.8000	3.8000	3.8000	3.8000	6.8000	6.2000	5.2000
85.	*	3.0000	0.4000	0.4000	0.4000	2.1000	1.5000	0.8000	3.9000	3.9000	3.9000	7.0000	6.6000	5.5000
90.	*	2.8000	0.5000	0.5000	0.4000	2.1000	1.5000	0.8000	4.1000	4.1000	4.0000	7.3000	6.7000	5.9000
95.	*	2.7000	0.6000	0.6000	0.6000	2.2000	1.6000	0.9000	4.2000	4.2000	4.0000	7.3000	7.1000	6.1000
100.	*	2.7000	0.9000	0.9000	0.8000	2.5000	1.8000	1.1000	4.4000	4.4000	4.0000	7.5000	7.3000	6.6000
105.	*	2.6000	1.4000	1.4000	1.2000	3.0000	2.4000	1.4000	4.5000	4.4000	3.8000	7.5000	7.6000	7.1000
110.	*	2.5000	2.3000	2.3000	2.0000	3.7000	3.0000	2.1000	4.3000	4.1000	3.4000	7.2000	7.4000	7.1000
115.	*	2.5000	3.5000	3.4000	2.9000	4.7000	3.9000	3.0000	3.7000	3.6000	2.8000	6.6000	6.7000	6.8000
120.	*	2.4000	4.7000	4.6000	3.9000	5.7000	5.0000	4.0000	2.9000	2.9000	2.2000	5.8000	5.5000	5.7000
125.	*	2.4000	5.6000	5.5000	4.7000	6.5000	5.8000	4.9000	2.0000	2.0000	1.5000	4.5000	4.3000	4.2000
130.	*	2.4000	6.1000	6.0000	5.3000	6.7000	6.0000	5.2000	1.2000	1.2000	1.0000	3.5000	3.2000	3.0000
135.	*	2.6000	6.2000	6.1000	5.5000	6.8000	6.2000	5.3000	0.8000	0.8000	0.6000	2.7000	2.4000	2.0000
140.	*	2.7000	5.9000	5.9000	5.6000	6.7000	5.7000	5.3000	0.4000	0.4000	0.4000	2.2000	1.9000	1.3000
145.	*	2.7000	5.5000	5.5000	5.3000	6.1000	5.5000	4.8000	0.3000	0.3000	0.3000	2.1000	1.7000	1.1000
150.	*	2.8000	5.2000	5.2000	5.2000	6.0000	5.1000	4.6000	0.2000	0.2000	0.2000	2.1000	1.6000	0.9000
155.	*	3.0000	5.0000	4.9000	4.9000	5.9000	5.0000	4.4000	0.2000	0.2000	0.2000	2.2000	1.6000	0.9000
160.	*	3.1000	4.6000	4.6000	4.6000	5.6000	4.8000	4.3000	0.2000	0.2000	0.2000	2.1000	1.6000	0.8000
165.	*	3.2000	4.4000	4.4000	4.4000	5.4000	5.0000	4.0000	0.2000	0.2000	0.2000	2.1000	1.6000	0.7000
170.	*	3.3000	4.2000	4.2000	4.2000	5.4000	4.7000	3.9000	0.1000	0.1000	0.1000	2.2000	1.6000	0.5000
175.	*	3.5000	4.1000	4.1000	4.1000	5.4000	4.5000	3.5000	0.1000	0.1000	0.1000	2.2000	1.5000	0.5000
180.	*	3.4000	4.0000	3.9000	3.9000	5.1000	4.4000	3.4000	0.2000	0.1000	0.1000	2.0000	1.2000	0.2000
185.	*	3.1000	4.1000	3.8000	3.8000	4.8000	4.1000	3.2000	0.3000	0.1000	0.1000	1.7000	1.0000	0.2000
190.	*	2.8000	4.1000	3.7000	3.6000	4.3000	3.7000	3.2000	0.6000	0.2000	0.1000	1.3000	0.6000	0.1000
195.	*	2.2000	4.7000	4.1000	3.7000	3.9000	3.6000	3.2000	0.8000	0.3000	0.0000	0.9000	0.4000	0.1000
200.	*	1.6000	5.1000	4.4000	3.8000	3.6000	3.3000	3.2000	1.3000	0.6000	0.0000	0.5000	0.2000	0.0000
205.	*	1.0000	5.7000	4.8000	3.9000	3.5000	3.3000	3.3000	1.6000	0.8000	0.0000	0.2000	0.0000	0.0000
210.	*	0.6000	6.0000	5.1000	4.0000	3.4000	3.3000	3.3000	1.9000	1.1000	0.0000	0.0000	0.0000	0.0000

♀

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2015

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215.	*	0.4000	5.9000	5.2000	4.0000	3.3000	3.3000	3.3000	2.0000	1.3000	0.0000	0.0000	0.0000	0.0000
220.	*	0.3000	5.8000	5.1000	4.0000	3.2000	3.2000	3.2000	2.0000	1.3000	0.1000	0.0000	0.0000	0.0000
225.	*	0.2000	5.7000	5.0000	4.0000	3.2000	3.2000	3.2000	2.0000	1.3000	0.2000	0.1000	0.1000	0.1000
230.	*	0.2000	5.6000	4.9000	4.3000	3.2000	3.2000	3.2000	2.0000	1.4000	0.4000	0.1000	0.1000	0.1000

I564_Route460_I64.out

235.	*	0.2000	5.7000	5.1000	4.3000	3.2000	3.2000	3.2000	2.0000	1.4000	0.6000	0.2000	0.2000	0.2000
240.	*	0.2000	5.7000	5.2000	4.4000	3.2000	3.2000	3.2000	2.0000	1.4000	0.6000	0.2000	0.2000	0.2000
245.	*	0.1000	6.0000	5.4000	4.6000	3.3000	3.3000	3.3000	1.8000	1.4000	0.6000	0.3000	0.3000	0.3000
250.	*	0.1000	6.1000	5.5000	4.7000	3.4000	3.4000	3.4000	1.8000	1.3000	0.6000	0.3000	0.3000	0.3000
255.	*	0.1000	6.4000	5.7000	4.9000	3.6000	3.6000	3.6000	1.9000	1.4000	0.7000	0.3000	0.3000	0.3000
260.	*	0.1000	6.7000	6.0000	5.1000	3.8000	3.8000	3.8000	1.9000	1.4000	0.7000	0.4000	0.4000	0.3000
265.	*	0.1000	7.0000	6.3000	5.4000	3.9000	3.9000	3.9000	1.9000	1.4000	0.7000	0.4000	0.4000	0.4000
270.	*	0.0000	7.3000	6.7000	5.8000	4.1000	4.1000	4.0000	1.9000	1.3000	0.7000	0.5000	0.5000	0.4000
275.	*	0.0000	7.4000	7.3000	6.1000	4.2000	4.2000	4.0000	2.0000	1.5000	0.8000	0.6000	0.6000	0.6000
280.	*	0.0000	7.6000	7.4000	6.6000	4.4000	4.4000	4.0000	2.3000	1.7000	1.0000	0.9000	0.9000	0.8000
285.	*	0.0000	7.6000	7.5000	7.0000	4.5000	4.4000	3.8000	2.7000	2.3000	1.3000	1.4000	1.4000	1.2000
290.	*	0.0000	7.3000	7.3000	7.1000	4.3000	4.1000	3.3000	3.3000	2.8000	2.1000	2.3000	2.3000	2.0000
295.	*	0.0000	6.8000	6.8000	6.5000	3.7000	3.6000	2.8000	4.4000	3.8000	3.1000	3.5000	3.4000	2.8000
300.	*	0.0000	5.9000	5.7000	5.8000	2.9000	2.9000	2.1000	5.5000	4.9000	4.0000	4.6000	4.6000	3.9000
305.	*	0.1000	4.5000	4.3000	4.2000	2.0000	2.0000	1.5000	6.1000	5.6000	5.0000	5.6000	5.5000	4.7000
310.	*	0.1000	3.7000	3.4000	3.1000	1.2000	1.2000	1.0000	6.6000	5.9000	5.2000	6.1000	6.0000	5.3000
315.	*	0.2000	2.9000	2.6000	2.1000	0.8000	0.7000	0.6000	6.7000	5.7000	5.2000	6.2000	6.1000	5.5000
320.	*	0.4000	2.5000	2.0000	1.4000	0.4000	0.4000	0.4000	6.5000	5.8000	5.2000	5.9000	5.9000	5.6000
325.	*	0.5000	2.3000	1.8000	1.2000	0.3000	0.3000	0.3000	6.2000	5.4000	4.9000	5.5000	5.5000	5.3000
330.	*	0.8000	2.3000	1.7000	1.0000	0.2000	0.2000	0.2000	5.9000	5.2000	4.7000	5.2000	5.2000	5.1000
335.	*	0.9000	2.3000	1.8000	1.0000	0.2000	0.2000	0.2000	5.7000	5.0000	4.5000	4.9000	5.0000	4.8000
340.	*	1.0000	2.3000	1.7000	0.9000	0.2000	0.2000	0.2000	5.8000	5.1000	4.4000	4.6000	4.6000	4.6000
345.	*	1.0000	2.4000	1.7000	0.7000	0.2000	0.2000	0.2000	5.6000	5.0000	4.2000	4.4000	4.4000	4.4000
350.	*	1.1000	2.4000	1.8000	0.6000	0.1000	0.1000	0.1000	5.7000	4.9000	3.9000	4.2000	4.2000	4.2000
355.	*	1.2000	2.4000	1.6000	0.5000	0.1000	0.1000	0.1000	5.4000	4.7000	3.6000	4.1000	4.1000	4.1000
360.	*	1.6000	2.2000	1.4000	0.3000	0.2000	0.1000	0.1000	5.4000	4.4000	3.3000	4.0000	3.9000	3.9000
-----*														
MAX	*	4.8000	7.6000	7.5000	7.1000	6.8000	6.2000	5.3000	6.7000	5.9000	5.2000	7.5000	7.6000	7.1000
DEGR.	*	25	280	285	290	135	135	135	315	310	310	100	105	105

THE HIGHEST CONCENTRATION OF 8.7000 PPM OCCURRED AT RECEPTOR 13.

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2028

DATE : 5/ 4/16
 TIME : 10:51:32

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	-29.0	8.0	282.0	1167.0	* 1200.	15. AG	12000.	3.9	0.0	79.7	
2. N Leg Dep - FreeFlow*	23.0	-6.0	334.0	1153.0	* 1200.	15. AG	9600.	1.8	0.0	67.7	
3. S Leg App - FreeFlow*	23.0	-6.0	-287.0	-1165.0	* 1200.	195. AG	9600.	3.3	0.0	67.7	
4. S Leg Dep - FreeFlow*	-29.0	8.0	-340.0	-1151.0	* 1200.	195. AG	12000.	1.9	0.0	79.7	
5. E Leg App - FreeFlow*	18.0	31.0	1057.0	-569.0	* 1200.	120. AG	14400.	3.9	0.0	91.7	
6. E Leg Dep - FreeFlow*	-18.0	-31.0	1021.0	-631.0	* 1200.	120. AG	14400.	1.8	0.0	91.7	
7. W Leg App - FreeFlow*	-18.0	-31.0	-1057.0	569.0	* 1200.	300. AG	14400.	3.9	0.0	91.7	
8. W Leg Dep - FreeFlow*	18.0	31.0	-1021.0	631.0	* 1200.	300. AG	14400.	1.8	0.0	91.7	

PAGE 2

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2028

DATE : 5/ 4/16
 TIME : 10:51:32

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	* 74.0	52.0	5.9	*
2. N Leg, E Side - 25 m	* 92.6	121.5	5.9	*
3. N Leg, E Side - 50 m	* 113.8	200.8	5.9	*
4. N Leg, E Side-Midblk	* 226.7	621.9	5.9	*
5. N Leg, W Side-Corner	* -40.8	118.2	5.9	*
6. N Leg, W Side - 25 m	* -22.1	187.8	5.9	*
7. N Leg, W Side - 50 m	* -0.9	267.0	5.9	*
8. N Leg, W Side-Midblk	* 111.9	688.1	5.9	*
9. S Leg, E Side-Corner	* 30.0	-112.0	5.9	*
10. S Leg, E Side - 25 m	* 11.4	-181.6	5.9	*
11. S Leg, E Side - 50 m	* -9.8	-260.8	5.9	*
12. S Leg, E Side-Midblk	* -122.7	-681.9	5.9	*
13. S Leg, W Side-Corner	* -84.7	-45.8	5.9	*
14. S Leg, W Side - 25 m	* -103.4	-115.3	5.9	*
15. S Leg, W Side - 50 m	* -124.6	-194.6	5.9	*
16. S Leg, W Side-Midblk	* -237.4	-615.7	5.9	*

17. E Leg, N Side - 25 m *	136.3	16.0	5.9	*
18. E Leg, N Side - 50 m *	207.4	-25.0	5.9	*
19. E Leg, N Side-Midblk *	584.9	-243.0	5.9	*
20. W Leg, N Side - 25 m *	-103.2	154.2	5.9	*
21. W Leg, N Side - 50 m *	-174.2	195.3	5.9	*
22. W Leg, N Side-Midblk *	-551.7	413.2	5.9	*
23. E Leg, S Side - 25 m *	92.4	-148.0	5.9	*
24. E Leg, S Side - 50 m *	163.4	-189.0	5.9	*
25. E Leg, S Side-Midblk *	541.0	-407.0	5.9	*
26. W Leg, S Side - 25 m *	-147.1	-9.8	5.9	*
27. W Leg, S Side - 50 m *	-218.1	31.3	5.9	*
28. W Leg, S Side-Midblk *	-595.7	249.2	5.9	*

♀

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2028

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	1.9000	1.9000	1.8000	1.5000	1.1000	1.1000	1.0000	0.8000	3.7000	3.2000	3.1000	2.8000	2.8000	2.0000	1.6000
10. *	1.6000	1.6000	1.6000	1.3000	1.5000	1.5000	1.5000	1.3000	3.4000	3.2000	2.8000	2.6000	3.1000	2.4000	1.9000
15. *	1.3000	1.3000	1.2000	1.0000	2.1000	2.1000	2.0000	1.7000	3.0000	2.6000	2.5000	2.3000	3.6000	2.9000	2.3000
20. *	1.0000	0.9000	0.9000	0.7000	2.5000	2.3000	2.3000	2.1000	2.7000	2.3000	1.9000	1.7000	4.0000	3.0000	2.6000
25. *	0.6000	0.6000	0.6000	0.4000	2.6000	2.6000	2.5000	2.2000	2.2000	1.8000	1.6000	1.3000	4.1000	3.1000	2.7000
30. *	0.4000	0.4000	0.4000	0.2000	2.5000	2.5000	2.5000	2.4000	2.0000	1.5000	1.4000	0.8000	4.2000	3.1000	2.6000
35. *	0.2000	0.2000	0.2000	0.1000	2.5000	2.5000	2.5000	2.3000	1.9000	1.2000	1.0000	0.6000	3.9000	3.0000	2.6000
40. *	0.1000	0.1000	0.1000	0.1000	2.2000	2.2000	2.2000	2.2000	1.7000	1.2000	1.0000	0.5000	3.8000	2.7000	2.4000
45. *	0.1000	0.1000	0.1000	0.1000	2.1000	2.1000	2.1000	2.1000	1.6000	1.1000	0.9000	0.4000	3.7000	2.6000	2.2000
50. *	0.2000	0.1000	0.1000	0.1000	2.0000	2.0000	2.0000	2.0000	1.6000	1.1000	0.9000	0.4000	3.6000	2.4000	2.2000
55. *	0.2000	0.1000	0.1000	0.1000	1.9000	1.9000	1.9000	1.9000	1.6000	1.1000	0.9000	0.4000	3.6000	2.3000	2.0000
60. *	0.2000	0.1000	0.1000	0.1000	1.8000	1.8000	1.8000	1.8000	1.7000	1.1000	0.9000	0.4000	3.5000	2.5000	2.1000
65. *	0.1000	0.0000	0.0000	0.0000	1.8000	1.7000	1.7000	1.7000	1.7000	1.1000	0.9000	0.4000	3.3000	2.2000	2.0000
70. *	0.1000	0.0000	0.0000	0.0000	1.8000	1.7000	1.7000	1.7000	1.7000	1.1000	0.9000	0.4000	3.5000	2.2000	2.0000
75. *	0.2000	0.0000	0.0000	0.0000	1.7000	1.6000	1.6000	1.6000	1.8000	1.2000	0.9000	0.4000	3.4000	2.2000	1.9000
80. *	0.2000	0.0000	0.0000	0.0000	1.6000	1.5000	1.5000	1.5000	1.8000	1.1000	0.8000	0.3000	3.4000	2.2000	1.9000
85. *	0.2000	0.0000	0.0000	0.0000	1.6000	1.5000	1.5000	1.5000	1.9000	1.2000	0.8000	0.2000	3.5000	2.2000	1.9000
90. *	0.2000	0.0000	0.0000	0.0000	1.6000	1.5000	1.5000	1.5000	1.9000	1.2000	0.8000	0.2000	3.5000	2.3000	1.9000
95. *	0.3000	0.0000	0.0000	0.0000	1.8000	1.6000	1.6000	1.6000	2.1000	1.2000	0.8000	0.0000	3.6000	2.3000	1.9000
100. *	0.4000	0.0000	0.0000	0.0000	1.9000	1.6000	1.6000	1.6000	2.2000	1.2000	0.8000	0.0000	3.7000	2.3000	1.9000
105. *	0.7000	0.1000	0.0000	0.0000	2.2000	1.8000	1.7000	1.7000	2.1000	1.1000	0.7000	0.0000	3.7000	2.3000	1.9000
110. *	1.2000	0.1000	0.0000	0.0000	2.6000	1.8000	1.6000	1.6000	2.0000	0.9000	0.4000	0.0000	3.6000	2.0000	1.6000
115. *	1.7000	0.3000	0.1000	0.0000	3.0000	2.0000	1.7000	1.6000	1.8000	0.6000	0.2000	0.0000	3.2000	1.8000	1.5000
120. *	2.3000	0.6000	0.2000	0.0000	3.4000	2.1000	1.7000	1.5000	1.4000	0.4000	0.2000	0.0000	2.9000	1.5000	1.3000
125. *	2.7000	0.9000	0.4000	0.0000	3.7000	2.5000	2.0000	1.5000	1.0000	0.2000	0.0000	0.0000	2.4000	1.3000	1.1000
130. *	3.0000	1.1000	0.6000	0.0000	4.0000	2.6000	2.1000	1.5000	0.6000	0.1000	0.0000	0.0000	1.9000	1.2000	1.1000
135. *	3.0000	1.3000	0.8000	0.1000	4.1000	2.9000	2.4000	1.7000	0.4000	0.1000	0.1000	0.1000	1.6000	1.1000	1.1000
140. *	2.9000	1.4000	0.9000	0.1000	3.8000	3.0000	2.6000	1.8000	0.3000	0.1000	0.1000	0.1000	1.4000	1.2000	1.2000
145. *	2.7000	1.4000	0.9000	0.3000	3.8000	3.0000	2.6000	2.0000	0.2000	0.1000	0.1000	0.1000	1.4000	1.3000	1.3000
150. *	2.6000	1.4000	1.0000	0.4000	3.7000	3.1000	2.7000	2.1000	0.2000	0.1000	0.1000	0.1000	1.4000	1.3000	1.3000
155. *	2.4000	1.4000	1.0000	0.5000	3.7000	3.1000	2.7000	2.3000	0.2000	0.1000	0.1000	0.1000	1.5000	1.4000	1.4000
160. *	2.3000	1.4000	1.0000	0.5000	3.8000	3.3000	2.9000	2.4000	0.2000	0.1000	0.1000	0.1000	1.5000	1.4000	1.4000
165. *	2.2000	1.4000	1.0000	0.5000	3.8000	3.2000	2.9000	2.5000	0.2000	0.1000	0.1000	0.1000	1.6000	1.5000	1.5000

170.	*	2.2000	1.3000	0.9000	0.5000	3.9000	3.4000	3.1000	2.6000	0.3000	0.2000	0.2000	0.2000	1.7000	1.6000	1.6000
175.	*	2.2000	1.4000	1.0000	0.6000	3.7000	3.4000	3.2000	2.7000	0.4000	0.3000	0.3000	0.3000	1.8000	1.7000	1.7000
180.	*	2.3000	1.5000	1.2000	0.7000	3.8000	3.5000	3.2000	3.0000	0.5000	0.5000	0.5000	0.4000	1.9000	1.8000	1.7000
185.	*	2.5000	1.9000	1.5000	1.0000	3.7000	3.3000	3.2000	3.1000	0.8000	0.8000	0.8000	0.7000	1.7000	1.7000	1.7000
190.	*	2.9000	2.2000	1.8000	1.3000	3.4000	3.3000	3.0000	2.9000	1.3000	1.3000	1.2000	1.0000	1.5000	1.5000	1.5000
195.	*	3.3000	2.5000	2.2000	1.8000	3.1000	2.9000	2.6000	2.5000	1.7000	1.7000	1.7000	1.4000	1.2000	1.2000	1.2000
200.	*	3.6000	2.8000	2.5000	2.1000	2.6000	2.3000	2.2000	1.9000	2.0000	2.0000	2.0000	1.6000	0.9000	0.9000	0.9000
205.	*	3.7000	2.8000	2.6000	2.3000	2.4000	1.9000	1.8000	1.4000	2.2000	2.1000	2.0000	1.8000	0.6000	0.6000	0.6000
210.	*	3.8000	2.9000	2.5000	2.2000	2.1000	1.5000	1.4000	0.9000	2.1000	2.1000	2.1000	1.9000	0.3000	0.3000	0.3000

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2028

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR) *

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	3.7000	2.7000	2.6000	2.2000	1.9000	1.4000	1.1000	0.7000	2.0000	2.0000	2.0000	1.9000	0.2000	0.2000	0.2000
220.	*	3.7000	2.7000	2.4000	2.0000	1.7000	1.2000	1.0000	0.6000	1.9000	1.9000	1.9000	1.9000	0.1000	0.1000	0.1000
225.	*	3.5000	2.8000	2.4000	2.0000	1.7000	1.2000	1.0000	0.5000	1.8000	1.8000	1.8000	1.8000	0.1000	0.1000	0.1000
230.	*	3.5000	2.5000	2.2000	1.9000	1.7000	1.2000	1.0000	0.5000	1.7000	1.7000	1.7000	1.7000	0.2000	0.1000	0.1000
235.	*	3.4000	2.5000	2.3000	1.9000	1.6000	1.1000	0.9000	0.4000	1.6000	1.6000	1.6000	1.7000	0.2000	0.1000	0.1000
240.	*	3.5000	2.6000	2.3000	1.8000	1.7000	1.1000	0.9000	0.4000	1.6000	1.6000	1.6000	1.5000	0.2000	0.1000	0.1000
245.	*	3.4000	2.5000	2.2000	1.7000	1.7000	1.1000	0.9000	0.4000	1.5000	1.4000	1.4000	1.4000	0.2000	0.1000	0.1000
250.	*	3.6000	2.4000	2.2000	1.7000	1.7000	1.1000	0.9000	0.4000	1.5000	1.4000	1.4000	1.4000	0.2000	0.1000	0.1000
255.	*	3.4000	2.5000	2.2000	1.7000	1.8000	1.2000	0.9000	0.4000	1.4000	1.3000	1.3000	1.3000	0.2000	0.0000	0.0000
260.	*	3.5000	2.5000	2.2000	1.7000	1.9000	1.2000	0.9000	0.4000	1.4000	1.3000	1.3000	1.3000	0.2000	0.0000	0.0000
265.	*	3.7000	2.4000	2.1000	1.6000	1.9000	1.2000	0.8000	0.2000	1.4000	1.3000	1.3000	1.3000	0.2000	0.0000	0.0000
270.	*	3.6000	2.5000	2.1000	1.5000	1.9000	1.2000	0.8000	0.2000	1.4000	1.3000	1.3000	1.3000	0.2000	0.0000	0.0000
275.	*	3.8000	2.5000	2.1000	1.4000	2.1000	1.2000	0.8000	0.0000	1.5000	1.3000	1.3000	1.3000	0.3000	0.0000	0.0000
280.	*	3.8000	2.5000	2.1000	1.3000	2.2000	1.2000	0.8000	0.0000	1.6000	1.3000	1.3000	1.3000	0.4000	0.0000	0.0000
285.	*	3.8000	2.4000	2.0000	1.3000	2.1000	1.1000	0.7000	0.0000	1.9000	1.5000	1.4000	1.4000	0.7000	0.1000	0.0000
290.	*	3.7000	2.2000	1.8000	1.3000	2.0000	0.9000	0.4000	0.0000	2.3000	1.4000	1.3000	1.3000	1.2000	0.1000	0.0000
295.	*	3.4000	2.0000	1.6000	1.3000	1.8000	0.6000	0.2000	0.0000	2.7000	1.7000	1.4000	1.3000	1.7000	0.3000	0.1000
300.	*	3.0000	1.7000	1.5000	1.3000	1.4000	0.4000	0.2000	0.0000	3.2000	1.9000	1.5000	1.3000	2.3000	0.6000	0.2000
305.	*	2.6000	1.6000	1.4000	1.4000	1.0000	0.2000	0.0000	0.0000	3.6000	2.3000	1.8000	1.3000	2.7000	0.9000	0.4000
310.	*	2.1000	1.5000	1.4000	1.4000	0.7000	0.2000	0.1000	0.1000	3.9000	2.4000	1.9000	1.3000	3.0000	1.1000	0.6000
315.	*	1.8000	1.4000	1.4000	1.4000	0.4000	0.1000	0.1000	0.1000	3.9000	2.7000	2.1000	1.4000	3.0000	1.3000	0.8000
320.	*	1.6000	1.4000	1.4000	1.4000	0.3000	0.1000	0.1000	0.1000	3.9000	2.8000	2.3000	1.5000	2.9000	1.5000	1.0000
325.	*	1.5000	1.4000	1.4000	1.4000	0.2000	0.1000	0.1000	0.1000	3.5000	2.8000	2.3000	1.7000	2.8000	1.5000	1.0000
330.	*	1.5000	1.5000	1.5000	1.5000	0.2000	0.1000	0.1000	0.1000	3.6000	2.9000	2.4000	1.8000	2.6000	1.4000	1.0000
335.	*	1.6000	1.6000	1.6000	1.6000	0.3000	0.2000	0.2000	0.1000	3.7000	2.9000	2.4000	2.1000	2.4000	1.4000	1.0000
340.	*	1.6000	1.6000	1.6000	1.6000	0.3000	0.2000	0.2000	0.2000	3.6000	3.0000	2.5000	2.1000	2.3000	1.4000	1.0000
345.	*	1.7000	1.7000	1.7000	1.7000	0.3000	0.2000	0.2000	0.2000	3.6000	3.1000	2.6000	2.2000	2.2000	1.4000	1.0000
350.	*	1.8000	1.8000	1.8000	1.7000	0.4000	0.3000	0.3000	0.3000	3.5000	3.0000	2.9000	2.3000	2.2000	1.4000	0.9000
355.	*	1.9000	1.9000	1.9000	1.8000	0.5000	0.4000	0.4000	0.4000	3.8000	3.3000	3.0000	2.4000	2.3000	1.4000	1.0000
360.	*	2.0000	2.0000	1.9000	1.7000	0.6000	0.6000	0.6000	0.5000	3.7000	3.3000	3.1000	2.6000	2.4000	1.7000	1.2000
MAX	*	3.8000	2.9000	2.6000	2.3000	4.1000	3.5000	3.2000	3.1000	3.9000	3.3000	3.1000	2.8000	4.2000	3.1000	2.7000
DEGR.	*	285	210	205	205	135	180	180	185	310	355	5	5	30	25	25

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2028

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)												
	16	17	18	19	20	21	22	23	24	25	26	27	28
5. *	1.0000	0.9000	0.5000	0.1000	0.1000	0.0000	0.0000	2.3000	2.0000	1.5000	1.9000	1.8000	1.8000
10. *	1.4000	0.7000	0.4000	0.1000	0.2000	0.1000	0.0000	2.1000	1.8000	1.5000	2.1000	1.9000	1.8000
15. *	1.8000	0.4000	0.2000	0.0000	0.5000	0.1000	0.0000	1.9000	1.7000	1.5000	2.3000	2.0000	1.8000
20. *	2.2000	0.2000	0.0000	0.0000	0.7000	0.4000	0.0000	1.6000	1.6000	1.5000	2.5000	2.2000	1.8000
25. *	2.1000	0.0000	0.0000	0.0000	1.0000	0.5000	0.0000	1.8000	1.6000	1.6000	2.9000	2.4000	1.9000
30. *	2.3000	0.0000	0.0000	0.0000	1.1000	0.6000	0.0000	1.6000	1.6000	1.6000	3.1000	2.6000	2.0000
35. *	2.0000	0.0000	0.0000	0.0000	1.1000	0.6000	0.0000	1.6000	1.6000	1.6000	3.0000	2.7000	2.0000
40. *	1.8000	0.0000	0.0000	0.0000	1.1000	0.8000	0.1000	1.5000	1.5000	1.5000	2.9000	2.6000	1.9000
45. *	1.8000	0.0000	0.0000	0.0000	1.1000	0.8000	0.1000	1.5000	1.5000	1.5000	2.9000	2.6000	1.9000
50. *	1.7000	0.1000	0.1000	0.1000	1.0000	0.8000	0.1000	1.5000	1.5000	1.5000	2.8000	2.6000	2.1000
55. *	1.7000	0.1000	0.1000	0.1000	1.0000	0.8000	0.3000	1.5000	1.5000	1.5000	2.8000	2.6000	2.1000
60. *	1.6000	0.1000	0.1000	0.1000	1.0000	0.7000	0.3000	1.6000	1.6000	1.6000	2.8000	2.6000	2.2000
65. *	1.6000	0.1000	0.1000	0.1000	1.1000	0.8000	0.4000	1.6000	1.6000	1.6000	2.9000	2.6000	2.3000
70. *	1.5000	0.1000	0.1000	0.1000	1.1000	0.8000	0.4000	1.6000	1.6000	1.6000	3.0000	2.7000	2.3000
75. *	1.4000	0.2000	0.2000	0.2000	1.1000	0.7000	0.4000	1.7000	1.7000	1.7000	3.3000	2.8000	2.4000
80. *	1.4000	0.2000	0.2000	0.2000	1.0000	0.7000	0.4000	1.8000	1.8000	1.8000	3.2000	2.8000	2.5000
85. *	1.4000	0.2000	0.2000	0.2000	1.0000	0.7000	0.4000	1.9000	1.9000	1.9000	3.3000	3.0000	2.6000
90. *	1.3000	0.2000	0.2000	0.2000	1.0000	0.7000	0.4000	1.9000	1.9000	1.9000	3.5000	3.4000	2.7000
95. *	1.2000	0.3000	0.3000	0.3000	1.1000	0.7000	0.4000	2.0000	2.0000	1.9000	3.5000	3.5000	3.0000
100. *	1.1000	0.4000	0.4000	0.4000	1.1000	0.9000	0.5000	2.1000	2.0000	1.9000	3.5000	3.5000	3.2000
105. *	1.2000	0.7000	0.7000	0.6000	1.4000	1.0000	0.7000	2.1000	2.1000	1.7000	3.5000	3.7000	3.5000
110. *	1.1000	1.2000	1.2000	0.9000	1.8000	1.4000	1.1000	2.0000	1.9000	1.6000	3.3000	3.4000	3.3000
115. *	1.1000	1.7000	1.6000	1.4000	2.2000	1.8000	1.5000	1.8000	1.7000	1.3000	3.1000	3.1000	3.3000
120. *	1.1000	2.3000	2.2000	1.9000	2.7000	2.2000	1.9000	1.3000	1.3000	1.0000	2.7000	2.6000	2.8000
125. *	1.1000	2.7000	2.7000	2.3000	3.0000	2.7000	2.3000	1.0000	0.9000	0.7000	2.2000	2.0000	2.0000
130. *	1.1000	2.9000	2.9000	2.6000	3.3000	2.8000	2.6000	0.6000	0.6000	0.4000	1.7000	1.5000	1.4000
135. *	1.1000	3.0000	2.9000	2.7000	3.1000	3.0000	2.6000	0.3000	0.3000	0.3000	1.5000	1.1000	0.8000
140. *	1.2000	2.9000	2.9000	2.7000	3.2000	2.8000	2.5000	0.2000	0.2000	0.2000	1.2000	0.9000	0.6000
145. *	1.3000	2.7000	2.7000	2.5000	2.9000	2.5000	2.2000	0.1000	0.1000	0.1000	1.0000	0.8000	0.5000
150. *	1.3000	2.5000	2.5000	2.4000	2.9000	2.6000	2.1000	0.1000	0.1000	0.1000	1.0000	0.8000	0.4000
155. *	1.4000	2.3000	2.3000	2.3000	2.6000	2.4000	2.1000	0.1000	0.1000	0.1000	1.0000	0.8000	0.4000
160. *	1.4000	2.2000	2.2000	2.2000	2.8000	2.3000	2.0000	0.1000	0.1000	0.1000	1.0000	0.8000	0.4000
165. *	1.5000	2.1000	2.1000	2.1000	2.6000	2.3000	1.9000	0.1000	0.1000	0.1000	1.0000	0.8000	0.4000
170. *	1.5000	2.0000	2.0000	2.0000	2.5000	2.2000	1.8000	0.1000	0.1000	0.1000	0.9000	0.7000	0.3000
175. *	1.6000	2.0000	2.0000	2.0000	2.5000	2.2000	1.8000	0.1000	0.1000	0.1000	0.9000	0.7000	0.1000
180. *	1.5000	1.9000	1.9000	1.9000	2.4000	2.2000	1.6000	0.0000	0.0000	0.0000	0.9000	0.5000	0.1000
185. *	1.4000	1.9000	1.8000	1.8000	2.2000	1.9000	1.5000	0.1000	0.0000	0.0000	0.8000	0.5000	0.1000
190. *	1.2000	2.1000	1.9000	1.8000	2.1000	1.7000	1.5000	0.3000	0.0000	0.0000	0.6000	0.3000	0.1000
195. *	1.0000	2.2000	1.9000	1.8000	1.8000	1.7000	1.5000	0.4000	0.1000	0.0000	0.3000	0.2000	0.0000
200. *	0.7000	2.4000	2.1000	1.8000	1.6000	1.5000	1.5000	0.6000	0.3000	0.0000	0.2000	0.0000	0.0000
205. *	0.4000	2.8000	2.3000	1.9000	1.7000	1.6000	1.6000	0.7000	0.4000	0.0000	0.1000	0.0000	0.0000
210. *	0.3000	2.9000	2.6000	2.0000	1.6000	1.6000	1.6000	0.9000	0.5000	0.0000	0.0000	0.0000	0.0000

♀

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2028

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)												
	16	17	18	19	20	21	22	23	24	25	26	27	28
215. *	0.2000	2.8000	2.5000	1.9000	1.6000	1.6000	1.6000	0.9000	0.6000	0.0000	0.0000	0.0000	0.0000
220. *	0.1000	2.7000	2.4000	1.9000	1.5000	1.5000	1.5000	0.9000	0.6000	0.0000	0.0000	0.0000	0.0000
225. *	0.1000	2.7000	2.4000	2.0000	1.5000	1.5000	1.5000	0.9000	0.6000	0.1000	0.0000	0.0000	0.0000
230. *	0.1000	2.7000	2.4000	2.0000	1.5000	1.5000	1.5000	0.9000	0.6000	0.2000	0.1000	0.1000	0.1000

I564_Route460_I64_2028.out

235.	*	0.1000	2.7000	2.4000	2.0000	1.5000	1.5000	1.5000	0.9000	0.6000	0.2000	0.1000	0.1000	0.1000
240.	*	0.1000	2.7000	2.5000	2.1000	1.6000	1.6000	1.6000	0.8000	0.6000	0.2000	0.1000	0.1000	0.1000
245.	*	0.1000	2.8000	2.5000	2.2000	1.6000	1.6000	1.6000	0.9000	0.7000	0.3000	0.1000	0.1000	0.1000
250.	*	0.1000	2.8000	2.6000	2.2000	1.6000	1.6000	1.6000	0.9000	0.6000	0.3000	0.1000	0.1000	0.1000
255.	*	0.0000	3.1000	2.8000	2.3000	1.7000	1.7000	1.7000	0.9000	0.6000	0.3000	0.2000	0.2000	0.2000
260.	*	0.0000	3.2000	2.9000	2.4000	1.8000	1.8000	1.8000	0.9000	0.6000	0.3000	0.2000	0.2000	0.2000
265.	*	0.0000	3.4000	3.1000	2.5000	1.9000	1.9000	1.9000	0.9000	0.6000	0.3000	0.2000	0.2000	0.2000
270.	*	0.0000	3.4000	3.1000	2.6000	1.9000	1.9000	1.9000	0.9000	0.6000	0.3000	0.2000	0.2000	0.2000
275.	*	0.0000	3.5000	3.5000	2.9000	2.0000	2.0000	1.9000	1.0000	0.6000	0.3000	0.3000	0.3000	0.3000
280.	*	0.0000	3.5000	3.5000	3.1000	2.1000	2.0000	1.9000	1.0000	0.8000	0.4000	0.4000	0.4000	0.4000
285.	*	0.0000	3.6000	3.7000	3.5000	2.1000	2.1000	1.7000	1.3000	0.9000	0.6000	0.7000	0.7000	0.6000
290.	*	0.0000	3.5000	3.5000	3.4000	2.0000	1.9000	1.5000	1.8000	1.3000	1.0000	1.2000	1.2000	0.9000
295.	*	0.0000	3.3000	3.2000	3.2000	1.8000	1.7000	1.3000	2.1000	1.7000	1.4000	1.7000	1.6000	1.4000
300.	*	0.0000	2.9000	2.7000	2.7000	1.3000	1.3000	1.0000	2.6000	2.2000	1.9000	2.3000	2.2000	1.9000
305.	*	0.0000	2.3000	2.1000	2.1000	1.0000	0.9000	0.7000	2.9000	2.6000	2.4000	2.7000	2.7000	2.3000
310.	*	0.0000	1.8000	1.5000	1.5000	0.6000	0.6000	0.4000	3.0000	2.8000	2.5000	2.9000	2.9000	2.6000
315.	*	0.1000	1.5000	1.2000	0.9000	0.3000	0.3000	0.3000	3.1000	2.8000	2.5000	3.0000	2.9000	2.6000
320.	*	0.2000	1.3000	1.0000	0.7000	0.2000	0.2000	0.2000	3.0000	2.8000	2.6000	2.9000	2.9000	2.7000
325.	*	0.4000	1.1000	0.8000	0.6000	0.1000	0.1000	0.1000	2.9000	2.6000	2.3000	2.7000	2.7000	2.5000
330.	*	0.4000	1.1000	0.9000	0.5000	0.1000	0.1000	0.1000	2.8000	2.6000	2.2000	2.5000	2.5000	2.4000
335.	*	0.4000	1.1000	0.9000	0.5000	0.1000	0.1000	0.1000	2.8000	2.5000	2.2000	2.3000	2.3000	2.3000
340.	*	0.5000	1.2000	0.9000	0.5000	0.1000	0.1000	0.1000	2.7000	2.4000	2.1000	2.2000	2.2000	2.2000
345.	*	0.5000	1.2000	0.9000	0.5000	0.1000	0.1000	0.1000	2.6000	2.4000	2.0000	2.1000	2.1000	2.1000
350.	*	0.5000	1.1000	0.8000	0.2000	0.1000	0.1000	0.1000	2.7000	2.3000	1.8000	2.0000	2.0000	2.0000
355.	*	0.6000	1.1000	0.7000	0.2000	0.1000	0.1000	0.1000	2.6000	2.3000	1.7000	2.0000	2.0000	2.0000
360.	*	0.8000	1.0000	0.7000	0.1000	0.0000	0.0000	0.0000	2.5000	2.2000	1.6000	1.9000	1.9000	1.9000
-----*														
MAX	*	2.3000	3.6000	3.7000	3.5000	3.3000	3.0000	2.6000	3.1000	2.8000	2.6000	3.5000	3.7000	3.5000
DEGR.	*	30	285	285	285	130	135	130	315	310	320	90	105	105

THE HIGHEST CONCENTRATION OF 4.2000 PPM OCCURRED AT RECEPTOR 13.

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2028 NOBUILD

DATE : 5/25/16

TIME : 14:15:59

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	-29.0	8.0	282.0	1167.0	* 1200.	15. AG	1530.	3.9	0.0	79.7	
2. N Leg Dep - FreeFlow*	23.0	-6.0	334.0	1153.0	* 1200.	15. AG	5370.	1.8	0.0	67.7	
3. S Leg App - FreeFlow*	23.0	-6.0	-287.0	-1165.0	* 1200.	195. AG	5370.	3.3	0.0	67.7	
4. S Leg Dep - FreeFlow*	-29.0	8.0	-340.0	-1151.0	* 1200.	195. AG	1530.	1.9	0.0	79.7	
5. E Leg App - FreeFlow*	18.0	31.0	1057.0	-569.0	* 1200.	120. AG	4175.	3.9	0.0	91.7	
6. E Leg Dep - FreeFlow*	-18.0	-31.0	1021.0	-631.0	* 1200.	120. AG	8230.	1.8	0.0	91.7	
7. W Leg App - FreeFlow*	-18.0	-31.0	-1057.0	569.0	* 1200.	300. AG	8230.	3.9	0.0	91.7	
8. W Leg Dep - FreeFlow*	18.0	31.0	-1021.0	631.0	* 1200.	300. AG	4175.	1.8	0.0	91.7	

PAGE 2

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2028 NOBUILD

DATE : 5/25/16

TIME : 14:15:59

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	* 74.0	52.0	5.9	*
2. N Leg, E Side - 25 m	* 92.6	121.5	5.9	*
3. N Leg, E Side - 50 m	* 113.8	200.8	5.9	*
4. N Leg, E Side-Midblk	* 226.7	621.9	5.9	*
5. N Leg, W Side-Corner	* -40.8	118.2	5.9	*
6. N Leg, W Side - 25 m	* -22.1	187.8	5.9	*
7. N Leg, W Side - 50 m	* -0.9	267.0	5.9	*
8. N Leg, W Side-Midblk	* 111.9	688.1	5.9	*
9. S Leg, E Side-Corner	* 30.0	-112.0	5.9	*
10. S Leg, E Side - 25 m	* 11.4	-181.6	5.9	*
11. S Leg, E Side - 50 m	* -9.8	-260.8	5.9	*
12. S Leg, E Side-Midblk	* -122.7	-681.9	5.9	*
13. S Leg, W Side-Corner	* -84.7	-45.8	5.9	*
14. S Leg, W Side - 25 m	* -103.4	-115.3	5.9	*
15. S Leg, W Side - 50 m	* -124.6	-194.6	5.9	*
16. S Leg, W Side-Midblk	* -237.4	-615.7	5.9	*

17. E Leg, N Side - 25 m *	136.3	16.0	5.9	*
18. E Leg, N Side - 50 m *	207.4	-25.0	5.9	*
19. E Leg, N Side-Midblk *	584.9	-243.0	5.9	*
20. W Leg, N Side - 25 m *	-103.2	154.2	5.9	*
21. W Leg, N Side - 50 m *	-174.2	195.3	5.9	*
22. W Leg, N Side-Midblk *	-551.7	413.2	5.9	*
23. E Leg, S Side - 25 m *	92.4	-148.0	5.9	*
24. E Leg, S Side - 50 m *	163.4	-189.0	5.9	*
25. E Leg, S Side-Midblk *	541.0	-407.0	5.9	*
26. W Leg, S Side - 25 m *	-147.1	-9.8	5.9	*
27. W Leg, S Side - 50 m *	-218.1	31.3	5.9	*
28. W Leg, S Side-Midblk *	-595.7	249.2	5.9	*

♀

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2028 NOBUILD

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.6000	0.6000	0.6000	0.5000	0.1000	0.1000	0.1000	0.1000	1.5000	1.3000	1.2000	1.0000	1.0000	0.7000	0.5000
10. *	0.6000	0.6000	0.6000	0.5000	0.3000	0.3000	0.3000	0.2000	1.4000	1.1000	1.1000	1.0000	1.1000	0.8000	0.7000
15. *	0.5000	0.5000	0.5000	0.4000	0.3000	0.3000	0.3000	0.3000	1.2000	1.2000	0.9000	0.8000	1.2000	0.9000	0.7000
20. *	0.3000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000	0.3000	1.1000	0.8000	0.7000	0.8000	1.2000	0.9000	0.7000
25. *	0.2000	0.2000	0.2000	0.2000	0.5000	0.5000	0.5000	0.4000	0.9000	0.7000	0.7000	0.6000	1.4000	1.0000	0.6000
30. *	0.1000	0.1000	0.1000	0.1000	0.5000	0.5000	0.5000	0.4000	0.8000	0.7000	0.5000	0.5000	1.5000	0.9000	0.8000
35. *	0.1000	0.1000	0.1000	0.1000	0.5000	0.5000	0.5000	0.5000	0.7000	0.5000	0.4000	0.4000	1.5000	1.2000	0.9000
40. *	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000	0.4000	0.7000	0.5000	0.4000	0.3000	1.4000	0.9000	0.7000
45. *	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.8000	0.5000	0.4000	0.3000	1.4000	0.9000	0.8000
50. *	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.8000	0.5000	0.4000	0.3000	1.4000	0.8000	0.6000
55. *	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.8000	0.5000	0.4000	0.3000	1.5000	0.9000	0.6000
60. *	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.8000	0.5000	0.4000	0.3000	1.3000	0.9000	0.7000
65. *	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.7000	0.4000	0.3000	0.3000	1.3000	0.9000	0.7000
70. *	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.7000	0.4000	0.3000	0.2000	1.5000	0.8000	0.7000
75. *	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.7000	0.4000	0.4000	0.2000	1.4000	0.8000	0.8000
80. *	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.8000	0.5000	0.4000	0.2000	1.4000	0.8000	0.8000
85. *	0.1000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.8000	0.5000	0.4000	0.0000	1.5000	0.9000	0.8000
90. *	0.1000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.8000	0.5000	0.4000	0.0000	1.5000	0.9000	0.8000
95. *	0.1000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.9000	0.5000	0.3000	0.0000	1.6000	0.9000	0.8000
100. *	0.1000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.4000	0.9000	0.5000	0.3000	0.0000	1.6000	0.9000	0.7000
105. *	0.2000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.4000	1.0000	0.5000	0.2000	0.0000	1.6000	0.9000	0.7000
110. *	0.3000	0.0000	0.0000	0.0000	0.7000	0.4000	0.4000	0.4000	1.0000	0.3000	0.2000	0.0000	1.6000	0.8000	0.6000
115. *	0.6000	0.1000	0.0000	0.0000	0.9000	0.5000	0.4000	0.4000	0.8000	0.3000	0.1000	0.0000	1.5000	0.7000	0.6000
120. *	0.7000	0.2000	0.1000	0.0000	1.0000	0.7000	0.5000	0.4000	0.6000	0.2000	0.0000	0.0000	1.2000	0.6000	0.5000
125. *	0.9000	0.3000	0.1000	0.0000	1.1000	0.7000	0.6000	0.4000	0.5000	0.1000	0.0000	0.0000	1.0000	0.5000	0.4000
130. *	0.9000	0.4000	0.2000	0.0000	1.2000	0.8000	0.7000	0.4000	0.3000	0.0000	0.0000	0.0000	0.8000	0.4000	0.4000
135. *	1.0000	0.5000	0.3000	0.0000	1.1000	0.9000	0.7000	0.4000	0.2000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000
140. *	1.0000	0.5000	0.3000	0.0000	1.3000	0.9000	0.7000	0.4000	0.1000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000
145. *	0.9000	0.5000	0.3000	0.0000	1.2000	0.9000	0.7000	0.5000	0.1000	0.0000	0.0000	0.1000	0.5000	0.4000	0.4000
150. *	0.9000	0.5000	0.3000	0.1000	1.1000	0.8000	0.7000	0.6000	0.2000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000
155. *	0.9000	0.5000	0.3000	0.2000	1.1000	0.8000	0.7000	0.6000	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000
160. *	0.7000	0.5000	0.3000	0.2000	1.2000	0.9000	0.7000	0.6000	0.1000	0.1000	0.1000	0.1000	0.4000	0.4000	0.4000
165. *	0.7000	0.5000	0.3000	0.2000	1.1000	0.9000	0.7000	0.6000	0.1000	0.1000	0.1000	0.1000	0.5000	0.5000	0.5000

I564_Route460_I64_2028_NOBUILD.out

170.	*	0.7000	0.5000	0.4000	0.3000	1.1000	0.9000	0.6000	0.6000	0.1000	0.1000	0.1000	0.1000	0.5000	0.5000	0.5000
175.	*	0.8000	0.7000	0.4000	0.3000	1.3000	1.1000	0.8000	0.7000	0.2000	0.2000	0.2000	0.2000	0.5000	0.5000	0.5000
180.	*	0.9000	0.7000	0.5000	0.3000	1.3000	0.9000	0.9000	0.8000	0.3000	0.3000	0.3000	0.2000	0.5000	0.5000	0.5000
185.	*	1.0000	0.8000	0.6000	0.5000	1.1000	1.0000	0.9000	0.5000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000
190.	*	1.1000	1.0000	0.7000	0.6000	1.1000	1.0000	0.7000	0.6000	0.6000	0.6000	0.6000	0.5000	0.4000	0.4000	0.4000
195.	*	1.2000	1.0000	0.8000	0.6000	1.1000	0.8000	0.7000	0.5000	0.8000	0.8000	0.8000	0.7000	0.3000	0.3000	0.3000
200.	*	1.5000	1.0000	0.9000	0.7000	1.0000	0.6000	0.5000	0.4000	0.9000	0.9000	0.9000	0.8000	0.2000	0.2000	0.2000
205.	*	1.5000	1.2000	1.0000	0.8000	0.9000	0.6000	0.6000	0.2000	1.0000	1.0000	1.0000	0.8000	0.2000	0.2000	0.2000
210.	*	1.6000	1.1000	1.0000	0.8000	0.7000	0.6000	0.5000	0.2000	1.0000	1.0000	1.0000	1.0000	0.0000	0.0000	0.0000

PAGE 4

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2028 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
215.	*	1.4000	1.1000	1.0000	0.6000	0.7000	0.5000	0.4000	0.1000	0.9000	0.9000	0.9000	0.9000	0.0000	0.0000	0.0000
220.	*	1.4000	1.1000	0.9000	0.6000	0.7000	0.5000	0.4000	0.1000	0.9000	0.9000	0.9000	0.9000	0.0000	0.0000	0.0000
225.	*	1.3000	1.0000	0.8000	0.6000	0.7000	0.5000	0.4000	0.1000	0.8000	0.8000	0.8000	0.8000	0.0000	0.0000	0.0000
230.	*	1.3000	1.0000	0.8000	0.6000	0.7000	0.4000	0.4000	0.1000	0.8000	0.8000	0.8000	0.8000	0.0000	0.0000	0.0000
235.	*	1.3000	0.8000	0.8000	0.5000	0.7000	0.5000	0.4000	0.1000	0.7000	0.7000	0.7000	0.7000	0.0000	0.0000	0.0000
240.	*	1.3000	0.8000	0.8000	0.5000	0.7000	0.5000	0.4000	0.1000	0.7000	0.7000	0.7000	0.7000	0.1000	0.0000	0.0000
245.	*	1.3000	0.8000	0.8000	0.5000	0.7000	0.5000	0.4000	0.1000	0.7000	0.7000	0.7000	0.7000	0.1000	0.0000	0.0000
250.	*	1.2000	0.9000	0.8000	0.5000	0.7000	0.5000	0.4000	0.1000	0.6000	0.6000	0.6000	0.7000	0.1000	0.0000	0.0000
255.	*	1.3000	0.9000	0.8000	0.5000	0.7000	0.5000	0.4000	0.1000	0.6000	0.6000	0.6000	0.6000	0.1000	0.0000	0.0000
260.	*	1.2000	0.9000	0.8000	0.5000	0.8000	0.5000	0.4000	0.1000	0.6000	0.6000	0.6000	0.6000	0.1000	0.0000	0.0000
265.	*	1.4000	0.9000	0.8000	0.5000	0.9000	0.5000	0.4000	0.1000	0.6000	0.6000	0.6000	0.6000	0.1000	0.0000	0.0000
270.	*	1.4000	0.9000	0.8000	0.5000	0.9000	0.5000	0.4000	0.0000	0.6000	0.6000	0.6000	0.6000	0.1000	0.0000	0.0000
275.	*	1.4000	0.9000	0.8000	0.4000	0.9000	0.5000	0.4000	0.0000	0.7000	0.6000	0.6000	0.6000	0.2000	0.0000	0.0000
280.	*	1.4000	0.9000	0.8000	0.4000	0.9000	0.5000	0.4000	0.0000	0.8000	0.6000	0.6000	0.6000	0.3000	0.0000	0.0000
285.	*	1.5000	0.9000	0.7000	0.4000	0.9000	0.4000	0.3000	0.0000	1.0000	0.7000	0.7000	0.7000	0.4000	0.0000	0.0000
290.	*	1.4000	0.8000	0.7000	0.4000	0.8000	0.4000	0.2000	0.0000	1.1000	0.7000	0.6000	0.6000	0.6000	0.1000	0.0000
295.	*	1.2000	0.7000	0.5000	0.4000	0.7000	0.3000	0.1000	0.0000	1.3000	0.8000	0.7000	0.6000	0.9000	0.2000	0.1000
300.	*	1.0000	0.6000	0.4000	0.4000	0.6000	0.2000	0.0000	0.0000	1.6000	0.9000	0.7000	0.6000	1.3000	0.3000	0.1000
305.	*	0.9000	0.5000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	1.7000	1.0000	0.8000	0.6000	1.5000	0.4000	0.2000
310.	*	0.7000	0.4000	0.4000	0.4000	0.2000	0.0000	0.0000	0.0000	1.7000	1.2000	0.9000	0.6000	1.6000	0.6000	0.3000
315.	*	0.5000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	0.0000	1.8000	1.3000	1.1000	0.6000	1.5000	0.7000	0.4000
320.	*	0.4000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	0.0000	1.7000	1.3000	1.1000	0.8000	1.5000	0.7000	0.5000
325.	*	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000	0.0000	1.6000	1.4000	1.2000	0.8000	1.3000	0.7000	0.5000
330.	*	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000	0.0000	1.5000	1.3000	1.2000	0.8000	1.3000	0.7000	0.5000
335.	*	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000	0.0000	1.5000	1.2000	1.2000	0.9000	1.2000	0.7000	0.5000
340.	*	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	1.7000	1.2000	1.2000	1.0000	1.1000	0.7000	0.5000
345.	*	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	1.6000	1.3000	1.2000	1.0000	1.1000	0.7000	0.5000
350.	*	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	1.5000	1.3000	1.1000	1.1000	1.0000	0.6000	0.5000
355.	*	0.5000	0.5000	0.5000	0.5000	0.1000	0.1000	0.1000	0.0000	1.5000	1.5000	1.4000	1.0000	1.0000	0.6000	0.4000
360.	*	0.6000	0.6000	0.6000	0.6000	0.1000	0.1000	0.1000	0.1000	1.4000	1.3000	1.1000	1.1000	1.1000	0.6000	0.4000
MAX	*	1.6000	1.2000	1.0000	0.8000	1.3000	1.1000	0.9000	0.8000	1.8000	1.5000	1.4000	1.1000	1.6000	1.2000	0.9000
DEGR.	*	210	205	205	205	175	175	180	180	315	355	355	350	95	35	35

PAGE 5

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2028 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5. *	0.2000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	1.0000	0.8000	0.7000	0.9000	0.9000	0.9000
10. *	0.3000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.8000	0.8000	0.7000	0.9000	0.9000	0.9000
15. *	0.4000	0.1000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.7000	0.6000	0.7000	1.0000	0.9000	0.9000
20. *	0.5000	0.1000	0.0000	0.0000	0.0000	0.2000	0.0000	0.0000	0.7000	0.6000	0.6000	1.1000	0.9000	0.9000
25. *	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.0000	0.0000	0.6000	0.6000	0.6000	1.2000	1.2000	1.0000
30. *	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.6000	0.6000	0.6000	1.2000	1.2000	1.0000
35. *	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.6000	0.6000	0.6000	1.2000	1.2000	1.0000
40. *	0.7000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.6000	0.6000	0.6000	1.1000	1.1000	0.9000
45. *	0.7000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.7000	0.7000	0.7000	1.1000	1.1000	0.9000
50. *	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.7000	0.7000	0.7000	1.1000	1.1000	0.9000
55. *	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.7000	0.7000	0.7000	1.1000	1.1000	0.9000
60. *	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.7000	0.7000	0.7000	1.1000	1.1000	0.9000
65. *	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.7000	0.7000	0.7000	1.3000	1.2000	1.0000
70. *	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.7000	0.7000	0.7000	1.3000	1.2000	1.0000
75. *	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.7000	0.7000	0.7000	1.3000	1.3000	1.1000
80. *	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000	0.8000	0.8000	0.8000	1.5000	1.4000	1.1000
85. *	0.5000	0.1000	0.1000	0.1000	0.1000	0.2000	0.2000	0.0000	0.8000	0.8000	0.8000	1.4000	1.4000	1.2000
90. *	0.4000	0.1000	0.1000	0.1000	0.1000	0.2000	0.2000	0.0000	0.8000	0.8000	0.8000	1.3000	1.5000	1.3000
95. *	0.4000	0.1000	0.1000	0.1000	0.1000	0.2000	0.2000	0.0000	0.9000	0.9000	0.8000	1.5000	1.6000	1.3000
100. *	0.4000	0.1000	0.1000	0.1000	0.1000	0.2000	0.2000	0.1000	0.9000	0.9000	0.9000	1.5000	1.4000	1.5000
105. *	0.4000	0.2000	0.2000	0.2000	0.2000	0.4000	0.4000	0.1000	0.9000	0.9000	0.8000	1.6000	1.6000	1.7000
110. *	0.4000	0.3000	0.3000	0.3000	0.3000	0.5000	0.4000	0.2000	1.0000	0.8000	0.8000	1.6000	1.5000	1.6000
115. *	0.4000	0.6000	0.5000	0.4000	0.6000	0.6000	0.5000	0.8000	0.8000	0.8000	0.6000	1.4000	1.4000	1.5000
120. *	0.4000	0.7000	0.7000	0.6000	0.6000	0.7000	0.7000	0.6000	0.6000	0.6000	0.6000	1.2000	1.1000	1.4000
125. *	0.4000	0.9000	0.9000	0.7000	0.9000	0.9000	1.0000	0.8000	0.5000	0.5000	0.3000	0.9000	1.0000	1.1000
130. *	0.4000	0.9000	0.9000	0.9000	0.9000	0.9000	1.0000	0.9000	0.3000	0.3000	0.2000	0.7000	0.7000	0.7000
135. *	0.4000	1.0000	1.0000	0.9000	0.9000	1.1000	0.9000	1.1000	0.2000	0.2000	0.2000	0.5000	0.6000	0.5000
140. *	0.4000	1.0000	1.0000	0.9000	1.0000	0.9000	0.9000	1.0000	0.1000	0.1000	0.1000	0.4000	0.4000	0.3000
145. *	0.4000	0.9000	0.9000	0.8000	0.9000	0.9000	0.9000	1.0000	0.1000	0.1000	0.1000	0.3000	0.3000	0.3000
150. *	0.4000	0.9000	0.9000	0.9000	1.0000	0.8000	1.0000	0.1000	0.1000	0.1000	0.1000	0.3000	0.3000	0.2000
155. *	0.4000	0.9000	0.9000	0.9000	1.0000	0.9000	1.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.2000
160. *	0.4000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000	0.0000	0.0000	0.0000	0.0000	0.4000	0.3000	0.2000
165. *	0.4000	0.7000	0.7000	0.7000	0.9000	0.9000	0.8000	0.0000	0.0000	0.0000	0.0000	0.4000	0.3000	0.2000
170. *	0.4000	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.4000	0.3000	0.1000
175. *	0.4000	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.4000	0.3000	0.1000
180. *	0.4000	0.6000	0.6000	0.6000	1.0000	0.8000	0.7000	0.0000	0.0000	0.0000	0.0000	0.4000	0.2000	0.1000
185. *	0.3000	0.7000	0.6000	0.6000	0.9000	0.8000	0.7000	0.0000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
190. *	0.3000	0.7000	0.6000	0.6000	0.6000	0.8000	0.8000	0.7000	0.1000	0.0000	0.0000	0.1000	0.1000	0.0000
195. *	0.2000	0.8000	0.7000	0.6000	0.8000	0.7000	0.7000	0.2000	0.1000	0.0000	0.0000	0.1000	0.0000	0.0000
200. *	0.2000	0.8000	0.7000	0.6000	0.7000	0.7000	0.7000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
205. *	0.1000	0.9000	0.8000	0.6000	0.7000	0.7000	0.7000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
210. *	0.0000	1.0000	0.9000	0.7000	0.7000	0.7000	0.7000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000

♀

PAGE 6

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2028 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215. *	0.0000	1.0000	0.8000	0.6000	0.7000	0.7000	0.7000	0.7000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000
220. *	0.0000	0.9000	0.8000	0.6000	0.7000	0.7000	0.7000	0.7000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000
225. *	0.0000	0.9000	0.8000	0.7000	0.7000	0.7000	0.7000	0.7000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000
230. *	0.0000	0.9000	0.8000	0.7000	0.7000	0.7000	0.7000	0.7000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000

I564_Route460_I64_2028_NOBUILD.out

235.	*	0.0000	1.0000	0.8000	0.7000	0.7000	0.7000	0.7000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000
240.	*	0.0000	1.0000	0.8000	0.7000	0.7000	0.7000	0.7000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000
245.	*	0.0000	0.9000	0.8000	0.8000	0.7000	0.7000	0.7000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000
250.	*	0.0000	1.0000	1.0000	0.8000	0.7000	0.7000	0.7000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000
255.	*	0.0000	1.2000	1.0000	0.8000	0.7000	0.7000	0.7000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000
260.	*	0.0000	1.1000	1.0000	0.8000	0.8000	0.8000	0.7000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000
265.	*	0.0000	1.3000	1.0000	1.0000	0.9000	0.9000	0.9000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000
270.	*	0.0000	1.2000	1.0000	1.0000	0.9000	0.9000	0.9000	0.3000	0.3000	0.2000	0.1000	0.1000	0.1000
275.	*	0.0000	1.2000	1.2000	1.1000	0.9000	0.9000	0.8000	0.4000	0.3000	0.2000	0.2000	0.2000	0.2000
280.	*	0.0000	1.3000	1.4000	1.1000	0.9000	0.9000	0.8000	0.5000	0.4000	0.2000	0.2000	0.2000	0.2000
285.	*	0.0000	1.4000	1.2000	1.2000	0.9000	0.9000	0.7000	0.6000	0.4000	0.4000	0.4000	0.4000	0.3000
290.	*	0.0000	1.2000	1.2000	1.1000	0.8000	0.8000	0.6000	0.7000	0.6000	0.5000	0.6000	0.6000	0.5000
295.	*	0.0000	1.1000	1.0000	1.0000	0.7000	0.7000	0.5000	1.0000	0.9000	0.7000	0.9000	0.9000	0.8000
300.	*	0.0000	1.0000	0.9000	0.9000	0.6000	0.5000	0.3000	1.3000	1.1000	0.9000	1.3000	1.3000	1.0000
305.	*	0.0000	0.7000	0.8000	0.5000	0.3000	0.3000	0.3000	1.4000	1.2000	0.9000	1.5000	1.5000	1.3000
310.	*	0.0000	0.5000	0.6000	0.4000	0.2000	0.2000	0.1000	1.5000	1.2000	1.0000	1.6000	1.5000	1.4000
315.	*	0.0000	0.3000	0.3000	0.2000	0.1000	0.1000	0.1000	1.4000	1.2000	0.9000	1.5000	1.5000	1.4000
320.	*	0.1000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000	1.3000	1.1000	1.0000	1.5000	1.5000	1.4000
325.	*	0.1000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	1.1000	1.2000	0.9000	1.3000	1.3000	1.3000
330.	*	0.1000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	1.3000	1.0000	0.8000	1.3000	1.3000	1.3000
335.	*	0.1000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	1.2000	0.9000	0.8000	1.2000	1.2000	1.2000
340.	*	0.2000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	1.1000	0.9000	0.8000	1.1000	1.1000	1.1000
345.	*	0.2000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.9000	0.9000	0.7000	1.1000	1.1000	1.1000
350.	*	0.2000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	1.0000	0.9000	0.7000	1.0000	1.0000	1.0000
355.	*	0.2000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.9000	0.9000	0.7000	1.0000	1.0000	1.0000
360.	*	0.1000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000	1.0000	0.9000	0.7000	0.9000	0.9000	0.9000
-----*														
MAX	*	0.7000	1.4000	1.4000	1.2000	1.1000	1.0000	1.1000	1.5000	1.2000	1.0000	1.6000	1.6000	1.7000
DEGR.	*	40	285	280	285	135	125	135	310	305	310	105	95	105

THE HIGHEST CONCENTRATION OF 1.8000 PPM OCCURRED AT RECEPTOR 9.

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2040

DATE : 5/ 4/16
 TIME : 10:53:47

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	-29.0	8.0	282.0	1167.0	* 1200.	15. AG	12000.	2.2	0.0	79.7	
2. N Leg Dep - FreeFlow*	23.0	-6.0	334.0	1153.0	* 1200.	15. AG	9600.	1.0	0.0	67.7	
3. S Leg App - FreeFlow*	23.0	-6.0	-287.0	-1165.0	* 1200.	195. AG	9600.	1.8	0.0	67.7	
4. S Leg Dep - FreeFlow*	-29.0	8.0	-340.0	-1151.0	* 1200.	195. AG	12000.	0.9	0.0	79.7	
5. E Leg App - FreeFlow*	18.0	31.0	1057.0	-569.0	* 1200.	120. AG	14400.	2.2	0.0	91.7	
6. E Leg Dep - FreeFlow*	-18.0	-31.0	1021.0	-631.0	* 1200.	120. AG	14400.	1.0	0.0	91.7	
7. W Leg App - FreeFlow*	-18.0	-31.0	-1057.0	569.0	* 1200.	300. AG	14400.	2.2	0.0	91.7	
8. W Leg Dep - FreeFlow*	18.0	31.0	-1021.0	631.0	* 1200.	300. AG	14400.	1.0	0.0	91.7	

PAGE 2

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2040

DATE : 5/ 4/16
 TIME : 10:53:47

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	* 74.0	52.0	5.9	*
2. N Leg, E Side - 25 m	* 92.6	121.5	5.9	*
3. N Leg, E Side - 50 m	* 113.8	200.8	5.9	*
4. N Leg, E Side-Midblk	* 226.7	621.9	5.9	*
5. N Leg, W Side-Corner	* -40.8	118.2	5.9	*
6. N Leg, W Side - 25 m	* -22.1	187.8	5.9	*
7. N Leg, W Side - 50 m	* -0.9	267.0	5.9	*
8. N Leg, W Side-Midblk	* 111.9	688.1	5.9	*
9. S Leg, E Side-Corner	* 30.0	-112.0	5.9	*
10. S Leg, E Side - 25 m	* 11.4	-181.6	5.9	*
11. S Leg, E Side - 50 m	* -9.8	-260.8	5.9	*
12. S Leg, E Side-Midblk	* -122.7	-681.9	5.9	*
13. S Leg, W Side-Corner	* -84.7	-45.8	5.9	*
14. S Leg, W Side - 25 m	* -103.4	-115.3	5.9	*
15. S Leg, W Side - 50 m	* -124.6	-194.6	5.9	*
16. S Leg, W Side-Midblk	* -237.4	-615.7	5.9	*

17. E Leg, N Side - 25 m *	136.3	16.0	5.9	*
18. E Leg, N Side - 50 m *	207.4	-25.0	5.9	*
19. E Leg, N Side-Midblk *	584.9	-243.0	5.9	*
20. W Leg, N Side - 25 m *	-103.2	154.2	5.9	*
21. W Leg, N Side - 50 m *	-174.2	195.3	5.9	*
22. W Leg, N Side-Midblk *	-551.7	413.2	5.9	*
23. E Leg, S Side - 25 m *	92.4	-148.0	5.9	*
24. E Leg, S Side - 50 m *	163.4	-189.0	5.9	*
25. E Leg, S Side-Midblk *	541.0	-407.0	5.9	*
26. W Leg, S Side - 25 m *	-147.1	-9.8	5.9	*
27. W Leg, S Side - 50 m *	-218.1	31.3	5.9	*
28. W Leg, S Side-Midblk *	-595.7	249.2	5.9	*

♀

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2040

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	1.1000	1.1000	1.0000	0.8000	0.6000	0.6000	0.6000	0.5000	2.1000	1.9000	1.7000	1.3000	1.5000	1.1000	0.8000
10. *	1.0000	1.0000	0.9000	0.7000	0.9000	0.9000	0.9000	0.7000	1.9000	1.6000	1.6000	1.5000	1.8000	1.4000	1.0000
15. *	0.7000	0.7000	0.7000	0.6000	1.2000	1.2000	1.2000	1.0000	1.7000	1.4000	1.2000	1.2000	2.1000	1.5000	1.2000
20. *	0.5000	0.5000	0.5000	0.4000	1.3000	1.3000	1.3000	1.2000	1.6000	1.1000	1.0000	0.9000	2.2000	1.6000	1.3000
25. *	0.3000	0.3000	0.3000	0.3000	1.5000	1.5000	1.5000	1.3000	1.3000	0.9000	0.9000	0.7000	2.4000	1.7000	1.5000
30. *	0.1000	0.1000	0.1000	0.1000	1.5000	1.5000	1.5000	1.3000	1.1000	0.9000	0.6000	0.4000	2.3000	1.6000	1.4000
35. *	0.1000	0.1000	0.1000	0.1000	1.4000	1.4000	1.4000	1.4000	1.0000	0.7000	0.5000	0.4000	2.3000	1.8000	1.4000
40. *	0.1000	0.1000	0.1000	0.1000	1.3000	1.3000	1.3000	1.3000	1.0000	0.7000	0.5000	0.3000	2.2000	1.6000	1.2000
45. *	0.0000	0.0000	0.0000	0.0000	1.2000	1.2000	1.2000	1.2000	0.9000	0.7000	0.5000	0.3000	2.1000	1.5000	1.2000
50. *	0.0000	0.0000	0.0000	0.0000	1.2000	1.2000	1.2000	1.2000	0.9000	0.7000	0.5000	0.3000	2.0000	1.4000	1.0000
55. *	0.0000	0.0000	0.0000	0.0000	1.1000	1.1000	1.1000	1.1000	0.9000	0.7000	0.5000	0.3000	2.1000	1.4000	1.1000
60. *	0.1000	0.0000	0.0000	0.0000	1.1000	1.1000	1.1000	1.1000	1.0000	0.7000	0.5000	0.3000	1.9000	1.2000	1.1000
65. *	0.1000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	0.9000	0.6000	0.5000	0.2000	1.9000	1.2000	1.0000
70. *	0.1000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	0.9000	0.6000	0.5000	0.2000	1.9000	1.2000	1.1000
75. *	0.1000	0.0000	0.0000	0.0000	0.9000	0.9000	0.9000	0.9000	0.9000	0.6000	0.5000	0.2000	2.0000	1.2000	1.1000
80. *	0.1000	0.0000	0.0000	0.0000	0.9000	0.9000	0.9000	0.9000	1.0000	0.6000	0.5000	0.2000	1.8000	1.2000	1.1000
85. *	0.1000	0.0000	0.0000	0.0000	0.9000	0.9000	0.9000	0.9000	1.1000	0.6000	0.5000	0.1000	1.9000	1.2000	1.1000
90. *	0.1000	0.0000	0.0000	0.0000	0.9000	0.9000	0.9000	0.9000	1.1000	0.7000	0.5000	0.0000	2.0000	1.3000	1.1000
95. *	0.2000	0.0000	0.0000	0.0000	1.1000	0.9000	0.9000	0.9000	1.1000	0.7000	0.5000	0.0000	2.0000	1.3000	1.1000
100. *	0.3000	0.0000	0.0000	0.0000	1.2000	1.0000	1.0000	1.0000	1.2000	0.7000	0.5000	0.0000	2.1000	1.3000	1.1000
105. *	0.4000	0.0000	0.0000	0.0000	1.3000	1.0000	1.0000	1.0000	1.2000	0.7000	0.3000	0.0000	2.1000	1.3000	0.9000
110. *	0.6000	0.1000	0.0000	0.0000	1.5000	1.1000	1.0000	1.0000	1.1000	0.5000	0.2000	0.0000	2.0000	1.1000	0.9000
115. *	1.0000	0.2000	0.1000	0.0000	1.7000	1.1000	1.0000	0.9000	1.0000	0.4000	0.2000	0.0000	1.9000	1.0000	0.8000
120. *	1.3000	0.4000	0.1000	0.0000	2.0000	1.3000	1.0000	0.9000	0.8000	0.2000	0.0000	0.0000	1.6000	0.8000	0.7000
125. *	1.6000	0.5000	0.2000	0.0000	2.2000	1.4000	1.1000	0.9000	0.6000	0.2000	0.0000	0.0000	1.3000	0.8000	0.6000
130. *	1.7000	0.6000	0.4000	0.0000	2.2000	1.5000	1.3000	0.9000	0.4000	0.0000	0.0000	0.0000	1.1000	0.6000	0.6000
135. *	1.8000	0.8000	0.4000	0.0000	2.2000	1.7000	1.4000	0.9000	0.2000	0.0000	0.0000	0.0000	0.8000	0.6000	0.6000
140. *	1.7000	0.8000	0.5000	0.1000	2.3000	1.8000	1.5000	1.1000	0.1000	0.0000	0.0000	0.0000	0.8000	0.6000	0.6000
145. *	1.6000	0.8000	0.5000	0.1000	2.0000	1.7000	1.5000	1.1000	0.1000	0.0000	0.0000	0.0000	0.7000	0.6000	0.6000
150. *	1.5000	0.8000	0.5000	0.1000	2.0000	1.7000	1.6000	1.2000	0.2000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000
155. *	1.3000	0.8000	0.5000	0.2000	2.2000	1.8000	1.6000	1.4000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000
160. *	1.2000	0.8000	0.5000	0.3000	2.2000	1.7000	1.6000	1.5000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000
165. *	1.2000	0.8000	0.5000	0.3000	2.0000	1.7000	1.6000	1.5000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000

170.	*	1.1000	0.7000	0.5000	0.4000	2.2000	1.9000	1.6000	1.6000	0.1000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000
175.	*	1.2000	0.9000	0.6000	0.4000	2.1000	2.0000	1.9000	1.6000	0.2000	0.2000	0.2000	0.1000	0.9000	0.9000	0.9000
180.	*	1.4000	0.9000	0.6000	0.3000	2.1000	2.0000	1.8000	1.6000	0.3000	0.3000	0.3000	0.2000	0.9000	0.8000	0.8000
185.	*	1.4000	1.0000	0.6000	0.6000	1.9000	1.8000	2.0000	1.6000	0.4000	0.4000	0.4000	0.4000	0.8000	0.8000	0.8000
190.	*	1.6000	1.2000	0.9000	0.6000	1.8000	1.7000	1.6000	1.7000	0.7000	0.7000	0.7000	0.5000	0.8000	0.8000	0.7000
195.	*	1.7000	1.3000	1.2000	0.9000	1.8000	1.5000	1.4000	1.4000	0.8000	0.8000	0.8000	0.8000	0.7000	0.7000	0.6000
200.	*	2.0000	1.5000	1.4000	1.2000	1.6000	1.3000	1.2000	1.2000	1.0000	1.0000	1.0000	0.9000	0.5000	0.4000	0.4000
205.	*	2.1000	1.6000	1.5000	1.3000	1.4000	1.0000	1.0000	0.7000	1.1000	1.1000	1.1000	1.0000	0.3000	0.3000	0.2000
210.	*	2.2000	1.6000	1.5000	1.3000	1.2000	0.9000	0.7000	0.5000	1.2000	1.2000	1.1000	1.0000	0.2000	0.2000	0.2000

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2040

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
215.	*	2.1000	1.6000	1.3000	1.2000	1.0000	0.8000	0.6000	0.4000	1.1000	1.1000	1.1000	1.0000	0.1000	0.1000	
220.	*	2.0000	1.5000	1.4000	1.2000	1.0000	0.7000	0.5000	0.4000	1.0000	1.0000	1.0000	0.9000	0.1000	0.1000	
225.	*	1.8000	1.4000	1.3000	1.2000	0.9000	0.7000	0.5000	0.3000	1.0000	0.9000	0.9000	0.0000	0.0000	0.0000	
230.	*	2.1000	1.5000	1.1000	1.2000	0.9000	0.7000	0.5000	0.3000	0.9000	0.9000	0.9000	0.0000	0.0000	0.0000	
235.	*	2.0000	1.4000	1.2000	1.1000	0.9000	0.7000	0.5000	0.3000	0.8000	0.8000	0.8000	0.0000	0.0000	0.0000	
240.	*	1.8000	1.3000	1.2000	1.0000	1.0000	0.7000	0.5000	0.3000	0.8000	0.8000	0.8000	0.0000	0.0000	0.0000	
245.	*	2.0000	1.4000	1.2000	1.0000	1.0000	0.7000	0.6000	0.3000	0.8000	0.8000	0.8000	0.0000	0.0000	0.0000	
250.	*	1.8000	1.4000	1.3000	1.0000	1.0000	0.7000	0.6000	0.3000	0.7000	0.7000	0.7000	0.0000	0.0000	0.0000	
255.	*	2.0000	1.4000	1.3000	1.0000	1.0000	0.7000	0.6000	0.3000	0.7000	0.7000	0.7000	0.0000	0.0000	0.0000	
260.	*	2.0000	1.4000	1.3000	1.0000	1.0000	0.6000	0.5000	0.2000	0.7000	0.7000	0.7000	0.0000	0.0000	0.0000	
265.	*	1.9000	1.4000	1.3000	1.0000	1.1000	0.6000	0.5000	0.1000	0.7000	0.7000	0.7000	0.0000	0.0000	0.0000	
270.	*	2.1000	1.5000	1.3000	0.9000	1.1000	0.7000	0.5000	0.0000	0.7000	0.7000	0.7000	0.0000	0.0000	0.0000	
275.	*	2.2000	1.5000	1.3000	0.8000	1.1000	0.7000	0.5000	0.0000	0.8000	0.7000	0.7000	0.0000	0.0000	0.0000	
280.	*	2.2000	1.5000	1.3000	0.8000	1.2000	0.7000	0.5000	0.0000	0.9000	0.7000	0.7000	0.0000	0.0000	0.0000	
285.	*	2.2000	1.5000	1.1000	0.8000	1.2000	0.6000	0.3000	0.0000	1.0000	0.7000	0.7000	0.0000	0.0000	0.0000	
290.	*	2.1000	1.3000	1.1000	0.8000	1.1000	0.5000	0.2000	0.0000	1.2000	0.8000	0.7000	0.0000	0.1000	0.0000	
295.	*	2.0000	1.2000	1.0000	0.8000	1.0000	0.4000	0.2000	0.0000	1.5000	0.9000	0.8000	0.0000	0.2000	0.1000	
300.	*	1.8000	1.0000	0.8000	0.8000	0.8000	0.2000	0.0000	0.0000	1.8000	1.1000	0.8000	0.0000	0.3000	0.1000	
305.	*	1.5000	1.0000	0.8000	0.8000	0.6000	0.2000	0.0000	0.0000	2.0000	1.2000	0.9000	0.0000	0.5000	0.2000	
310.	*	1.2000	0.8000	0.8000	0.8000	0.4000	0.0000	0.0000	0.0000	2.1000	1.3000	1.1000	0.0000	0.7000	0.4000	
315.	*	1.0000	0.8000	0.8000	0.8000	0.3000	0.1000	0.1000	0.1000	2.3000	1.5000	1.2000	0.0000	0.8000	0.4000	
320.	*	0.9000	0.8000	0.8000	0.8000	0.2000	0.1000	0.1000	0.1000	2.2000	1.5000	1.2000	0.0000	0.8000	0.5000	
325.	*	0.8000	0.8000	0.8000	0.8000	0.2000	0.1000	0.1000	0.1000	2.0000	1.5000	1.3000	0.0000	0.8000	0.5000	
330.	*	0.8000	0.8000	0.8000	0.8000	0.2000	0.1000	0.1000	0.1000	2.0000	1.6000	1.3000	0.0000	0.8000	0.5000	
335.	*	0.9000	0.9000	0.9000	0.9000	0.1000	0.1000	0.1000	0.1000	2.0000	1.6000	1.3000	0.0000	0.8000	0.5000	
340.	*	1.0000	1.0000	1.0000	1.0000	0.1000	0.1000	0.1000	0.1000	2.0000	1.7000	1.3000	0.0000	0.8000	0.5000	
345.	*	1.0000	1.0000	1.0000	1.0000	0.1000	0.1000	0.1000	0.1000	2.2000	1.5000	1.4000	0.0000	0.8000	0.5000	
350.	*	1.0000	1.0000	1.0000	1.0000	0.2000	0.2000	0.2000	0.1000	2.0000	1.6000	1.5000	0.0000	0.7000	0.6000	
355.	*	1.0000	1.0000	1.0000	1.0000	0.2000	0.2000	0.2000	0.2000	2.1000	1.8000	1.8000	0.0000	0.9000	0.7000	
360.	*	1.1000	1.1000	1.1000	0.9000	0.4000	0.4000	0.4000	0.3000	2.1000	1.9000	1.8000	0.0000	1.0000	0.6000	
MAX	*	2.2000	1.6000	1.5000	1.3000	2.3000	2.0000	2.0000	1.7000	2.3000	1.9000	1.8000	1.5000	2.4000	1.8000	1.5000
DEGR.	*	275	210	205	205	140	180	185	190	315	360	355	10	25	35	25

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2040

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	* CONCENTRATION (PPM)												
	16	17	18	19	20	21	22	23	24	25	26	27	28
5. *	0.5000	0.5000	0.3000	0.0000	0.1000	0.0000	0.0000	1.3000	1.1000	0.8000	1.1000	1.0000	1.0000
10. *	0.7000	0.3000	0.2000	0.0000	0.1000	0.0000	0.0000	1.1000	1.0000	0.8000	1.2000	1.0000	1.0000
15. *	0.9000	0.2000	0.1000	0.0000	0.2000	0.1000	0.0000	1.1000	0.9000	0.8000	1.3000	1.1000	1.0000
20. *	1.2000	0.2000	0.0000	0.0000	0.4000	0.1000	0.0000	1.1000	0.9000	0.9000	1.5000	1.2000	1.0000
25. *	1.2000	0.0000	0.0000	0.0000	0.5000	0.2000	0.0000	0.9000	0.9000	0.9000	1.7000	1.4000	1.1000
30. *	1.1000	0.0000	0.0000	0.0000	0.6000	0.4000	0.0000	0.9000	0.9000	0.9000	1.7000	1.5000	1.1000
35. *	1.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.0000	0.9000	0.9000	0.9000	1.7000	1.5000	1.1000
40. *	1.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.0000	0.9000	0.9000	0.9000	1.6000	1.4000	1.1000
45. *	0.9000	0.0000	0.0000	0.0000	0.6000	0.4000	0.1000	0.8000	0.8000	0.8000	1.6000	1.4000	1.1000
50. *	0.9000	0.0000	0.0000	0.0000	0.6000	0.4000	0.1000	0.8000	0.8000	0.8000	1.6000	1.4000	1.1000
55. *	0.9000	0.0000	0.0000	0.0000	0.6000	0.4000	0.1000	0.8000	0.8000	0.8000	1.5000	1.4000	1.1000
60. *	0.9000	0.1000	0.1000	0.1000	0.6000	0.4000	0.1000	0.9000	0.9000	0.9000	1.6000	1.4000	1.2000
65. *	0.8000	0.1000	0.1000	0.1000	0.6000	0.4000	0.1000	0.9000	0.9000	0.9000	1.7000	1.5000	1.2000
70. *	0.8000	0.1000	0.1000	0.1000	0.5000	0.4000	0.1000	0.9000	0.9000	0.9000	1.7000	1.5000	1.2000
75. *	0.8000	0.1000	0.1000	0.1000	0.5000	0.4000	0.1000	0.9000	0.9000	0.9000	1.7000	1.7000	1.3000
80. *	0.8000	0.1000	0.1000	0.1000	0.5000	0.4000	0.1000	1.0000	1.0000	1.0000	1.9000	1.7000	1.3000
85. *	0.8000	0.1000	0.1000	0.1000	0.5000	0.4000	0.1000	1.1000	1.1000	1.1000	2.0000	1.8000	1.4000
90. *	0.7000	0.1000	0.1000	0.1000	0.5000	0.5000	0.2000	1.1000	1.1000	1.1000	1.9000	1.9000	1.5000
95. *	0.6000	0.2000	0.2000	0.2000	0.6000	0.5000	0.2000	1.1000	1.1000	1.0000	1.9000	2.1000	1.6000
100. *	0.6000	0.3000	0.2000	0.2000	0.7000	0.6000	0.2000	1.2000	1.2000	1.0000	2.0000	2.0000	1.7000
105. *	0.6000	0.4000	0.4000	0.3000	0.8000	0.6000	0.4000	1.2000	1.2000	1.0000	2.1000	2.0000	2.0000
110. *	0.6000	0.6000	0.6000	0.5000	0.9000	0.8000	0.4000	1.1000	1.1000	0.9000	1.9000	1.8000	2.0000
115. *	0.6000	1.0000	1.0000	0.8000	1.3000	1.1000	0.8000	1.0000	1.0000	0.7000	1.7000	1.7000	1.8000
120. *	0.6000	1.3000	1.3000	1.1000	1.5000	1.3000	1.1000	0.8000	0.7000	0.5000	1.5000	1.4000	1.6000
125. *	0.6000	1.6000	1.6000	1.3000	1.7000	1.6000	1.2000	0.5000	0.5000	0.4000	1.2000	1.1000	1.1000
130. *	0.6000	1.7000	1.6000	1.4000	1.8000	1.6000	1.4000	0.4000	0.4000	0.2000	1.0000	0.8000	0.7000
135. *	0.6000	1.7000	1.6000	1.6000	1.9000	1.6000	1.4000	0.2000	0.2000	0.1000	0.7000	0.7000	0.6000
140. *	0.6000	1.7000	1.7000	1.5000	1.7000	1.6000	1.4000	0.1000	0.1000	0.1000	0.6000	0.5000	0.4000
145. *	0.6000	1.6000	1.6000	1.4000	1.6000	1.4000	1.3000	0.1000	0.1000	0.1000	0.5000	0.4000	0.4000
150. *	0.7000	1.5000	1.5000	1.4000	1.5000	1.4000	1.3000	0.1000	0.1000	0.1000	0.5000	0.4000	0.3000
155. *	0.7000	1.3000	1.3000	1.3000	1.4000	1.4000	1.3000	0.0000	0.0000	0.0000	0.5000	0.4000	0.3000
160. *	0.7000	1.2000	1.2000	1.2000	1.5000	1.2000	1.2000	0.0000	0.0000	0.0000	0.5000	0.4000	0.2000
165. *	0.7000	1.2000	1.2000	1.2000	1.4000	1.2000	1.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.2000
170. *	0.8000	1.1000	1.1000	1.1000	1.4000	1.2000	0.9000	0.0000	0.0000	0.0000	0.5000	0.4000	0.1000
175. *	0.8000	1.1000	1.1000	1.1000	1.3000	1.2000	0.9000	0.0000	0.0000	0.0000	0.5000	0.4000	0.1000
180. *	0.8000	1.1000	1.1000	1.1000	1.3000	1.1000	0.9000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
185. *	0.7000	1.0000	1.0000	1.0000	1.2000	1.0000	0.8000	0.0000	0.0000	0.0000	0.4000	0.2000	0.0000
190. *	0.7000	1.1000	1.0000	1.0000	1.1000	1.0000	0.8000	0.1000	0.0000	0.0000	0.2000	0.2000	0.0000
195. *	0.5000	1.3000	1.1000	1.0000	1.0000	0.8000	0.8000	0.3000	0.1000	0.0000	0.2000	0.0000	0.0000
200. *	0.4000	1.3000	1.1000	1.0000	1.0000	0.9000	0.9000	0.3000	0.1000	0.0000	0.1000	0.0000	0.0000
205. *	0.2000	1.5000	1.4000	1.1000	0.9000	0.9000	0.9000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000
210. *	0.1000	1.6000	1.4000	1.1000	0.9000	0.9000	0.9000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000

♀

JOB: HRCS

RUN: I-564 and Route 460 and I-64 2040

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	* CONCENTRATION (PPM)												
	16	17	18	19	20	21	22	23	24	25	26	27	28
215. *	0.1000	1.6000	1.4000	1.1000	0.9000	0.9000	0.9000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
220. *	0.1000	1.5000	1.3000	1.0000	0.9000	0.9000	0.9000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
225. *	0.0000	1.5000	1.3000	1.1000	0.8000	0.8000	0.8000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
230. *	0.0000	1.5000	1.3000	1.1000	0.8000	0.8000	0.8000	0.5000	0.3000	0.1000	0.0000	0.0000	0.0000

I564_Route460_I64_2040.out

235.	*	0.0000	1.6000	1.3000	1.1000	0.8000	0.8000	0.8000	0.5000	0.3000	0.1000	0.0000	0.0000	0.0000
240.	*	0.0000	1.4000	1.3000	1.2000	0.9000	0.9000	0.9000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
245.	*	0.0000	1.5000	1.4000	1.3000	0.9000	0.9000	0.9000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
250.	*	0.0000	1.5000	1.5000	1.3000	0.9000	0.9000	0.9000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
255.	*	0.0000	1.8000	1.6000	1.3000	0.9000	0.9000	0.9000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
260.	*	0.0000	1.8000	1.6000	1.3000	1.0000	1.0000	1.0000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
265.	*	0.0000	1.9000	1.6000	1.4000	1.1000	1.1000	1.1000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
270.	*	0.0000	2.0000	1.9000	1.5000	1.1000	1.1000	1.1000	0.4000	0.4000	0.2000	0.1000	0.1000	0.1000
275.	*	0.0000	1.8000	2.0000	1.6000	1.1000	1.1000	1.0000	0.5000	0.4000	0.2000	0.2000	0.2000	0.2000
280.	*	0.0000	2.1000	2.0000	1.7000	1.2000	1.2000	1.0000	0.6000	0.5000	0.2000	0.3000	0.3000	0.2000
285.	*	0.0000	2.0000	2.0000	2.0000	1.2000	1.2000	1.0000	0.7000	0.5000	0.4000	0.4000	0.4000	0.3000
290.	*	0.0000	2.0000	2.0000	1.8000	1.1000	1.1000	0.9000	0.8000	0.8000	0.4000	0.6000	0.6000	0.5000
295.	*	0.0000	1.8000	1.8000	1.7000	1.0000	1.0000	0.7000	1.2000	1.0000	0.8000	1.0000	1.0000	0.8000
300.	*	0.0000	1.5000	1.5000	1.6000	0.8000	0.7000	0.5000	1.4000	1.2000	1.1000	1.3000	1.3000	1.1000
305.	*	0.0000	1.2000	1.2000	1.1000	0.5000	0.5000	0.4000	1.6000	1.4000	1.2000	1.6000	1.6000	1.3000
310.	*	0.0000	1.0000	0.9000	0.7000	0.4000	0.4000	0.2000	1.7000	1.6000	1.4000	1.7000	1.6000	1.4000
315.	*	0.0000	0.7000	0.6000	0.5000	0.2000	0.2000	0.1000	1.7000	1.6000	1.4000	1.7000	1.6000	1.5000
320.	*	0.1000	0.5000	0.6000	0.3000	0.1000	0.1000	0.1000	1.6000	1.5000	1.4000	1.7000	1.7000	1.5000
325.	*	0.1000	0.5000	0.5000	0.3000	0.1000	0.1000	0.1000	1.5000	1.5000	1.2000	1.6000	1.6000	1.4000
330.	*	0.1000	0.7000	0.5000	0.2000	0.1000	0.1000	0.1000	1.5000	1.5000	1.2000	1.5000	1.5000	1.4000
335.	*	0.2000	0.7000	0.5000	0.2000	0.0000	0.0000	0.0000	1.5000	1.3000	1.2000	1.3000	1.3000	1.3000
340.	*	0.3000	0.7000	0.5000	0.2000	0.0000	0.0000	0.0000	1.4000	1.3000	1.1000	1.2000	1.2000	1.2000
345.	*	0.3000	0.7000	0.5000	0.2000	0.0000	0.0000	0.0000	1.5000	1.3000	1.0000	1.2000	1.2000	1.2000
350.	*	0.4000	0.7000	0.5000	0.2000	0.0000	0.0000	0.0000	1.5000	1.3000	1.0000	1.1000	1.1000	1.1000
355.	*	0.4000	0.7000	0.5000	0.1000	0.0000	0.0000	0.0000	1.5000	1.3000	0.9000	1.1000	1.1000	1.1000
360.	*	0.3000	0.7000	0.4000	0.1000	0.0000	0.0000	0.0000	1.5000	1.2000	0.9000	1.1000	1.1000	1.1000
-----*														
MAX	*	1.2000	2.1000	2.0000	2.0000	1.9000	1.6000	1.4000	1.7000	1.6000	1.4000	2.1000	2.1000	2.0000
DEGR.	*	20	280	275	285	135	125	130	310	310	310	105	95	105

THE HIGHEST CONCENTRATION OF 2.4000 PPM OCCURRED AT RECEPTOR 13.

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2040 NOBUILD

DATE : 5/25/16

TIME : 9:48:35

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	-29.0	8.0	282.0	1167.0	1200.	15. AG	1295.	2.2	0.0	79.7	
2. N Leg Dep - FreeFlow*	23.0	-6.0	334.0	1153.0	1200.	15. AG	5835.	1.0	0.0	67.7	
3. S Leg App - FreeFlow*	23.0	-6.0	-287.0	-1165.0	1200.	195. AG	5835.	1.8	0.0	67.7	
4. S Leg Dep - FreeFlow*	-29.0	8.0	-340.0	-1151.0	1200.	195. AG	1295.	0.9	0.0	79.7	
5. E Leg App - FreeFlow*	18.0	31.0	1057.0	-569.0	1200.	120. AG	4275.	2.2	0.0	91.7	
6. E Leg Dep - FreeFlow*	-18.0	-31.0	1021.0	-631.0	1200.	120. AG	8635.	1.0	0.0	91.7	
7. W Leg App - FreeFlow*	-18.0	-31.0	-1057.0	569.0	1200.	300. AG	8635.	2.2	0.0	91.7	
8. W Leg Dep - FreeFlow*	18.0	31.0	-1021.0	631.0	1200.	300. AG	4275.	1.0	0.0	91.7	

PAGE 2

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2040 NOBUILD

DATE : 5/25/16

TIME : 9:48:35

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	74.0	52.0	5.9	*
2. N Leg, E Side - 25 m	92.6	121.5	5.9	*
3. N Leg, E Side - 50 m	113.8	200.8	5.9	*
4. N Leg, E Side-Midblk	226.7	621.9	5.9	*
5. N Leg, W Side-Corner	-40.8	118.2	5.9	*
6. N Leg, W Side - 25 m	-22.1	187.8	5.9	*
7. N Leg, W Side - 50 m	-0.9	267.0	5.9	*
8. N Leg, W Side-Midblk	111.9	688.1	5.9	*
9. S Leg, E Side-Corner	30.0	-112.0	5.9	*
10. S Leg, E Side - 25 m	11.4	-181.6	5.9	*
11. S Leg, E Side - 50 m	-9.8	-260.8	5.9	*
12. S Leg, E Side-Midblk	-122.7	-681.9	5.9	*
13. S Leg, W Side-Corner	-84.7	-45.8	5.9	*
14. S Leg, W Side - 25 m	-103.4	-115.3	5.9	*
15. S Leg, W Side - 50 m	-124.6	-194.6	5.9	*
16. S Leg, W Side-Midblk	-237.4	-615.7	5.9	*

17. E Leg, N Side - 25 m *	136.3	16.0	5.9	*
18. E Leg, N Side - 50 m *	207.4	-25.0	5.9	*
19. E Leg, N Side-Midblk *	584.9	-243.0	5.9	*
20. W Leg, N Side - 25 m *	-103.2	154.2	5.9	*
21. W Leg, N Side - 50 m *	-174.2	195.3	5.9	*
22. W Leg, N Side-Midblk *	-551.7	413.2	5.9	*
23. E Leg, S Side - 25 m *	92.4	-148.0	5.9	*
24. E Leg, S Side - 50 m *	163.4	-189.0	5.9	*
25. E Leg, S Side-Midblk *	541.0	-407.0	5.9	*
26. W Leg, S Side - 25 m *	-147.1	-9.8	5.9	*
27. W Leg, S Side - 50 m *	-218.1	31.3	5.9	*
28. W Leg, S Side-Midblk *	-595.7	249.2	5.9	*

♀

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2040 NOBUILD

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.4000	0.4000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000	0.9000	0.8000	0.7000	0.6000	0.6000	0.3000	0.2000
10. *	0.3000	0.3000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000	0.8000	0.6000	0.7000	0.5000	0.7000	0.3000	0.2000
15. *	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.1000	0.6000	0.6000	0.6000	0.4000	0.8000	0.5000	0.3000
20. *	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.6000	0.5000	0.5000	0.3000	0.8000	0.5000	0.4000
25. *	0.1000	0.1000	0.1000	0.1000	0.2000	0.2000	0.2000	0.2000	0.5000	0.4000	0.4000	0.2000	0.8000	0.5000	0.3000
30. *	0.1000	0.1000	0.1000	0.1000	0.2000	0.2000	0.2000	0.2000	0.4000	0.3000	0.3000	0.1000	0.8000	0.5000	0.3000
35. *	0.1000	0.1000	0.1000	0.0000	0.2000	0.2000	0.2000	0.2000	0.4000	0.3000	0.3000	0.1000	0.8000	0.3000	0.3000
40. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.3000	0.3000	0.3000	0.1000	0.8000	0.5000	0.4000
45. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.3000	0.2000	0.2000	0.0000	0.6000	0.6000	0.4000
50. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.3000	0.2000	0.2000	0.0000	0.7000	0.4000	0.4000
55. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.4000	0.2000	0.2000	0.0000	0.7000	0.4000	0.4000
60. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.4000	0.2000	0.2000	0.0000	0.7000	0.5000	0.4000
65. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.4000	0.2000	0.2000	0.0000	0.8000	0.4000	0.4000
70. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.4000	0.2000	0.2000	0.0000	0.7000	0.4000	0.4000
75. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.5000	0.2000	0.2000	0.0000	0.7000	0.4000	0.4000
80. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.5000	0.2000	0.2000	0.0000	0.7000	0.4000	0.4000
85. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.5000	0.2000	0.2000	0.0000	0.8000	0.4000	0.4000
90. *	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.5000	0.3000	0.2000	0.0000	0.9000	0.5000	0.4000
95. *	0.1000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.5000	0.3000	0.2000	0.0000	0.9000	0.5000	0.4000
100. *	0.1000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000	0.2000	0.5000	0.3000	0.2000	0.0000	0.9000	0.5000	0.4000
105. *	0.1000	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000	0.2000	0.6000	0.3000	0.2000	0.0000	1.0000	0.5000	0.4000
110. *	0.2000	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000	0.2000	0.6000	0.2000	0.1000	0.0000	0.9000	0.4000	0.3000
115. *	0.3000	0.0000	0.0000	0.0000	0.4000	0.3000	0.2000	0.2000	0.5000	0.2000	0.0000	0.0000	0.8000	0.4000	0.2000
120. *	0.5000	0.1000	0.0000	0.0000	0.6000	0.3000	0.2000	0.2000	0.4000	0.1000	0.0000	0.0000	0.7000	0.3000	0.2000
125. *	0.5000	0.2000	0.1000	0.0000	0.7000	0.4000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000	0.5000	0.2000	0.2000
130. *	0.5000	0.3000	0.1000	0.0000	0.7000	0.5000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000	0.4000	0.2000	0.2000
135. *	0.6000	0.3000	0.2000	0.0000	0.7000	0.5000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.4000	0.2000	0.2000
140. *	0.6000	0.3000	0.2000	0.0000	0.7000	0.5000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
145. *	0.6000	0.3000	0.2000	0.0000	0.7000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
150. *	0.5000	0.3000	0.2000	0.0000	0.6000	0.4000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
155. *	0.4000	0.3000	0.2000	0.0000	0.7000	0.4000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
160. *	0.4000	0.3000	0.2000	0.0000	0.6000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
165. *	0.4000	0.3000	0.2000	0.0000	0.6000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000

I564_Route460_I64_2040_NOBUILD.out

170.	*	0.4000	0.3000	0.2000	0.0000	0.7000	0.6000	0.5000	0.2000	0.1000	0.1000	0.1000	0.1000	0.3000	0.3000	0.3000
175.	*	0.4000	0.3000	0.2000	0.1000	0.6000	0.6000	0.5000	0.2000	0.1000	0.1000	0.1000	0.1000	0.3000	0.3000	0.3000
180.	*	0.5000	0.4000	0.4000	0.1000	0.6000	0.5000	0.3000	0.2000	0.2000	0.2000	0.2000	0.1000	0.3000	0.3000	0.3000
185.	*	0.5000	0.5000	0.4000	0.1000	0.7000	0.6000	0.3000	0.3000	0.2000	0.2000	0.2000	0.2000	0.3000	0.3000	0.3000
190.	*	0.6000	0.5000	0.4000	0.3000	0.7000	0.6000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000	0.3000	0.2000
195.	*	0.7000	0.5000	0.6000	0.3000	0.6000	0.5000	0.3000	0.3000	0.5000	0.4000	0.4000	0.4000	0.1000	0.1000	0.1000
200.	*	0.7000	0.6000	0.6000	0.4000	0.5000	0.5000	0.4000	0.2000	0.5000	0.5000	0.5000	0.5000	0.1000	0.1000	0.1000
205.	*	0.8000	0.6000	0.6000	0.5000	0.4000	0.3000	0.2000	0.2000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000
210.	*	0.8000	0.7000	0.4000	0.5000	0.4000	0.3000	0.2000	0.1000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000

PAGE 4

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2040 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
215.	*	0.8000	0.5000	0.4000	0.5000	0.4000	0.3000	0.2000	0.1000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000
220.	*	0.8000	0.5000	0.3000	0.4000	0.4000	0.3000	0.2000	0.1000	0.5000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000
225.	*	0.6000	0.6000	0.3000	0.4000	0.4000	0.3000	0.2000	0.1000	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000
230.	*	0.8000	0.4000	0.4000	0.4000	0.4000	0.3000	0.2000	0.1000	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000
235.	*	0.7000	0.5000	0.5000	0.4000	0.4000	0.3000	0.2000	0.1000	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000
240.	*	0.7000	0.6000	0.5000	0.4000	0.4000	0.3000	0.2000	0.1000	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000
245.	*	0.6000	0.6000	0.5000	0.4000	0.4000	0.3000	0.2000	0.1000	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
250.	*	0.8000	0.6000	0.5000	0.4000	0.4000	0.3000	0.2000	0.1000	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
255.	*	0.8000	0.6000	0.5000	0.4000	0.4000	0.3000	0.2000	0.1000	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
260.	*	0.7000	0.6000	0.5000	0.4000	0.4000	0.3000	0.2000	0.1000	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
265.	*	0.7000	0.6000	0.6000	0.4000	0.4000	0.3000	0.3000	0.0000	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
270.	*	0.8000	0.7000	0.6000	0.3000	0.5000	0.3000	0.3000	0.0000	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
275.	*	0.9000	0.7000	0.6000	0.3000	0.6000	0.3000	0.3000	0.0000	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
280.	*	0.9000	0.6000	0.5000	0.3000	0.6000	0.3000	0.2000	0.0000	0.4000	0.3000	0.3000	0.3000	0.2000	0.0000	0.0000
285.	*	0.9000	0.6000	0.4000	0.3000	0.5000	0.3000	0.1000	0.0000	0.4000	0.3000	0.3000	0.3000	0.2000	0.0000	0.0000
290.	*	0.9000	0.6000	0.4000	0.3000	0.5000	0.3000	0.1000	0.0000	0.6000	0.4000	0.3000	0.3000	0.4000	0.0000	0.0000
295.	*	0.8000	0.5000	0.4000	0.3000	0.4000	0.2000	0.0000	0.0000	0.8000	0.4000	0.3000	0.3000	0.5000	0.1000	0.0000
300.	*	0.7000	0.4000	0.3000	0.3000	0.4000	0.1000	0.0000	0.0000	0.9000	0.5000	0.4000	0.3000	0.7000	0.2000	0.1000
305.	*	0.6000	0.3000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	1.1000	0.6000	0.4000	0.3000	0.9000	0.3000	0.1000
310.	*	0.4000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	1.1000	0.6000	0.5000	0.3000	1.0000	0.3000	0.2000
315.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	1.1000	0.7000	0.5000	0.3000	1.0000	0.4000	0.2000
320.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	1.1000	0.8000	0.5000	0.3000	0.9000	0.5000	0.2000
325.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	1.0000	0.7000	0.5000	0.4000	0.9000	0.5000	0.2000
330.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.9000	0.7000	0.6000	0.5000	0.8000	0.5000	0.2000
335.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000	0.8000	0.4000	0.2000
340.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.5000	0.7000	0.4000	0.2000
345.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.5000	0.7000	0.3000	0.2000
350.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.9000	0.6000	0.6000	0.6000	0.7000	0.3000	0.2000
355.	*	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000	0.0000	0.9000	0.7000	0.5000	0.6000	0.6000	0.3000	0.2000
360.	*	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000	0.0000	0.8000	0.9000	0.7000	0.6000	0.6000	0.3000	0.2000
MAX	*	0.9000	0.7000	0.6000	0.5000	0.7000	0.6000	0.5000	0.3000	1.1000	0.9000	0.7000	0.6000	1.0000	0.6000	0.4000
DEGR.	*	275	210	195	205	125	170	170	185	305	360	5	5	105	45	20

PAGE 5

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2040 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5.	*	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.4000	0.5000	0.4000	0.6000	0.6000	0.6000
10.	*	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.6000	0.6000	0.6000
15.	*	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.6000	0.6000	0.6000
20.	*	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.6000	0.6000	0.6000
25.	*	0.3000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.3000	0.3000	0.3000	0.7000	0.6000	0.6000
30.	*	0.3000	0.0000	0.0000	0.0000	0.2000	0.0000	0.0000	0.3000	0.3000	0.3000	0.8000	0.6000	0.6000
35.	*	0.3000	0.0000	0.0000	0.0000	0.2000	0.0000	0.0000	0.3000	0.3000	0.3000	0.8000	0.7000	0.6000
40.	*	0.2000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.3000	0.3000	0.3000	0.8000	0.7000	0.6000
45.	*	0.2000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.3000	0.3000	0.3000	0.8000	0.7000	0.6000
50.	*	0.2000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.3000	0.3000	0.3000	0.8000	0.7000	0.6000
55.	*	0.2000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.4000	0.4000	0.4000	0.7000	0.7000	0.6000
60.	*	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000	0.4000	0.4000	0.4000	0.7000	0.7000	0.6000
65.	*	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000	0.4000	0.4000	0.4000	0.7000	0.7000	0.6000
70.	*	0.2000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.7000	0.7000
75.	*	0.2000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.5000	0.5000	0.5000	0.8000	0.7000	0.7000
80.	*	0.2000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.7000
85.	*	0.2000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.5000	0.5000	0.5000	0.8000	0.7000	0.8000
90.	*	0.2000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000	0.5000	0.5000	0.5000	0.9000	0.7000	0.8000
95.	*	0.2000	0.1000	0.1000	0.0000	0.1000	0.0000	0.0000	0.5000	0.5000	0.5000	0.9000	0.8000	0.8000
100.	*	0.2000	0.1000	0.1000	0.1000	0.1000	0.0000	0.0000	0.5000	0.5000	0.4000	0.9000	0.8000	0.9000
105.	*	0.2000	0.1000	0.1000	0.1000	0.1000	0.0000	0.0000	0.6000	0.6000	0.4000	1.0000	0.9000	0.9000
110.	*	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.1000	0.5000	0.5000	0.4000	0.9000	0.9000	0.9000
115.	*	0.2000	0.3000	0.3000	0.2000	0.3000	0.2000	0.2000	0.5000	0.4000	0.4000	0.8000	0.9000	1.0000
120.	*	0.2000	0.5000	0.4000	0.3000	0.5000	0.3000	0.3000	0.4000	0.4000	0.3000	0.7000	0.7000	0.8000
125.	*	0.2000	0.5000	0.5000	0.5000	0.5000	0.4000	0.6000	0.2000	0.2000	0.2000	0.5000	0.6000	0.5000
130.	*	0.2000	0.5000	0.5000	0.5000	0.5000	0.4000	0.5000	0.2000	0.2000	0.1000	0.4000	0.4000	0.3000
135.	*	0.2000	0.5000	0.5000	0.5000	0.4000	0.4000	0.5000	0.1000	0.1000	0.1000	0.2000	0.3000	0.2000
140.	*	0.2000	0.6000	0.6000	0.5000	0.5000	0.5000	0.5000	0.1000	0.1000	0.1000	0.2000	0.2000	0.1000
145.	*	0.2000	0.6000	0.6000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.2000	0.2000	0.1000
150.	*	0.2000	0.5000	0.5000	0.4000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000	0.2000	0.2000	0.1000
155.	*	0.2000	0.4000	0.4000	0.4000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000	0.2000	0.2000	0.1000
160.	*	0.2000	0.4000	0.4000	0.4000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000	0.2000	0.2000	0.1000
165.	*	0.2000	0.4000	0.4000	0.4000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000	0.2000	0.2000	0.1000
170.	*	0.2000	0.4000	0.4000	0.4000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000	0.2000	0.2000	0.1000
175.	*	0.3000	0.4000	0.4000	0.4000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
180.	*	0.3000	0.4000	0.4000	0.4000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
185.	*	0.2000	0.3000	0.3000	0.3000	0.5000	0.5000	0.4000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
190.	*	0.2000	0.4000	0.3000	0.3000	0.5000	0.4000	0.4000	0.1000	0.0000	0.0000	0.1000	0.0000	0.0000
195.	*	0.1000	0.4000	0.3000	0.3000	0.5000	0.4000	0.4000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000
200.	*	0.0000	0.4000	0.4000	0.3000	0.4000	0.4000	0.4000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
205.	*	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
210.	*	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000

♀

JOB: HRCS

RUN: I-564 & Rte 460 & I-64 2040 NOBUILD

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215.	*	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
220.	*	0.0000	0.5000	0.4000	0.3000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
225.	*	0.0000	0.5000	0.4000	0.3000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
230.	*	0.0000	0.5000	0.4000	0.3000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000

I564_Route460_I64_2040_NOBUILD.out

235.	*	0.0000	0.5000	0.4000	0.3000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000
240.	*	0.0000	0.5000	0.5000	0.4000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000
245.	*	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000
250.	*	0.0000	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.1000	0.1000
255.	*	0.0000	0.7000	0.6000	0.4000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.1000	0.1000
260.	*	0.0000	0.7000	0.6000	0.4000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.1000	0.1000
265.	*	0.0000	0.8000	0.6000	0.4000	0.4000	0.4000	0.4000	0.2000	0.1000	0.0000	0.1000	0.1000
270.	*	0.0000	0.7000	0.7000	0.4000	0.5000	0.5000	0.4000	0.2000	0.1000	0.0000	0.1000	0.1000
275.	*	0.0000	0.7000	0.7000	0.5000	0.6000	0.6000	0.5000	0.2000	0.1000	0.0000	0.1000	0.1000
280.	*	0.0000	0.7000	0.6000	0.6000	0.6000	0.6000	0.5000	0.3000	0.1000	0.1000	0.2000	0.1000
285.	*	0.0000	0.8000	0.7000	0.6000	0.5000	0.5000	0.4000	0.4000	0.3000	0.1000	0.2000	0.2000
290.	*	0.0000	0.7000	0.7000	0.6000	0.5000	0.5000	0.4000	0.5000	0.4000	0.2000	0.4000	0.3000
295.	*	0.0000	0.7000	0.6000	0.6000	0.4000	0.4000	0.3000	0.6000	0.4000	0.3000	0.5000	0.5000
300.	*	0.0000	0.5000	0.6000	0.4000	0.4000	0.2000	0.2000	0.8000	0.6000	0.5000	0.7000	0.6000
305.	*	0.0000	0.4000	0.5000	0.3000	0.2000	0.2000	0.1000	0.9000	0.7000	0.5000	0.8000	0.7000
310.	*	0.0000	0.2000	0.3000	0.2000	0.1000	0.1000	0.1000	0.9000	0.8000	0.5000	1.0000	0.8000
315.	*	0.0000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.9000	0.7000	0.6000	1.0000	0.9000
320.	*	0.0000	0.1000	0.2000	0.1000	0.0000	0.0000	0.0000	0.7000	0.8000	0.5000	0.9000	0.9000
325.	*	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.7000	0.6000	0.5000	0.9000	0.8000
330.	*	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.8000	0.8000
335.	*	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000	0.8000	0.8000
340.	*	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.7000	0.7000
345.	*	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.5000	0.7000	0.7000
350.	*	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.4000	0.5000	0.4000	0.7000	0.7000
355.	*	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.4000	0.5000	0.4000	0.6000	0.6000
360.	*	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.4000	0.5000	0.4000	0.6000	0.6000
-----*													
MAX	*	0.3000	0.8000	0.7000	0.6000	0.6000	0.6000	0.6000	0.9000	0.8000	0.6000	1.0000	1.0000
DEGR.	*	25	285	285	280	275	275	125	305	310	315	105	310

THE HIGHEST CONCENTRATION OF 1.1000 PPM OCCURRED AT RECEPTOR 9.

JOB: HRCS

RUN: I-664 and I-64 southern 2015

DATE : 6/ 3/16
 TIME : 9:47:13

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. S Leg App - FreeFlow*	4.0	30.0	616.0	-1030.0	1224.	150. AG	7200.	8.4	0.0	55.7	
2. S Leg Dep - FreeFlow*	-28.0	12.0	584.0	-1048.0	1224.	150. AG	7200.	4.0	0.0	55.7	
3. E Leg App - FreeFlow*	4.0	30.0	1027.0	621.0	1181.	60. AG	9600.	8.4	0.0	67.7	
4. E Leg Dep - FreeFlow*	12.0	-21.0	1051.0	579.0	1200.	60. AG	9600.	4.0	0.0	67.7	
5. W Leg App - FreeFlow*	12.0	-21.0	-1027.0	-621.0	1200.	240. AG	9600.	8.4	0.0	67.7	
6. W Leg Dep - FreeFlow*	-28.0	12.0	-1051.0	-579.0	1181.	240. AG	9600.	4.0	0.0	67.7	

PAGE 2

JOB: HRCS

RUN: I-664 and I-64 southern 2015

DATE : 6/ 3/16
 TIME : 9:47:13

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	46.0	93.5	5.9	*
2. N Leg, E Side - 0 m	0.0	67.0	5.9	*
3. N Leg, W Side-Corner	-46.0	40.4	5.9	*
4. S Leg, E Side-Corner	68.8	-27.2	5.9	*
5. S Leg, E Side - 25 m	104.8	-89.6	5.9	*
6. S Leg, E Side - 50 m	145.9	-160.6	5.9	*
7. S Leg, E Side-Midblk	363.8	-538.2	5.9	*
8. S Leg, W Side-Corner	-10.8	-73.2	5.9	*
9. S Leg, W Side - 25 m	25.2	-135.6	5.9	*
10. S Leg, W Side - 50 m	66.2	-206.6	5.9	*
11. S Leg, W Side-Midblk	284.2	-584.2	5.9	*
12. E Leg, N Side - 25 m	108.4	129.5	5.9	*
13. E Leg, N Side - 50 m	179.4	170.6	5.9	*
14. E Leg, N Side-Midblk	557.0	388.5	5.9	*
15. W Leg, N Side - 25 m	-108.4	4.4	5.9	*
16. W Leg, N Side - 50 m	-179.4	-36.6	5.9	*
17. W Leg, N Side-Midblk	-557.0	-254.6	5.9	*
18. E Leg, S Side - 25 m	131.2	8.8	5.9	*

19. E Leg, S Side - 50 m *	202.2	49.8	5.9	*
20. E Leg, S Side-Midblk *	579.8	267.8	5.9	*
21. W Leg, S Side - 25 m *	-73.2	-109.2	5.9	*
22. W Leg, S Side - 50 m *	-144.2	-150.3	5.9	*
23. W Leg, S Side-Midblk *	-521.8	-368.2	5.9	*

♀

JOB: HRCS

RUN: I-664 and I-64 southern 2015

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.2000	0.2000	0.0000	2.9000	1.8000	1.3000	0.8000	4.7000	3.8000	3.8000	3.2000	0.2000	0.2000	0.2000	0.1000
10. *	0.2000	0.2000	0.0000	3.1000	1.8000	1.4000	0.7000	5.2000	4.0000	3.6000	3.0000	0.2000	0.2000	0.2000	0.1000
15. *	0.3000	0.3000	0.0000	3.1000	1.8000	1.4000	0.7000	5.5000	4.0000	3.6000	2.9000	0.3000	0.3000	0.3000	0.1000
20. *	0.3000	0.3000	0.0000	3.3000	2.0000	1.4000	0.7000	5.8000	4.0000	3.5000	2.8000	0.3000	0.3000	0.3000	0.1000
25. *	0.3000	0.3000	0.0000	3.4000	2.0000	1.5000	0.6000	6.0000	4.0000	3.5000	2.7000	0.3000	0.3000	0.3000	0.1000
30. *	0.4000	0.4000	0.1000	3.5000	1.9000	1.4000	0.4000	6.1000	4.0000	3.5000	2.5000	0.4000	0.4000	0.4000	0.1000
35. *	0.5000	0.5000	0.2000	3.7000	1.9000	1.4000	0.3000	6.2000	4.0000	3.4000	2.4000	0.5000	0.5000	0.5000	0.3000
40. *	0.8000	0.8000	0.4000	3.9000	2.0000	1.3000	0.2000	6.5000	4.0000	3.3000	2.2000	0.8000	0.7000	0.7000	0.5000
45. *	1.3000	1.3000	1.0000	3.9000	1.7000	1.0000	0.0000	6.6000	3.8000	3.1000	2.0000	1.3000	1.3000	1.1000	1.0000
50. *	2.1000	2.1000	1.7000	3.7000	1.5000	0.8000	0.0000	6.6000	3.7000	2.9000	2.1000	2.1000	2.0000	1.8000	1.6000
55. *	3.0000	3.1000	2.5000	3.3000	1.1000	0.5000	0.0000	6.2000	3.3000	2.6000	2.1000	3.0000	3.0000	2.6000	2.3000
60. *	4.0000	4.1000	3.3000	2.8000	0.8000	0.3000	0.0000	5.5000	2.9000	2.4000	2.1000	4.0000	4.0000	3.4000	3.1000
65. *	4.7000	4.8000	3.8000	2.0000	0.4000	0.2000	0.0000	4.6000	2.5000	2.3000	2.1000	4.7000	4.6000	4.1000	3.8000
70. *	5.0000	5.0000	4.0000	1.2000	0.2000	0.0000	0.0000	3.7000	2.3000	2.1000	2.1000	5.0000	4.9000	4.4000	4.1000
75. *	5.0000	5.0000	4.1000	0.7000	0.0000	0.0000	0.0000	3.0000	2.0000	2.0000	2.0000	5.0000	5.0000	4.6000	4.3000
80. *	4.7000	4.7000	3.8000	0.6000	0.1000	0.1000	0.1000	2.6000	2.0000	2.0000	2.0000	4.7000	4.7000	4.5000	4.1000
85. *	4.4000	4.4000	3.7000	0.4000	0.1000	0.1000	0.1000	2.4000	2.1000	2.1000	2.1000	4.4000	4.4000	4.3000	3.9000
90. *	4.2000	4.2000	3.4000	0.3000	0.1000	0.1000	0.1000	2.4000	2.2000	2.2000	2.2000	4.2000	4.2000	4.1000	3.9000
95. *	3.9000	3.9000	3.3000	0.3000	0.2000	0.2000	0.2000	2.4000	2.2000	2.2000	2.2000	3.9000	3.9000	3.9000	3.8000
100. *	3.7000	3.7000	3.2000	0.3000	0.2000	0.2000	0.2000	2.5000	2.3000	2.3000	2.3000	3.7000	3.7000	3.7000	3.9000
105. *	3.5000	3.5000	3.2000	0.3000	0.2000	0.2000	0.2000	2.5000	2.4000	2.4000	2.4000	3.5000	3.5000	3.5000	3.9000
110. *	3.3000	3.4000	3.4000	0.3000	0.2000	0.2000	0.2000	2.6000	2.5000	2.5000	2.5000	3.3000	3.3000	3.3000	4.1000
115. *	3.2000	3.4000	3.4000	0.4000	0.3000	0.3000	0.3000	2.9000	2.7000	2.7000	2.7000	3.2000	3.2000	3.2000	4.1000
120. *	3.1000	3.4000	3.5000	0.4000	0.3000	0.3000	0.3000	2.9000	2.8000	2.8000	2.8000	3.1000	3.1000	3.1000	4.2000
125. *	3.0000	3.6000	3.8000	0.6000	0.5000	0.5000	0.4000	3.1000	3.0000	3.0000	2.8000	3.0000	3.0000	3.0000	4.3000
130. *	3.0000	3.9000	4.3000	0.7000	0.7000	0.7000	0.6000	3.2000	3.1000	3.1000	3.0000	2.9000	2.9000	2.9000	4.3000
135. *	3.1000	4.5000	4.8000	1.2000	1.2000	1.2000	1.0000	3.2000	3.2000	3.2000	2.9000	2.9000	2.9000	2.9000	4.3000
140. *	3.4000	5.2000	5.1000	1.9000	1.9000	1.8000	1.6000	3.1000	3.1000	3.1000	2.7000	3.1000	3.0000	3.0000	4.1000
145. *	3.9000	5.8000	5.2000	2.6000	2.6000	2.6000	2.3000	2.9000	2.9000	2.8000	2.4000	3.4000	3.2000	3.1000	4.0000
150. *	4.5000	6.5000	5.2000	3.5000	3.4000	3.3000	3.0000	2.4000	2.4000	2.3000	2.0000	3.7000	3.3000	3.2000	3.6000
155. *	4.8000	6.6000	4.9000	3.9000	3.9000	3.9000	3.5000	1.8000	1.7000	1.7000	1.4000	3.9000	3.5000	3.1000	3.2000
160. *	5.0000	6.4000	4.2000	4.1000	4.1000	4.1000	3.8000	1.2000	1.1000	1.1000	0.9000	4.0000	3.5000	3.0000	2.8000
165. *	5.0000	5.9000	3.7000	4.2000	4.1000	4.1000	3.9000	0.7000	0.7000	0.7000	0.6000	4.0000	3.6000	2.9000	2.8000
170. *	5.1000	5.4000	3.3000	3.9000	3.9000	3.9000	3.7000	0.5000	0.4000	0.4000	0.3000	4.1000	3.7000	3.0000	2.6000
175. *	5.0000	4.8000	3.1000	3.7000	3.7000	3.6000	3.5000	0.3000	0.2000	0.2000	0.2000	4.2000	3.9000	3.1000	2.6000
180. *	5.0000	4.4000	2.9000	3.5000	3.4000	3.4000	3.3000	0.4000	0.2000	0.2000	0.1000	4.3000	4.0000	3.4000	2.6000
185. *	5.0000	4.1000	2.9000	3.3000	3.2000	3.2000	3.2000	0.3000	0.1000	0.1000	0.1000	4.3000	4.1000	3.5000	2.7000
190. *	5.0000	4.0000	2.9000	3.1000	3.0000	3.0000	3.0000	0.3000	0.1000	0.1000	0.1000	4.5000	4.3000	3.7000	2.9000
195. *	5.0000	3.8000	2.9000	3.0000	2.9000	2.9000	2.9000	0.4000	0.1000	0.1000	0.1000	4.7000	4.3000	4.0000	2.9000
200. *	5.0000	3.7000	3.1000	2.8000	2.7000	2.7000	2.7000	0.4000	0.1000	0.1000	0.1000	4.8000	4.5000	4.1000	3.1000

205. * 5.0000 3.6000 3.1000 2.7000 2.6000 2.6000 2.6000 0.4000 0.1000 0.1000 0.1000 5.1000 4.6000 4.2000 3.2000
 210. * 5.0000 3.6000 3.3000 2.7000 2.5000 2.5000 2.5000 0.5000 0.1000 0.1000 0.1000 5.1000 5.0000 4.4000 3.4000

JOB: HRCS

RUN: I-664 and I-64 southern 2015

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215. *	5.1000	3.6000	3.6000	2.7000	2.4000	2.4000	2.4000	0.5000	0.0000	0.0000	0.0000	5.4000	5.2000	4.8000	3.6000
220. *	5.1000	3.8000	3.8000	2.9000	2.4000	2.4000	2.4000	0.8000	0.0000	0.0000	0.0000	5.4000	5.5000	5.3000	3.8000
225. *	4.9000	3.8000	3.9000	3.5000	2.5000	2.4000	2.4000	1.3000	0.1000	0.0000	0.0000	5.6000	5.6000	5.5000	3.9000
230. *	4.6000	3.7000	3.7000	4.3000	2.6000	2.5000	2.4000	2.1000	0.2000	0.0000	0.0000	5.2000	5.5000	5.6000	3.7000
235. *	4.2000	3.3000	3.4000	5.3000	3.1000	2.6000	2.5000	3.1000	0.5000	0.1000	0.0000	4.7000	5.0000	5.2000	3.3000
240. *	3.3000	2.6000	2.8000	6.3000	3.6000	3.0000	2.6000	4.1000	0.9000	0.4000	0.0000	3.8000	4.1000	4.5000	2.7000
245. *	2.4000	1.8000	2.0000	6.8000	3.9000	3.2000	2.5000	4.8000	1.4000	0.6000	0.0000	2.8000	3.0000	3.3000	1.9000
250. *	1.6000	1.1000	1.2000	6.9000	4.2000	3.3000	2.4000	5.0000	1.7000	0.9000	0.0000	1.8000	1.9000	2.2000	1.2000
255. *	1.0000	0.5000	0.7000	6.8000	4.4000	3.6000	2.5000	5.0000	2.0000	1.1000	0.0000	1.1000	1.2000	1.4000	0.7000
260. *	0.6000	0.3000	0.5000	6.4000	4.5000	3.8000	2.5000	4.7000	2.0000	1.3000	0.1000	0.7000	0.8000	0.8000	0.5000
265. *	0.4000	0.1000	0.3000	6.0000	4.4000	3.8000	2.7000	4.4000	2.0000	1.4000	0.3000	0.4000	0.4000	0.5000	0.3000
270. *	0.3000	0.0000	0.2000	5.6000	4.5000	3.9000	2.9000	4.3000	2.1000	1.5000	0.4000	0.3000	0.3000	0.4000	0.2000
275. *	0.3000	0.0000	0.2000	5.4000	4.5000	4.0000	3.0000	4.0000	2.0000	1.5000	0.5000	0.3000	0.3000	0.3000	0.2000
280. *	0.3000	0.0000	0.1000	5.3000	4.5000	4.0000	3.3000	3.8000	2.0000	1.4000	0.5000	0.3000	0.3000	0.3000	0.1000
285. *	0.3000	0.0000	0.1000	5.1000	4.6000	4.1000	3.5000	3.6000	2.0000	1.4000	0.7000	0.3000	0.3000	0.3000	0.1000
290. *	0.2000	0.0000	0.1000	4.8000	4.4000	4.2000	3.6000	3.4000	1.9000	1.4000	0.7000	0.2000	0.2000	0.2000	0.1000
295. *	0.2000	0.0000	0.1000	4.6000	4.5000	4.3000	3.8000	3.3000	1.9000	1.4000	0.7000	0.2000	0.2000	0.2000	0.1000
300. *	0.2000	0.0000	0.1000	4.4000	4.3000	4.2000	4.0000	3.2000	1.9000	1.2000	0.7000	0.2000	0.2000	0.2000	0.1000
305. *	0.1000	0.0000	0.1000	4.1000	4.3000	4.4000	4.0000	3.1000	2.0000	1.3000	0.8000	0.1000	0.1000	0.1000	0.1000
310. *	0.1000	0.0000	0.0000	4.0000	4.2000	4.2000	4.3000	3.2000	1.9000	1.4000	0.9000	0.1000	0.1000	0.1000	0.0000
315. *	0.0000	0.0000	0.0000	4.0000	4.1000	4.2000	4.4000	3.2000	2.0000	1.5000	1.1000	0.0000	0.0000	0.0000	0.0000
320. *	0.0000	0.0000	0.0000	3.9000	3.8000	3.9000	4.4000	3.3000	2.1000	1.8000	1.4000	0.0000	0.0000	0.0000	0.0000
325. *	0.0000	0.0000	0.0000	3.9000	3.4000	3.7000	4.1000	3.6000	2.3000	2.1000	2.0000	0.0000	0.0000	0.0000	0.0000
330. *	0.0000	0.0000	0.0000	3.8000	3.3000	3.1000	3.6000	3.7000	2.4000	2.4000	2.6000	0.0000	0.0000	0.0000	0.0000
335. *	0.0000	0.0000	0.0000	3.6000	2.8000	2.8000	2.8000	3.7000	2.8000	2.8000	3.2000	0.0000	0.0000	0.0000	0.0000
340. *	0.0000	0.0000	0.0000	3.2000	2.5000	2.2000	2.1000	3.9000	3.0000	3.0000	3.3000	0.0000	0.0000	0.0000	0.0000
345. *	0.0000	0.0000	0.0000	3.1000	2.2000	1.9000	1.6000	3.8000	3.4000	3.2000	3.5000	0.0000	0.0000	0.0000	0.0000
350. *	0.1000	0.1000	0.0000	3.0000	2.0000	1.7000	1.2000	4.0000	3.4000	3.5000	3.4000	0.1000	0.1000	0.1000	0.0000
355. *	0.1000	0.1000	0.0000	2.9000	1.9000	1.5000	0.9000	4.3000	3.6000	3.6000	3.3000	0.1000	0.1000	0.1000	0.1000
360. *	0.2000	0.2000	0.0000	2.8000	1.9000	1.4000	0.8000	4.5000	3.7000	3.6000	3.3000	0.2000	0.2000	0.2000	0.1000
MAX DEGR. *	170	155	145	250	285	305	315	45	10	5	345	225	225	230	75

JOB: HRCS

RUN: I-664 and I-64 southern 2015

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)							
	16	17	18	19	20	21	22	23
-----*								

5.	*	0.1000	0.1000	2.7000	2.7000	2.7000	3.4000	3.2000	3.2000
10.	*	0.1000	0.1000	2.9000	2.9000	2.9000	3.6000	3.3000	3.4000
15.	*	0.1000	0.1000	2.9000	2.9000	2.9000	3.8000	3.5000	3.6000
20.	*	0.1000	0.1000	3.1000	3.1000	3.1000	4.3000	3.7000	3.7000
25.	*	0.1000	0.1000	3.2000	3.2000	3.2000	4.7000	4.3000	3.9000
30.	*	0.2000	0.2000	3.4000	3.4000	3.4000	5.0000	4.4000	4.1000
35.	*	0.3000	0.2000	3.6000	3.5000	3.5000	5.4000	4.9000	4.4000
40.	*	0.5000	0.4000	3.8000	3.8000	3.5000	5.8000	5.4000	4.9000
45.	*	0.9000	0.8000	3.9000	3.8000	3.5000	6.1000	5.7000	5.3000
50.	*	1.5000	1.4000	3.7000	3.7000	3.2000	6.0000	5.7000	5.6000
55.	*	2.2000	2.4000	3.3000	3.3000	2.7000	5.6000	5.5000	5.2000
60.	*	3.2000	3.0000	2.7000	2.7000	2.2000	4.9000	4.9000	4.6000
65.	*	3.7000	3.9000	1.9000	1.9000	1.6000	3.8000	3.6000	3.6000
70.	*	4.1000	4.2000	1.2000	1.2000	1.0000	3.0000	2.7000	2.5000
75.	*	4.3000	4.3000	0.7000	0.7000	0.6000	2.3000	2.0000	1.7000
80.	*	4.0000	4.0000	0.5000	0.5000	0.4000	1.8000	1.6000	1.1000
85.	*	4.0000	3.9000	0.3000	0.3000	0.2000	1.6000	1.2000	0.8000
90.	*	4.0000	3.8000	0.2000	0.2000	0.2000	1.4000	1.1000	0.7000
95.	*	3.9000	3.6000	0.1000	0.1000	0.1000	1.5000	1.2000	0.6000
100.	*	3.9000	3.5000	0.1000	0.1000	0.1000	1.6000	1.2000	0.7000
105.	*	3.9000	3.3000	0.1000	0.1000	0.1000	1.6000	1.2000	0.6000
110.	*	3.8000	3.2000	0.1000	0.1000	0.1000	1.5000	1.1000	0.5000
115.	*	3.8000	3.0000	0.1000	0.1000	0.1000	1.6000	1.1000	0.5000
120.	*	3.7000	2.9000	0.1000	0.1000	0.1000	1.6000	1.1000	0.5000
125.	*	3.7000	2.8000	0.1000	0.1000	0.1000	1.5000	1.0000	0.3000
130.	*	3.7000	2.7000	0.0000	0.0000	0.0000	1.6000	1.0000	0.2000
135.	*	3.5000	2.6000	0.1000	0.0000	0.0000	1.3000	0.8000	0.0000
140.	*	3.3000	2.6000	0.2000	0.0000	0.0000	1.2000	0.6000	0.0000
145.	*	3.1000	2.6000	0.4000	0.1000	0.0000	0.9000	0.4000	0.0000
150.	*	3.0000	2.7000	0.8000	0.3000	0.0000	0.6000	0.2000	0.0000
155.	*	2.8000	2.6000	1.1000	0.4000	0.0000	0.4000	0.1000	0.0000
160.	*	2.6000	2.6000	1.3000	0.7000	0.0000	0.2000	0.0000	0.0000
165.	*	2.6000	2.6000	1.5000	0.8000	0.0000	0.0000	0.0000	0.0000
170.	*	2.6000	2.6000	1.6000	1.0000	0.1000	0.1000	0.1000	0.1000
175.	*	2.6000	2.6000	1.6000	1.1000	0.2000	0.1000	0.1000	0.1000
180.	*	2.6000	2.6000	1.6000	1.1000	0.4000	0.2000	0.2000	0.2000
185.	*	2.7000	2.7000	1.6000	1.1000	0.4000	0.2000	0.2000	0.2000
190.	*	2.9000	2.9000	1.5000	1.1000	0.4000	0.2000	0.2000	0.2000
195.	*	2.9000	2.9000	1.5000	1.1000	0.5000	0.3000	0.3000	0.3000
200.	*	3.1000	3.1000	1.5000	1.0000	0.5000	0.3000	0.3000	0.3000
205.	*	3.2000	3.2000	1.4000	1.0000	0.5000	0.3000	0.3000	0.3000
210.	*	3.4000	3.4000	1.4000	1.1000	0.6000	0.4000	0.4000	0.4000

JOB: HRCS RUN: I-664 and I-64 southern 2015

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
215.	*	3.5000	3.5000	1.6000	1.2000	0.6000	0.5000	0.5000	0.5000
220.	*	3.8000	3.5000	1.7000	1.3000	0.8000	0.8000	0.8000	0.7000
225.	*	3.8000	3.5000	2.2000	1.7000	1.2000	1.3000	1.3000	1.1000
230.	*	3.7000	3.3000	3.0000	2.4000	1.7000	2.1000	2.0000	1.8000
235.	*	3.3000	2.8000	3.7000	3.0000	2.5000	3.1000	3.0000	2.6000
240.	*	2.7000	2.2000	4.4000	3.9000	3.2000	4.1000	4.0000	3.5000
245.	*	1.9000	1.6000	5.0000	4.4000	4.0000	4.7000	4.6000	4.2000
250.	*	1.2000	1.0000	5.2000	4.4000	4.0000	5.0000	5.0000	4.5000
255.	*	0.7000	0.6000	5.0000	4.5000	4.1000	5.0000	5.0000	4.7000
260.	*	0.5000	0.4000	4.7000	3.9000	3.7000	4.7000	4.7000	4.5000
265.	*	0.3000	0.2000	4.1000	3.6000	3.6000	4.5000	4.4000	4.3000

270.	*	0.2000	0.2000	3.9000	3.4000	3.4000	4.2000	4.2000	4.1000
275.	*	0.1000	0.1000	3.6000	3.1000	3.2000	3.9000	3.9000	3.9000
280.	*	0.1000	0.1000	3.3000	3.1000	3.1000	3.7000	3.7000	3.7000
285.	*	0.1000	0.1000	3.1000	2.8000	2.9000	3.6000	3.5000	3.5000
290.	*	0.1000	0.1000	2.9000	2.7000	2.8000	3.3000	3.3000	3.3000
295.	*	0.1000	0.1000	2.8000	2.7000	2.7000	3.2000	3.2000	3.2000
300.	*	0.1000	0.1000	2.6000	2.6000	2.6000	3.1000	3.1000	3.1000
305.	*	0.1000	0.1000	2.7000	2.6000	2.6000	3.0000	3.0000	3.0000
310.	*	0.0000	0.0000	2.5000	2.6000	2.6000	2.9000	2.9000	2.9000
315.	*	0.0000	0.0000	2.5000	2.6000	2.6000	2.9000	2.9000	2.9000
320.	*	0.0000	0.0000	2.5000	2.5000	2.6000	3.0000	3.0000	3.0000
325.	*	0.0000	0.0000	2.6000	2.6000	2.6000	3.1000	3.1000	3.1000
330.	*	0.0000	0.0000	2.7000	2.7000	2.7000	3.2000	3.2000	3.2000
335.	*	0.0000	0.0000	2.6000	2.6000	2.6000	3.1000	3.1000	3.1000
340.	*	0.0000	0.0000	2.6000	2.6000	2.6000	3.0000	3.0000	3.0000
345.	*	0.0000	0.0000	2.6000	2.6000	2.6000	2.9000	2.9000	2.9000
350.	*	0.0000	0.0000	2.6000	2.6000	2.6000	2.9000	2.9000	2.9000
355.	*	0.1000	0.1000	2.6000	2.6000	2.6000	2.9000	3.0000	3.0000
360.	*	0.1000	0.1000	2.6000	2.6000	2.6000	3.0000	3.1000	3.1000
-----*									
MAX	*	4.3000	4.3000	5.2000	4.5000	4.1000	6.1000	5.7000	5.6000
DEGR.	*	75	75	250	255	255	45	45	50

THE HIGHEST CONCENTRATION OF 6.9000 PPM OCCURRED AT RECEPTOR 4.

JOB: HRCS

RUN: I-664 and I-64 southern 2028

DATE : 6/ 3/16
 TIME : 9:49:18

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. S Leg App - FreeFlow*	4.0	30.0	616.0	-1030.0	1224.	150. AG	7200.	4.1	0.0	55.7	
2. S Leg Dep - FreeFlow*	-28.0	12.0	584.0	-1048.0	1224.	150. AG	7200.	1.9	0.0	55.7	
3. E Leg App - FreeFlow*	4.0	30.0	1027.0	621.0	1181.	60. AG	9600.	4.1	0.0	67.7	
4. E Leg Dep - FreeFlow*	12.0	-21.0	1051.0	579.0	1200.	60. AG	9600.	1.9	0.0	67.7	
5. W Leg App - FreeFlow*	12.0	-21.0	-1027.0	-621.0	1200.	240. AG	9600.	4.1	0.0	67.7	
6. W Leg Dep - FreeFlow*	-28.0	12.0	-1051.0	-579.0	1181.	240. AG	9600.	1.9	0.0	67.7	

PAGE 2

JOB: HRCS

RUN: I-664 and I-64 southern 2028

DATE : 6/ 3/16
 TIME : 9:49:18

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	46.0	93.5	5.9	*
2. N Leg, E Side - 0 m	0.0	67.0	5.9	*
3. N Leg, W Side-Corner	-46.0	40.4	5.9	*
4. S Leg, E Side-Corner	68.8	-27.2	5.9	*
5. S Leg, E Side - 25 m	104.8	-89.6	5.9	*
6. S Leg, E Side - 50 m	145.9	-160.6	5.9	*
7. S Leg, E Side-Midblk	363.8	-538.2	5.9	*
8. S Leg, W Side-Corner	-10.8	-73.2	5.9	*
9. S Leg, W Side - 25 m	25.2	-135.6	5.9	*
10. S Leg, W Side - 50 m	66.2	-206.6	5.9	*
11. S Leg, W Side-Midblk	284.2	-584.2	5.9	*
12. E Leg, N Side - 25 m	108.4	129.5	5.9	*
13. E Leg, N Side - 50 m	179.4	170.6	5.9	*
14. E Leg, N Side-Midblk	557.0	388.5	5.9	*
15. W Leg, N Side - 25 m	-108.4	4.4	5.9	*
16. W Leg, N Side - 50 m	-179.4	-36.6	5.9	*
17. W Leg, N Side-Midblk	-557.0	-254.6	5.9	*
18. E Leg, S Side - 25 m	131.2	8.8	5.9	*

19. E Leg, S Side - 50 m *	202.2	49.8	5.9	*
20. E Leg, S Side-Midblk *	579.8	267.8	5.9	*
21. W Leg, S Side - 25 m *	-73.2	-109.2	5.9	*
22. W Leg, S Side - 50 m *	-144.2	-150.3	5.9	*
23. W Leg, S Side-Midblk *	-521.8	-368.2	5.9	*

♀

JOB: HRCS

RUN: I-664 and I-64 southern 2028

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.1000	0.1000	0.0000	1.4000	0.9000	0.7000	0.4000	2.3000	1.9000	1.7000	1.5000	0.1000	0.1000	0.1000	0.0000
10. *	0.1000	0.1000	0.0000	1.5000	0.9000	0.7000	0.4000	2.5000	1.8000	1.8000	1.5000	0.1000	0.1000	0.1000	0.1000
15. *	0.1000	0.1000	0.0000	1.5000	0.9000	0.7000	0.4000	2.7000	2.0000	1.8000	1.5000	0.1000	0.1000	0.1000	0.1000
20. *	0.1000	0.1000	0.0000	1.5000	0.9000	0.7000	0.4000	2.7000	1.9000	1.7000	1.4000	0.1000	0.1000	0.1000	0.1000
25. *	0.1000	0.1000	0.0000	1.6000	0.9000	0.7000	0.3000	2.8000	1.8000	1.6000	1.2000	0.1000	0.1000	0.1000	0.1000
30. *	0.2000	0.2000	0.0000	1.7000	0.9000	0.7000	0.3000	3.0000	1.8000	1.6000	1.2000	0.2000	0.2000	0.2000	0.1000
35. *	0.2000	0.2000	0.1000	1.7000	0.9000	0.6000	0.1000	3.0000	1.9000	1.6000	1.1000	0.3000	0.2000	0.2000	0.2000
40. *	0.4000	0.4000	0.2000	1.8000	0.8000	0.6000	0.0000	3.2000	1.9000	1.6000	1.0000	0.4000	0.4000	0.3000	0.2000
45. *	0.6000	0.6000	0.4000	1.8000	0.8000	0.5000	0.0000	3.1000	1.8000	1.5000	1.0000	0.6000	0.6000	0.5000	0.4000
50. *	1.0000	1.0000	0.8000	1.7000	0.7000	0.3000	0.0000	3.1000	1.7000	1.4000	1.0000	1.0000	1.0000	0.8000	0.8000
55. *	1.4000	1.4000	1.1000	1.6000	0.5000	0.2000	0.0000	3.0000	1.5000	1.3000	1.0000	1.4000	1.4000	1.2000	1.1000
60. *	1.9000	1.9000	1.5000	1.3000	0.4000	0.2000	0.0000	2.6000	1.4000	1.2000	1.0000	1.9000	1.9000	1.6000	1.4000
65. *	2.2000	2.2000	1.8000	0.9000	0.2000	0.0000	0.0000	2.2000	1.2000	1.0000	1.0000	2.2000	2.2000	1.9000	1.7000
70. *	2.4000	2.4000	2.0000	0.6000	0.0000	0.0000	0.0000	1.8000	1.0000	1.0000	1.0000	2.4000	2.4000	2.1000	1.9000
75. *	2.4000	2.4000	2.0000	0.4000	0.0000	0.0000	0.0000	1.5000	1.0000	1.0000	1.0000	2.4000	2.4000	2.2000	2.0000
80. *	2.2000	2.2000	1.8000	0.2000	0.0000	0.0000	0.0000	1.2000	1.0000	1.0000	1.0000	2.2000	2.2000	2.2000	1.9000
85. *	2.1000	2.1000	1.7000	0.1000	0.0000	0.0000	0.0000	1.1000	1.0000	1.0000	1.0000	2.1000	2.1000	2.1000	1.9000
90. *	2.0000	2.0000	1.5000	0.2000	0.1000	0.1000	0.1000	1.1000	1.0000	1.0000	1.0000	2.0000	2.0000	2.0000	1.8000
95. *	1.9000	1.9000	1.6000	0.2000	0.1000	0.1000	0.1000	1.1000	1.0000	1.0000	1.0000	1.9000	1.9000	1.9000	1.8000
100. *	1.8000	1.8000	1.6000	0.2000	0.1000	0.1000	0.1000	1.2000	1.1000	1.1000	1.1000	1.8000	1.8000	1.8000	1.8000
105. *	1.7000	1.7000	1.6000	0.2000	0.1000	0.1000	0.1000	1.3000	1.2000	1.2000	1.2000	1.7000	1.7000	1.7000	1.8000
110. *	1.6000	1.6000	1.6000	0.2000	0.1000	0.1000	0.1000	1.3000	1.2000	1.2000	1.2000	1.6000	1.6000	1.6000	2.0000
115. *	1.5000	1.6000	1.7000	0.1000	0.1000	0.1000	0.1000	1.3000	1.2000	1.2000	1.2000	1.5000	1.5000	1.5000	2.0000
120. *	1.4000	1.6000	1.8000	0.2000	0.2000	0.2000	0.2000	1.4000	1.3000	1.3000	1.3000	1.4000	1.4000	1.4000	2.0000
125. *	1.4000	1.7000	1.9000	0.2000	0.2000	0.2000	0.2000	1.4000	1.4000	1.4000	1.3000	1.4000	1.4000	1.4000	2.0000
130. *	1.4000	1.8000	2.0000	0.3000	0.3000	0.3000	0.3000	1.5000	1.5000	1.5000	1.4000	1.4000	1.4000	1.4000	2.0000
135. *	1.5000	2.2000	2.2000	0.5000	0.5000	0.5000	0.5000	1.5000	1.5000	1.5000	1.4000	1.4000	1.4000	1.4000	2.0000
140. *	1.6000	2.4000	2.4000	0.9000	0.9000	0.9000	0.8000	1.5000	1.4000	1.4000	1.3000	1.4000	1.4000	1.4000	2.0000
145. *	1.9000	2.8000	2.4000	1.2000	1.2000	1.2000	1.1000	1.3000	1.3000	1.3000	1.2000	1.6000	1.5000	1.5000	1.9000
150. *	2.1000	3.0000	2.6000	1.6000	1.6000	1.6000	1.5000	1.1000	1.1000	1.1000	0.9000	1.8000	1.6000	1.5000	1.7000
155. *	2.3000	3.2000	2.1000	1.9000	1.9000	1.9000	1.7000	0.8000	0.8000	0.8000	0.6000	1.9000	1.6000	1.5000	1.4000
160. *	2.3000	3.1000	2.1000	2.0000	1.9000	1.9000	1.8000	0.6000	0.6000	0.6000	0.4000	1.8000	1.7000	1.4000	1.4000
165. *	2.4000	2.8000	1.7000	2.0000	2.0000	2.0000	1.8000	0.3000	0.3000	0.3000	0.2000	1.9000	1.7000	1.4000	1.2000
170. *	2.3000	2.5000	1.5000	1.9000	1.9000	1.9000	1.7000	0.2000	0.1000	0.1000	0.1000	2.0000	1.8000	1.4000	1.2000
175. *	2.4000	2.3000	1.3000	1.7000	1.7000	1.7000	1.7000	0.2000	0.1000	0.1000	0.1000	2.0000	1.8000	1.5000	1.2000
180. *	2.4000	2.1000	1.4000	1.6000	1.6000	1.6000	1.6000	0.2000	0.1000	0.1000	0.1000	2.0000	1.8000	1.5000	1.2000
185. *	2.4000	2.0000	1.3000	1.5000	1.5000	1.5000	1.5000	0.2000	0.1000	0.1000	0.1000	2.1000	1.9000	1.6000	1.2000
190. *	2.3000	1.9000	1.4000	1.4000	1.4000	1.4000	1.4000	0.1000	0.0000	0.0000	0.0000	2.1000	2.0000	1.9000	1.4000
195. *	2.3000	1.8000	1.4000	1.4000	1.4000	1.4000	1.4000	0.1000	0.0000	0.0000	0.0000	2.2000	2.1000	1.9000	1.4000
200. *	2.4000	1.7000	1.4000	1.3000	1.3000	1.3000	1.3000	0.1000	0.0000	0.0000	0.0000	2.4000	2.2000	2.0000	1.4000

205.	*	2.4000	1.7000	1.4000	1.3000	1.3000	1.3000	1.3000	0.1000	0.0000	0.0000	0.0000	2.3000	2.3000	2.1000	1.5000
210.	*	2.4000	1.6000	1.6000	1.2000	1.2000	1.2000	1.2000	0.2000	0.0000	0.0000	0.0000	2.4000	2.3000	2.2000	1.6000

JOB: HRCS

RUN: I-664 and I-64 southern 2028

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	2.4000	1.7000	1.7000	1.4000	1.2000	1.2000	1.2000	0.3000	0.0000	0.0000	0.0000	2.6000	2.5000	2.3000	1.7000
220.	*	2.3000	1.8000	1.8000	1.5000	1.2000	1.2000	1.2000	0.4000	0.0000	0.0000	0.0000	2.6000	2.6000	2.4000	1.8000
225.	*	2.3000	1.8000	1.8000	1.7000	1.2000	1.2000	1.2000	0.6000	0.0000	0.0000	0.0000	2.7000	2.8000	2.7000	1.8000
230.	*	2.3000	1.6000	1.7000	2.1000	1.3000	1.2000	1.2000	1.0000	0.1000	0.0000	0.0000	2.5000	2.6000	2.6000	1.7000
235.	*	1.9000	1.5000	1.6000	2.5000	1.4000	1.3000	1.2000	1.4000	0.2000	0.1000	0.0000	2.2000	2.4000	2.4000	1.6000
240.	*	1.5000	1.2000	1.3000	2.9000	1.7000	1.3000	1.2000	1.9000	0.5000	0.1000	0.0000	1.8000	1.9000	2.1000	1.3000
245.	*	1.1000	0.8000	0.9000	3.2000	1.8000	1.5000	1.2000	2.3000	0.6000	0.3000	0.0000	1.3000	1.4000	1.6000	0.9000
250.	*	0.7000	0.5000	0.6000	3.4000	2.1000	1.6000	1.2000	2.4000	0.8000	0.4000	0.0000	0.9000	0.9000	1.1000	0.6000
255.	*	0.4000	0.3000	0.4000	3.2000	2.0000	1.7000	1.2000	2.4000	0.9000	0.5000	0.0000	0.6000	0.6000	0.6000	0.4000
260.	*	0.3000	0.1000	0.2000	3.0000	2.2000	1.8000	1.2000	2.2000	0.9000	0.7000	0.0000	0.3000	0.3000	0.4000	0.2000
265.	*	0.2000	0.0000	0.1000	2.9000	2.2000	1.9000	1.3000	2.1000	1.0000	0.7000	0.1000	0.2000	0.2000	0.2000	0.1000
270.	*	0.1000	0.0000	0.1000	2.7000	2.1000	1.9000	1.3000	2.0000	0.9000	0.7000	0.1000	0.2000	0.2000	0.2000	0.1000
275.	*	0.1000	0.0000	0.1000	2.6000	2.2000	2.0000	1.6000	1.9000	0.9000	0.7000	0.2000	0.1000	0.1000	0.1000	0.1000
280.	*	0.1000	0.0000	0.1000	2.5000	2.1000	1.9000	1.6000	1.8000	0.9000	0.6000	0.3000	0.1000	0.1000	0.1000	0.1000
285.	*	0.1000	0.0000	0.1000	2.3000	2.1000	2.0000	1.7000	1.7000	0.9000	0.6000	0.3000	0.1000	0.1000	0.1000	0.1000
290.	*	0.1000	0.0000	0.1000	2.3000	2.1000	2.0000	1.7000	1.6000	0.8000	0.6000	0.3000	0.1000	0.1000	0.1000	0.1000
295.	*	0.1000	0.0000	0.0000	2.1000	2.1000	2.1000	1.8000	1.5000	0.9000	0.7000	0.4000	0.1000	0.1000	0.1000	0.0000
300.	*	0.1000	0.0000	0.0000	2.1000	2.0000	2.0000	1.9000	1.6000	0.9000	0.7000	0.4000	0.1000	0.1000	0.1000	0.0000
305.	*	0.1000	0.0000	0.0000	2.1000	2.0000	2.0000	2.0000	1.5000	0.9000	0.7000	0.4000	0.1000	0.1000	0.1000	0.0000
310.	*	0.0000	0.0000	0.0000	1.8000	2.0000	2.0000	2.1000	1.5000	0.9000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000
315.	*	0.0000	0.0000	0.0000	1.8000	2.0000	2.0000	2.1000	1.5000	1.0000	0.7000	0.6000	0.0000	0.0000	0.0000	0.0000
320.	*	0.0000	0.0000	0.0000	1.8000	1.7000	2.0000	2.0000	1.6000	1.0000	0.8000	0.7000	0.0000	0.0000	0.0000	0.0000
325.	*	0.0000	0.0000	0.0000	1.8000	1.7000	1.7000	1.9000	1.7000	1.1000	1.0000	0.9000	0.0000	0.0000	0.0000	0.0000
330.	*	0.0000	0.0000	0.0000	1.8000	1.6000	1.6000	1.7000	1.8000	1.3000	1.0000	1.1000	0.0000	0.0000	0.0000	0.0000
335.	*	0.0000	0.0000	0.0000	1.7000	1.4000	1.3000	1.3000	1.8000	1.2000	1.2000	1.4000	0.0000	0.0000	0.0000	0.0000
340.	*	0.0000	0.0000	0.0000	1.6000	1.2000	1.1000	1.0000	1.7000	1.5000	1.4000	1.6000	0.0000	0.0000	0.0000	0.0000
345.	*	0.0000	0.0000	0.0000	1.5000	1.0000	0.9000	0.8000	1.9000	1.5000	1.5000	1.6000	0.0000	0.0000	0.0000	0.0000
350.	*	0.0000	0.0000	0.0000	1.4000	1.0000	0.8000	0.6000	1.9000	1.7000	1.5000	1.6000	0.0000	0.0000	0.0000	0.0000
355.	*	0.1000	0.1000	0.0000	1.3000	1.0000	0.7000	0.5000	1.9000	1.6000	1.7000	1.6000	0.1000	0.1000	0.1000	0.0000
360.	*	0.1000	0.1000	0.0000	1.3000	0.9000	0.6000	0.5000	2.3000	1.7000	1.7000	1.6000	0.1000	0.1000	0.1000	0.0000
MAX	*	2.4000	3.2000	2.6000	3.4000	2.2000	2.1000	2.1000	3.2000	2.0000	1.8000	1.6000	2.7000	2.8000	2.7000	2.0000
DEGR.	*	70	155	150	250	260	295	310	40	15	10	340	225	225	225	75

JOB: HRCS

RUN: I-664 and I-64 southern 2028

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
-----*	-----*								

5.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.5000	1.5000	1.5000
10.	*	0.1000	0.1000	1.4000	1.4000	1.4000	1.7000	1.6000	1.6000
15.	*	0.1000	0.1000	1.4000	1.4000	1.4000	1.8000	1.6000	1.7000
20.	*	0.1000	0.1000	1.4000	1.4000	1.4000	1.9000	1.8000	1.8000
25.	*	0.1000	0.1000	1.5000	1.5000	1.5000	2.2000	1.8000	1.9000
30.	*	0.1000	0.1000	1.6000	1.6000	1.5000	2.4000	2.2000	2.0000
35.	*	0.1000	0.1000	1.7000	1.7000	1.5000	2.5000	2.3000	2.1000
40.	*	0.2000	0.2000	1.8000	1.8000	1.6000	2.9000	2.7000	2.3000
45.	*	0.4000	0.3000	1.8000	1.8000	1.7000	2.9000	2.7000	2.6000
50.	*	0.7000	0.6000	1.7000	1.7000	1.5000	2.8000	2.7000	2.5000
55.	*	1.0000	1.0000	1.6000	1.6000	1.3000	2.7000	2.5000	2.5000
60.	*	1.4000	1.4000	1.3000	1.3000	1.0000	2.3000	2.2000	2.2000
65.	*	1.7000	1.8000	0.9000	0.9000	0.7000	1.8000	1.6000	1.7000
70.	*	2.0000	2.0000	0.6000	0.6000	0.5000	1.5000	1.4000	1.2000
75.	*	2.0000	2.0000	0.4000	0.4000	0.2000	1.1000	0.9000	0.8000
80.	*	1.9000	1.9000	0.2000	0.2000	0.2000	0.9000	0.7000	0.6000
85.	*	1.9000	1.9000	0.1000	0.1000	0.1000	0.8000	0.6000	0.4000
90.	*	1.9000	1.7000	0.1000	0.1000	0.1000	0.8000	0.6000	0.4000
95.	*	1.8000	1.7000	0.1000	0.1000	0.1000	0.7000	0.5000	0.3000
100.	*	1.9000	1.6000	0.1000	0.1000	0.1000	0.7000	0.5000	0.3000
105.	*	1.8000	1.6000	0.1000	0.1000	0.1000	0.7000	0.5000	0.3000
110.	*	1.8000	1.5000	0.1000	0.1000	0.1000	0.7000	0.5000	0.3000
115.	*	1.7000	1.4000	0.0000	0.0000	0.0000	0.7000	0.6000	0.2000
120.	*	1.7000	1.3000	0.0000	0.0000	0.0000	0.7000	0.6000	0.2000
125.	*	1.7000	1.3000	0.0000	0.0000	0.0000	0.8000	0.6000	0.1000
130.	*	1.7000	1.2000	0.0000	0.0000	0.0000	0.7000	0.5000	0.0000
135.	*	1.7000	1.2000	0.0000	0.0000	0.0000	0.6000	0.3000	0.0000
140.	*	1.5000	1.2000	0.1000	0.0000	0.0000	0.5000	0.3000	0.0000
145.	*	1.5000	1.2000	0.2000	0.0000	0.0000	0.5000	0.2000	0.0000
150.	*	1.4000	1.3000	0.4000	0.1000	0.0000	0.3000	0.1000	0.0000
155.	*	1.2000	1.2000	0.5000	0.3000	0.0000	0.2000	0.0000	0.0000
160.	*	1.2000	1.2000	0.7000	0.3000	0.0000	0.0000	0.0000	0.0000
165.	*	1.2000	1.2000	0.7000	0.4000	0.0000	0.0000	0.0000	0.0000
170.	*	1.2000	1.2000	0.8000	0.4000	0.0000	0.0000	0.0000	0.0000
175.	*	1.2000	1.2000	0.8000	0.4000	0.1000	0.1000	0.1000	0.1000
180.	*	1.2000	1.2000	0.7000	0.4000	0.1000	0.1000	0.1000	0.1000
185.	*	1.2000	1.2000	0.7000	0.4000	0.1000	0.1000	0.1000	0.1000
190.	*	1.4000	1.4000	0.8000	0.5000	0.3000	0.1000	0.1000	0.1000
195.	*	1.4000	1.4000	0.8000	0.5000	0.3000	0.1000	0.1000	0.1000
200.	*	1.4000	1.4000	0.8000	0.5000	0.3000	0.1000	0.1000	0.1000
205.	*	1.5000	1.5000	0.7000	0.5000	0.3000	0.1000	0.1000	0.1000
210.	*	1.6000	1.5000	0.7000	0.5000	0.3000	0.2000	0.2000	0.2000

♀ JOB: HRCS RUN: I-664 and I-64 southern 2028

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
215.	*	1.7000	1.6000	0.8000	0.5000	0.3000	0.3000	0.3000	0.2000
220.	*	1.8000	1.6000	0.8000	0.6000	0.4000	0.4000	0.4000	0.3000
225.	*	1.8000	1.7000	1.1000	0.8000	0.6000	0.6000	0.6000	0.5000
230.	*	1.7000	1.6000	1.4000	1.2000	0.8000	1.0000	1.0000	0.8000
235.	*	1.6000	1.3000	1.8000	1.4000	1.1000	1.4000	1.4000	1.3000
240.	*	1.3000	1.0000	2.1000	1.9000	1.5000	1.9000	1.9000	1.6000
245.	*	0.9000	0.7000	2.4000	2.1000	1.8000	2.2000	2.2000	2.0000
250.	*	0.6000	0.5000	2.4000	2.1000	2.0000	2.4000	2.4000	2.2000
255.	*	0.4000	0.2000	2.2000	2.1000	1.9000	2.4000	2.4000	2.2000
260.	*	0.2000	0.2000	2.1000	1.9000	1.7000	2.2000	2.2000	2.2000
265.	*	0.1000	0.1000	2.0000	1.6000	1.7000	2.1000	2.1000	2.1000

270.	*	0.1000	0.1000	1.8000	1.6000	1.5000	2.0000	2.0000	2.0000
275.	*	0.1000	0.1000	1.7000	1.7000	1.5000	1.9000	1.9000	1.9000
280.	*	0.1000	0.1000	1.5000	1.3000	1.4000	1.8000	1.8000	1.8000
285.	*	0.1000	0.1000	1.4000	1.3000	1.4000	1.7000	1.7000	1.7000
290.	*	0.1000	0.1000	1.3000	1.3000	1.3000	1.6000	1.6000	1.6000
295.	*	0.0000	0.0000	1.3000	1.2000	1.2000	1.5000	1.5000	1.5000
300.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.4000	1.4000	1.4000
305.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.4000	1.4000	1.4000
310.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.4000	1.4000	1.4000
315.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.4000	1.4000	1.4000
320.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.4000	1.4000	1.4000
325.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.5000	1.5000	1.5000
330.	*	0.0000	0.0000	1.3000	1.3000	1.3000	1.5000	1.5000	1.5000
335.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.5000	1.5000	1.5000
340.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.4000	1.4000	1.4000
345.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.4000	1.4000	1.4000
350.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.4000	1.4000	1.4000
355.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.4000	1.4000	1.4000
360.	*	0.0000	0.0000	1.2000	1.2000	1.2000	1.4000	1.4000	1.4000
-----*									
MAX	*	2.0000	2.0000	2.4000	2.1000	2.0000	2.9000	2.7000	2.6000
DEGR.	*	70	70	245	250	250	45	40	45

THE HIGHEST CONCENTRATION OF 3.4000 PPM OCCURRED AT RECEPTOR 4.

JOB: HRCS

RUN: I-664 & I-64 southern 2028 NOBUILD

DATE : 6/ 3/16
 TIME : 9:51:45

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. S Leg App - FreeFlow*	4.0	30.0	616.0	-1030.0	1224.	150. AG	3780.	4.1	0.0	55.7	
2. S Leg Dep - FreeFlow*	-28.0	12.0	584.0	-1048.0	1224.	150. AG	4185.	1.9	0.0	55.7	
3. E Leg App - FreeFlow*	4.0	30.0	1027.0	621.0	1181.	60. AG	2295.	4.1	0.0	67.7	
4. E Leg Dep - FreeFlow*	12.0	-21.0	1051.0	579.0	1200.	60. AG	4585.	1.9	0.0	67.7	
5. W Leg App - FreeFlow*	12.0	-21.0	-1027.0	-621.0	1200.	240. AG	4585.	4.1	0.0	67.7	
6. W Leg Dep - FreeFlow*	-28.0	12.0	-1051.0	-579.0	1181.	240. AG	2295.	1.9	0.0	67.7	

PAGE 2

JOB: HRCS

RUN: I-664 & I-64 southern 2028 NOBUILD

DATE : 6/ 3/16
 TIME : 9:51:45

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	46.0	93.5	5.9	*
2. N Leg, E Side - 0 m	0.0	67.0	5.9	*
3. N Leg, W Side-Corner	-46.0	40.4	5.9	*
4. S Leg, E Side-Corner	68.8	-27.2	5.9	*
5. S Leg, E Side - 25 m	104.8	-89.6	5.9	*
6. S Leg, E Side - 50 m	145.9	-160.6	5.9	*
7. S Leg, E Side-Midblk	363.8	-538.2	5.9	*
8. S Leg, W Side-Corner	-10.8	-73.2	5.9	*
9. S Leg, W Side - 25 m	25.2	-135.6	5.9	*
10. S Leg, W Side - 50 m	66.2	-206.6	5.9	*
11. S Leg, W Side-Midblk	284.2	-584.2	5.9	*
12. E Leg, N Side - 25 m	108.4	129.5	5.9	*
13. E Leg, N Side - 50 m	179.4	170.6	5.9	*
14. E Leg, N Side-Midblk	557.0	388.5	5.9	*
15. W Leg, N Side - 25 m	-108.4	4.4	5.9	*
16. W Leg, N Side - 50 m	-179.4	-36.6	5.9	*
17. W Leg, N Side-Midblk	-557.0	-254.6	5.9	*
18. E Leg, S Side - 25 m	131.2	8.8	5.9	*

19. E Leg, S Side - 50 m *	202.2	49.8	5.9	*
20. E Leg, S Side-Midblk *	579.8	267.8	5.9	*
21. W Leg, S Side - 25 m *	-73.2	-109.2	5.9	*
22. W Leg, S Side - 50 m *	-144.2	-150.3	5.9	*
23. W Leg, S Side-Midblk *	-521.8	-368.2	5.9	*

♀

JOB: HRCS

RUN: I-664 & I-64 southern 2028 NOBUILD

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.0000	0.0000	0.0000	0.6000	0.3000	0.3000	0.1000	1.2000	0.9000	0.8000	0.7000	0.0000	0.0000	0.0000	0.0000
10. *	0.0000	0.0000	0.0000	0.6000	0.3000	0.3000	0.1000	1.2000	0.8000	0.8000	0.7000	0.0000	0.0000	0.0000	0.0000
15. *	0.0000	0.0000	0.0000	0.6000	0.3000	0.3000	0.1000	1.2000	0.8000	0.8000	0.6000	0.0000	0.0000	0.0000	0.0000
20. *	0.0000	0.0000	0.0000	0.5000	0.2000	0.2000	0.0000	1.2000	0.8000	0.8000	0.6000	0.0000	0.0000	0.0000	0.0000
25. *	0.0000	0.0000	0.0000	0.5000	0.3000	0.2000	0.0000	1.3000	0.8000	0.8000	0.6000	0.0000	0.0000	0.0000	0.0000
30. *	0.0000	0.0000	0.0000	0.5000	0.3000	0.2000	0.0000	1.3000	0.8000	0.7000	0.5000	0.0000	0.0000	0.0000	0.0000
35. *	0.1000	0.1000	0.0000	0.6000	0.3000	0.2000	0.0000	1.3000	0.8000	0.7000	0.5000	0.1000	0.1000	0.1000	0.0000
40. *	0.1000	0.1000	0.1000	0.6000	0.3000	0.2000	0.0000	1.3000	0.8000	0.7000	0.5000	0.1000	0.1000	0.1000	0.0000
45. *	0.1000	0.1000	0.1000	0.6000	0.3000	0.2000	0.0000	1.3000	0.8000	0.7000	0.5000	0.1000	0.1000	0.1000	0.1000
50. *	0.2000	0.2000	0.2000	0.6000	0.2000	0.2000	0.0000	1.3000	0.7000	0.7000	0.5000	0.2000	0.2000	0.2000	0.1000
55. *	0.4000	0.4000	0.3000	0.6000	0.2000	0.0000	0.0000	1.3000	0.7000	0.6000	0.5000	0.4000	0.4000	0.3000	0.4000
60. *	0.5000	0.5000	0.4000	0.5000	0.1000	0.0000	0.0000	1.2000	0.7000	0.6000	0.6000	0.5000	0.5000	0.5000	0.4000
65. *	0.6000	0.7000	0.6000	0.4000	0.0000	0.0000	0.0000	1.0000	0.5000	0.5000	0.5000	0.6000	0.6000	0.5000	0.5000
70. *	0.7000	0.7000	0.6000	0.2000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000	0.5000	0.7000	0.7000	0.5000	0.6000
75. *	0.7000	0.7000	0.6000	0.1000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000	0.5000	0.7000	0.7000	0.6000	0.6000
80. *	0.6000	0.6000	0.6000	0.1000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.5000	0.6000	0.6000	0.6000	0.7000
85. *	0.6000	0.6000	0.6000	0.1000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.5000	0.6000	0.6000	0.6000	0.7000
90. *	0.6000	0.6000	0.5000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.5000	0.6000	0.6000	0.6000	0.7000
95. *	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.7000
100. *	0.5000	0.5000	0.6000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000	0.6000	0.5000	0.5000	0.5000	0.7000
105. *	0.5000	0.5000	0.6000	0.1000	0.1000	0.1000	0.1000	0.6000	0.6000	0.6000	0.6000	0.5000	0.5000	0.5000	0.7000
110. *	0.5000	0.5000	0.6000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	0.5000	0.5000	0.5000	0.7000
115. *	0.5000	0.5000	0.6000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	0.5000	0.5000	0.5000	0.9000
120. *	0.5000	0.6000	0.8000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	0.5000	0.5000	0.5000	0.9000
125. *	0.5000	0.6000	0.9000	0.1000	0.1000	0.1000	0.1000	0.8000	0.8000	0.8000	0.8000	0.5000	0.5000	0.5000	0.9000
130. *	0.5000	0.7000	0.9000	0.2000	0.2000	0.2000	0.2000	0.8000	0.8000	0.8000	0.8000	0.5000	0.5000	0.5000	0.9000
135. *	0.5000	0.8000	1.2000	0.3000	0.3000	0.3000	0.2000	0.8000	0.8000	0.8000	0.8000	0.5000	0.5000	0.5000	0.9000
140. *	0.6000	1.1000	1.2000	0.4000	0.4000	0.4000	0.4000	0.8000	0.8000	0.8000	0.7000	0.5000	0.5000	0.5000	0.8000
145. *	0.7000	1.1000	1.2000	0.7000	0.7000	0.7000	0.6000	0.7000	0.7000	0.7000	0.6000	0.5000	0.5000	0.5000	0.7000
150. *	0.8000	1.3000	1.3000	0.8000	0.8000	0.8000	0.8000	0.6000	0.6000	0.6000	0.5000	0.6000	0.5000	0.5000	0.6000
155. *	0.9000	1.2000	1.1000	1.0000	1.0000	1.0000	0.9000	0.5000	0.5000	0.5000	0.4000	0.7000	0.6000	0.5000	0.6000
160. *	1.0000	1.3000	0.9000	1.1000	1.1000	1.1000	1.0000	0.3000	0.3000	0.3000	0.3000	0.8000	0.6000	0.5000	0.4000
165. *	0.9000	1.2000	0.8000	1.0000	1.0000	1.0000	1.0000	0.1000	0.1000	0.1000	0.1000	0.8000	0.7000	0.5000	0.4000
170. *	0.9000	1.2000	0.7000	1.0000	1.0000	1.0000	1.0000	0.1000	0.1000	0.1000	0.1000	0.8000	0.7000	0.5000	0.4000
175. *	0.9000	1.0000	0.5000	0.9000	0.9000	0.9000	0.9000	0.1000	0.1000	0.1000	0.1000	0.8000	0.8000	0.5000	0.4000
180. *	0.9000	0.9000	0.6000	0.9000	0.9000	0.9000	0.9000	0.0000	0.0000	0.0000	0.0000	0.8000	0.8000	0.5000	0.4000
185. *	0.9000	0.9000	0.6000	0.8000	0.8000	0.8000	0.8000	0.0000	0.0000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000
190. *	0.9000	0.8000	0.5000	0.8000	0.8000	0.8000	0.8000	0.1000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.5000
195. *	1.0000	0.7000	0.5000	0.8000	0.8000	0.8000	0.8000	0.1000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.5000
200. *	0.9000	0.7000	0.5000	0.7000	0.7000	0.7000	0.7000	0.1000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.6000

205.	*	1.0000	0.8000	0.6000	0.7000	0.7000	0.7000	0.7000	0.1000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.6000
210.	*	0.8000	0.7000	0.6000	0.7000	0.7000	0.7000	0.7000	0.1000	0.0000	0.0000	0.0000	0.9000	0.9000	0.7000	0.6000

JOB: HRCS

RUN: I-664 & I-64 southern 2028 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	0.9000	0.7000	0.6000	0.7000	0.7000	0.7000	0.7000	0.1000	0.0000	0.0000	0.0000	0.8000	0.8000	0.7000	0.6000
220.	*	0.9000	0.6000	0.6000	0.8000	0.7000	0.6000	0.7000	0.2000	0.0000	0.0000	0.0000	0.9000	0.8000	0.7000	0.6000
225.	*	0.8000	0.6000	0.6000	0.8000	0.6000	0.6000	0.6000	0.3000	0.0000	0.0000	0.0000	0.8000	0.8000	0.9000	0.6000
230.	*	0.7000	0.7000	0.6000	1.1000	0.8000	0.7000	0.7000	0.4000	0.0000	0.0000	0.0000	0.8000	1.0000	0.8000	0.6000
235.	*	0.6000	0.5000	0.5000	1.3000	0.8000	0.7000	0.7000	0.6000	0.1000	0.0000	0.0000	0.8000	0.8000	0.6000	0.5000
240.	*	0.5000	0.3000	0.4000	1.5000	0.9000	0.8000	0.7000	0.9000	0.2000	0.1000	0.0000	0.5000	0.6000	0.6000	0.4000
245.	*	0.4000	0.3000	0.3000	1.6000	1.0000	0.8000	0.7000	1.0000	0.2000	0.1000	0.0000	0.5000	0.3000	0.4000	0.2000
250.	*	0.3000	0.2000	0.2000	1.6000	1.0000	0.9000	0.7000	1.1000	0.3000	0.2000	0.0000	0.2000	0.2000	0.2000	0.2000
255.	*	0.1000	0.0000	0.1000	1.5000	1.1000	0.8000	0.6000	1.1000	0.4000	0.2000	0.0000	0.1000	0.1000	0.1000	0.1000
260.	*	0.0000	0.0000	0.0000	1.5000	1.1000	0.8000	0.6000	1.0000	0.5000	0.2000	0.0000	0.1000	0.1000	0.1000	0.0000
265.	*	0.0000	0.0000	0.0000	1.4000	1.2000	0.9000	0.7000	0.9000	0.5000	0.2000	0.0000	0.0000	0.1000	0.1000	0.0000
270.	*	0.0000	0.0000	0.0000	1.4000	1.1000	0.9000	0.8000	0.9000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
275.	*	0.0000	0.0000	0.0000	1.2000	1.1000	0.9000	0.8000	0.8000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
280.	*	0.0000	0.0000	0.0000	1.2000	1.1000	0.9000	0.8000	0.8000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
285.	*	0.0000	0.0000	0.0000	1.1000	1.1000	1.0000	0.9000	0.7000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
290.	*	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	0.9000	0.7000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
295.	*	0.0000	0.0000	0.0000	0.9000	1.0000	1.0000	0.9000	0.7000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
300.	*	0.0000	0.0000	0.0000	0.9000	0.9000	1.0000	1.0000	0.7000	0.4000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
305.	*	0.0000	0.0000	0.0000	0.9000	0.9000	1.0000	1.0000	0.6000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000
310.	*	0.0000	0.0000	0.0000	0.8000	0.9000	0.9000	1.1000	0.6000	0.4000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000
315.	*	0.0000	0.0000	0.0000	0.8000	0.9000	0.9000	1.1000	0.7000	0.4000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000
320.	*	0.0000	0.0000	0.0000	0.7000	0.9000	1.0000	1.1000	0.7000	0.4000	0.3000	0.4000	0.0000	0.0000	0.0000	0.0000
325.	*	0.0000	0.0000	0.0000	0.8000	0.7000	0.8000	0.9000	0.8000	0.5000	0.4000	0.5000	0.0000	0.0000	0.0000	0.0000
330.	*	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.8000	0.9000	0.5000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000
335.	*	0.0000	0.0000	0.0000	0.8000	0.5000	0.6000	0.6000	0.9000	0.7000	0.5000	0.7000	0.0000	0.0000	0.0000	0.0000
340.	*	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.4000	0.8000	0.6000	0.6000	0.7000	0.0000	0.0000	0.0000	0.0000
345.	*	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.3000	0.7000	0.6000	0.7000	0.8000	0.0000	0.0000	0.0000	0.0000
350.	*	0.0000	0.0000	0.0000	0.5000	0.3000	0.3000	0.2000	0.8000	0.8000	0.9000	0.8000	0.0000	0.0000	0.0000	0.0000
355.	*	0.0000	0.0000	0.0000	0.5000	0.3000	0.3000	0.1000	0.9000	0.8000	0.8000	0.8000	0.0000	0.0000	0.0000	0.0000
360.	*	0.0000	0.0000	0.0000	0.6000	0.3000	0.3000	0.1000	0.9000	0.9000	0.8000	0.7000	0.0000	0.0000	0.0000	0.0000
MAX DEGR.	*	1.0000	1.3000	1.3000	1.6000	1.2000	1.1000	1.1000	1.3000	0.9000	0.9000	0.8000	0.9000	1.0000	0.9000	0.9000
		195	150	150	245	265	160	310	25	5	350	125	210	230	225	115

JOB: HRCS

RUN: I-664 & I-64 southern 2028 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23

5.	*	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.7000
10.	*	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.7000
15.	*	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.7000
20.	*	0.0000	0.0000	0.5000	0.5000	0.5000	1.0000	0.8000	0.8000
25.	*	0.0000	0.0000	0.5000	0.5000	0.5000	1.0000	0.8000	0.8000
30.	*	0.0000	0.0000	0.5000	0.5000	0.5000	1.1000	0.9000	0.9000
35.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.0000	1.0000	0.9000
40.	*	0.0000	0.0000	0.6000	0.6000	0.6000	1.1000	1.0000	1.0000
45.	*	0.0000	0.1000	0.6000	0.6000	0.6000	1.3000	1.1000	1.0000
50.	*	0.2000	0.1000	0.6000	0.6000	0.6000	1.2000	1.1000	1.1000
55.	*	0.3000	0.3000	0.6000	0.6000	0.5000	1.2000	1.1000	1.2000
60.	*	0.4000	0.6000	0.5000	0.5000	0.4000	1.0000	0.9000	0.9000
65.	*	0.5000	0.6000	0.4000	0.4000	0.3000	0.9000	0.8000	0.7000
70.	*	0.7000	0.6000	0.2000	0.2000	0.2000	0.6000	0.6000	0.5000
75.	*	0.6000	0.7000	0.1000	0.1000	0.1000	0.6000	0.4000	0.4000
80.	*	0.8000	0.7000	0.1000	0.1000	0.1000	0.4000	0.3000	0.3000
85.	*	0.8000	0.7000	0.1000	0.1000	0.1000	0.4000	0.3000	0.2000
90.	*	0.8000	0.7000	0.0000	0.0000	0.0000	0.4000	0.3000	0.2000
95.	*	0.7000	0.7000	0.0000	0.0000	0.0000	0.4000	0.3000	0.2000
100.	*	0.7000	0.7000	0.0000	0.0000	0.0000	0.4000	0.3000	0.2000
105.	*	0.7000	0.6000	0.0000	0.0000	0.0000	0.4000	0.3000	0.2000
110.	*	0.7000	0.6000	0.0000	0.0000	0.0000	0.4000	0.4000	0.2000
115.	*	0.8000	0.6000	0.0000	0.0000	0.0000	0.3000	0.3000	0.1000
120.	*	0.7000	0.4000	0.0000	0.0000	0.0000	0.3000	0.3000	0.0000
125.	*	0.7000	0.4000	0.0000	0.0000	0.0000	0.3000	0.3000	0.0000
130.	*	0.7000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
135.	*	0.7000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
140.	*	0.6000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
145.	*	0.6000	0.4000	0.1000	0.0000	0.0000	0.2000	0.1000	0.0000
150.	*	0.5000	0.4000	0.1000	0.1000	0.0000	0.2000	0.0000	0.0000
155.	*	0.4000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
160.	*	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	0.0000	0.0000
165.	*	0.4000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
170.	*	0.4000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
175.	*	0.4000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
180.	*	0.4000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
185.	*	0.5000	0.5000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000
190.	*	0.5000	0.5000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
195.	*	0.5000	0.5000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
200.	*	0.6000	0.6000	0.3000	0.3000	0.1000	0.1000	0.1000	0.1000
205.	*	0.6000	0.6000	0.3000	0.3000	0.1000	0.1000	0.1000	0.1000
210.	*	0.6000	0.6000	0.3000	0.3000	0.1000	0.1000	0.1000	0.1000

♀

JOB: HRCS

RUN: I-664 & I-64 southern 2028 NOBUILD

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
215.	*	0.6000	0.6000	0.3000	0.3000	0.2000	0.1000	0.1000	0.1000
220.	*	0.6000	0.6000	0.5000	0.3000	0.2000	0.2000	0.2000	0.2000
225.	*	0.6000	0.6000	0.5000	0.4000	0.2000	0.3000	0.3000	0.3000
230.	*	0.6000	0.5000	0.6000	0.6000	0.4000	0.4000	0.4000	0.4000
235.	*	0.5000	0.4000	0.7000	0.8000	0.5000	0.6000	0.6000	0.6000
240.	*	0.4000	0.4000	1.0000	0.8000	0.5000	0.9000	0.9000	0.7000
245.	*	0.2000	0.2000	1.1000	0.9000	0.6000	1.0000	1.0000	0.9000
250.	*	0.2000	0.1000	1.1000	0.9000	0.7000	1.1000	1.1000	1.0000
255.	*	0.1000	0.1000	1.1000	0.8000	0.7000	1.1000	1.0000	1.0000
260.	*	0.0000	0.0000	1.0000	0.7000	0.6000	1.0000	1.0000	1.0000
265.	*	0.0000	0.0000	0.9000	0.6000	0.6000	0.9000	0.9000	0.9000

270.	*	0.0000	0.0000	0.8000	0.6000	0.5000	0.9000	0.9000	0.9000
275.	*	0.0000	0.0000	0.7000	0.5000	0.5000	0.8000	0.8000	0.8000
280.	*	0.0000	0.0000	0.5000	0.5000	0.5000	0.8000	0.8000	0.8000
285.	*	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.7000
290.	*	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.7000
295.	*	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.7000
300.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.6000	0.6000
305.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.6000	0.6000
310.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.6000	0.6000
315.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.6000	0.6000
320.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.6000	0.6000
325.	*	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.7000
330.	*	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.7000
335.	*	0.0000	0.0000	0.5000	0.5000	0.5000	0.7000	0.7000	0.7000
340.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.6000	0.6000
345.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.6000	0.6000
350.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.6000	0.6000
355.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.6000	0.6000
360.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.6000	0.6000	0.6000
-----*									
MAX	*	0.8000	0.7000	1.1000	0.9000	0.7000	1.3000	1.1000	1.2000
DEGR.	*	115	75	245	245	250	45	45	55

THE HIGHEST CONCENTRATION OF 1.6000 PPM OCCURRED AT RECEPTOR 4.

JOB: HRCS

RUN: I-664 and I-64 southern 2040

DATE : 6/ 3/16

TIME : 9:54: 1

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. S Leg App - FreeFlow*	4.0	30.0	616.0	-1030.0	1224.	150. AG	7200.	2.3	0.0	55.7	
2. S Leg Dep - FreeFlow*	-28.0	12.0	584.0	-1048.0	1224.	150. AG	7200.	1.0	0.0	55.7	
3. E Leg App - FreeFlow*	4.0	30.0	1027.0	621.0	1181.	60. AG	9600.	2.3	0.0	67.7	
4. E Leg Dep - FreeFlow*	12.0	-21.0	1051.0	579.0	1200.	60. AG	9600.	1.0	0.0	67.7	
5. W Leg App - FreeFlow*	12.0	-21.0	-1027.0	-621.0	1200.	240. AG	9600.	2.3	0.0	67.7	
6. W Leg Dep - FreeFlow*	-28.0	12.0	-1051.0	-579.0	1181.	240. AG	9600.	1.0	0.0	67.7	

PAGE 2

JOB: HRCS

RUN: I-664 and I-64 southern 2040

DATE : 6/ 3/16

TIME : 9:54: 1

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	46.0	93.5	5.9	*
2. N Leg, E Side - 0 m	0.0	67.0	5.9	*
3. N Leg, W Side-Corner	-46.0	40.4	5.9	*
4. S Leg, E Side-Corner	68.8	-27.2	5.9	*
5. S Leg, E Side - 25 m	104.8	-89.6	5.9	*
6. S Leg, E Side - 50 m	145.9	-160.6	5.9	*
7. S Leg, E Side-Midblk	363.8	-538.2	5.9	*
8. S Leg, W Side-Corner	-10.8	-73.2	5.9	*
9. S Leg, W Side - 25 m	25.2	-135.6	5.9	*
10. S Leg, W Side - 50 m	66.2	-206.6	5.9	*
11. S Leg, W Side-Midblk	284.2	-584.2	5.9	*
12. E Leg, N Side - 25 m	108.4	129.5	5.9	*
13. E Leg, N Side - 50 m	179.4	170.6	5.9	*
14. E Leg, N Side-Midblk	557.0	388.5	5.9	*
15. W Leg, N Side - 25 m	-108.4	4.4	5.9	*
16. W Leg, N Side - 50 m	-179.4	-36.6	5.9	*
17. W Leg, N Side-Midblk	-557.0	-254.6	5.9	*
18. E Leg, S Side - 25 m	131.2	8.8	5.9	*

19. E Leg, S Side - 50 m *	202.2	49.8	5.9	*
20. E Leg, S Side-Midblk *	579.8	267.8	5.9	*
21. W Leg, S Side - 25 m *	-73.2	-109.2	5.9	*
22. W Leg, S Side - 50 m *	-144.2	-150.3	5.9	*
23. W Leg, S Side-Midblk *	-521.8	-368.2	5.9	*

♀

JOB: HRCS

RUN: I-664 and I-64 southern 2040

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.1000	0.1000	0.0000	0.8000	0.6000	0.4000	0.2000	1.4000	1.0000	1.0000	0.8000	0.1000	0.1000	0.1000	0.0000
10. *	0.1000	0.1000	0.0000	0.8000	0.6000	0.4000	0.2000	1.4000	1.0000	1.0000	0.8000	0.1000	0.1000	0.1000	0.0000
15. *	0.1000	0.1000	0.0000	0.9000	0.6000	0.4000	0.2000	1.6000	1.1000	1.0000	0.8000	0.1000	0.1000	0.1000	0.0000
20. *	0.1000	0.1000	0.0000	1.0000	0.6000	0.4000	0.2000	1.4000	1.2000	1.0000	0.8000	0.1000	0.1000	0.1000	0.0000
25. *	0.1000	0.1000	0.0000	0.9000	0.5000	0.3000	0.1000	1.6000	1.1000	0.9000	0.7000	0.1000	0.1000	0.1000	0.0000
30. *	0.1000	0.1000	0.0000	0.9000	0.5000	0.3000	0.1000	1.6000	1.1000	0.9000	0.7000	0.1000	0.1000	0.1000	0.0000
35. *	0.1000	0.1000	0.1000	0.9000	0.5000	0.3000	0.0000	1.7000	1.0000	0.8000	0.5000	0.1000	0.1000	0.1000	0.0000
40. *	0.2000	0.2000	0.1000	1.0000	0.5000	0.3000	0.0000	1.7000	1.0000	0.8000	0.5000	0.2000	0.2000	0.2000	0.2000
45. *	0.3000	0.3000	0.2000	1.0000	0.5000	0.3000	0.0000	1.7000	1.0000	0.8000	0.5000	0.3000	0.3000	0.3000	0.3000
50. *	0.5000	0.5000	0.4000	1.0000	0.4000	0.2000	0.0000	1.7000	1.0000	0.7000	0.5000	0.5000	0.5000	0.5000	0.4000
55. *	0.9000	0.9000	0.7000	0.9000	0.3000	0.2000	0.0000	1.6000	0.8000	0.7000	0.5000	0.9000	0.8000	0.7000	0.6000
60. *	1.1000	1.1000	0.9000	0.7000	0.2000	0.0000	0.0000	1.4000	0.7000	0.5000	0.5000	1.1000	1.1000	1.0000	0.8000
65. *	1.3000	1.3000	1.1000	0.5000	0.2000	0.0000	0.0000	1.2000	0.7000	0.5000	0.5000	1.3000	1.3000	1.1000	1.0000
70. *	1.4000	1.4000	1.1000	0.3000	0.0000	0.0000	0.0000	1.0000	0.5000	0.5000	0.5000	1.4000	1.4000	1.3000	1.1000
75. *	1.3000	1.3000	1.1000	0.2000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000	0.5000	1.3000	1.3000	1.3000	1.0000
80. *	1.3000	1.3000	1.0000	0.1000	0.0000	0.0000	0.0000	0.7000	0.5000	0.5000	0.5000	1.3000	1.3000	1.2000	1.1000
85. *	1.2000	1.2000	0.9000	0.1000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.5000	1.2000	1.2000	1.2000	1.2000
90. *	1.1000	1.1000	0.8000	0.0000	0.0000	0.0000	0.0000	0.7000	0.6000	0.6000	0.6000	1.1000	1.1000	1.1000	1.1000
95. *	1.1000	1.1000	0.9000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000	0.6000	1.1000	1.1000	1.1000	1.0000
100. *	1.0000	1.0000	0.8000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	1.0000	1.0000	1.0000	1.0000
105. *	1.0000	1.0000	0.8000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	1.0000	1.0000	1.0000	1.1000
110. *	0.9000	0.9000	0.9000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000	1.1000
115. *	0.9000	0.9000	0.9000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000	1.1000
120. *	0.9000	1.0000	0.8000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000	1.2000
125. *	0.8000	1.0000	0.9000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000	1.2000
130. *	0.8000	1.0000	1.2000	0.2000	0.2000	0.2000	0.2000	0.9000	0.9000	0.9000	0.8000	0.8000	0.8000	0.8000	1.2000
135. *	0.8000	1.2000	1.3000	0.3000	0.3000	0.3000	0.3000	0.9000	0.9000	0.8000	0.8000	0.8000	0.8000	0.8000	1.2000
140. *	0.9000	1.4000	1.3000	0.5000	0.5000	0.5000	0.4000	0.8000	0.8000	0.8000	0.7000	0.8000	0.8000	0.8000	1.2000
145. *	1.1000	1.6000	1.5000	0.7000	0.7000	0.7000	0.7000	0.8000	0.8000	0.7000	0.7000	1.0000	0.9000	0.9000	1.0000
150. *	1.3000	1.8000	1.4000	0.9000	0.9000	0.9000	0.8000	0.7000	0.7000	0.6000	0.5000	1.0000	0.9000	0.9000	0.9000
155. *	1.4000	1.9000	1.3000	1.1000	1.1000	1.1000	0.9000	0.5000	0.5000	0.5000	0.3000	1.1000	1.0000	0.9000	0.9000
160. *	1.3000	1.7000	1.1000	1.2000	1.2000	1.1000	1.1000	0.3000	0.3000	0.3000	0.3000	1.1000	0.9000	0.8000	0.7000
165. *	1.3000	1.6000	0.9000	1.1000	1.1000	1.1000	1.1000	0.1000	0.1000	0.1000	0.1000	1.1000	1.0000	0.8000	0.7000
170. *	1.3000	1.4000	0.9000	1.1000	1.1000	1.1000	1.0000	0.1000	0.1000	0.1000	0.1000	1.1000	1.1000	0.8000	0.7000
175. *	1.3000	1.2000	0.7000	1.0000	1.0000	1.0000	1.0000	0.1000	0.1000	0.1000	0.1000	1.1000	1.1000	0.8000	0.7000
180. *	1.4000	1.3000	0.8000	0.9000	0.9000	0.9000	0.9000	0.0000	0.0000	0.0000	0.0000	1.2000	1.2000	0.9000	0.7000
185. *	1.4000	1.1000	0.8000	0.9000	0.9000	0.9000	0.9000	0.1000	0.0000	0.0000	0.0000	1.2000	1.2000	1.0000	0.7000
190. *	1.2000	1.0000	0.7000	0.9000	0.9000	0.9000	0.9000	0.1000	0.0000	0.0000	0.0000	1.2000	1.2000	1.0000	0.7000
195. *	1.3000	1.0000	0.8000	0.8000	0.8000	0.8000	0.8000	0.1000	0.0000	0.0000	0.0000	1.4000	1.3000	1.1000	0.8000
200. *	1.3000	0.9000	0.8000	0.8000	0.8000	0.8000	0.8000	0.1000	0.0000	0.0000	0.0000	1.4000	1.3000	1.1000	0.9000

205. * 1.4000 1.0000 0.9000 0.8000 0.8000 0.8000 0.8000 0.1000 0.0000 0.0000 0.0000 1.4000 1.3000 1.2000 0.9000
 210. * 1.5000 1.0000 0.9000 0.7000 0.7000 0.7000 0.7000 0.7000 0.1000 0.0000 0.0000 0.0000 1.4000 1.4000 1.2000 0.9000

JOB: HRCS

RUN: I-664 and I-64 southern 2040

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215. *	1.4000	1.0000	0.9000	0.8000	0.7000	0.7000	0.7000	0.1000	0.0000	0.0000	0.0000	1.6000	1.5000	1.3000	0.9000
220. *	1.4000	1.0000	1.0000	0.8000	0.7000	0.7000	0.7000	0.2000	0.0000	0.0000	0.0000	1.6000	1.4000	1.4000	1.0000
225. *	1.3000	0.9000	1.0000	0.8000	0.6000	0.6000	0.6000	0.3000	0.0000	0.0000	0.0000	1.5000	1.5000	1.5000	1.0000
230. *	1.3000	1.0000	1.0000	1.1000	0.7000	0.6000	0.6000	0.5000	0.1000	0.0000	0.0000	1.4000	1.5000	1.5000	1.0000
235. *	1.1000	0.9000	0.9000	1.4000	0.7000	0.6000	0.6000	0.9000	0.1000	0.0000	0.0000	1.3000	1.3000	1.3000	0.9000
240. *	0.8000	0.7000	0.7000	1.5000	0.9000	0.7000	0.6000	1.1000	0.2000	0.1000	0.0000	1.0000	1.1000	1.2000	0.7000
245. *	0.7000	0.4000	0.5000	1.7000	1.0000	0.7000	0.6000	1.3000	0.4000	0.1000	0.0000	0.7000	0.8000	0.9000	0.5000
250. *	0.4000	0.3000	0.3000	1.9000	1.1000	0.9000	0.6000	1.4000	0.5000	0.3000	0.0000	0.5000	0.6000	0.6000	0.3000
255. *	0.2000	0.1000	0.2000	1.8000	1.1000	0.9000	0.6000	1.4000	0.5000	0.3000	0.0000	0.3000	0.2000	0.3000	0.2000
260. *	0.1000	0.1000	0.1000	1.7000	1.1000	1.0000	0.6000	1.3000	0.5000	0.4000	0.0000	0.1000	0.2000	0.2000	0.1000
265. *	0.1000	0.0000	0.1000	1.6000	1.2000	1.1000	0.8000	1.2000	0.5000	0.4000	0.0000	0.1000	0.1000	0.1000	0.1000
270. *	0.1000	0.0000	0.0000	1.5000	1.2000	1.1000	0.8000	1.1000	0.5000	0.4000	0.1000	0.1000	0.1000	0.1000	0.0000
275. *	0.1000	0.0000	0.0000	1.4000	1.3000	1.2000	0.9000	1.1000	0.5000	0.4000	0.1000	0.1000	0.1000	0.1000	0.0000
280. *	0.1000	0.0000	0.0000	1.3000	1.3000	1.2000	0.9000	1.0000	0.5000	0.4000	0.1000	0.1000	0.1000	0.1000	0.0000
285. *	0.1000	0.0000	0.0000	1.3000	1.2000	1.1000	0.9000	1.0000	0.5000	0.4000	0.1000	0.1000	0.1000	0.1000	0.0000
290. *	0.1000	0.0000	0.0000	1.3000	1.2000	1.1000	1.0000	0.9000	0.5000	0.3000	0.1000	0.1000	0.1000	0.1000	0.0000
295. *	0.1000	0.0000	0.0000	1.3000	1.2000	1.2000	1.0000	0.9000	0.5000	0.3000	0.1000	0.1000	0.1000	0.1000	0.0000
300. *	0.0000	0.0000	0.0000	1.3000	1.2000	1.2000	1.0000	0.9000	0.5000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
305. *	0.0000	0.0000	0.0000	1.1000	1.2000	1.2000	1.1000	0.8000	0.5000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000
310. *	0.0000	0.0000	0.0000	1.0000	1.1000	1.0000	1.2000	0.8000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000
315. *	0.0000	0.0000	0.0000	1.0000	1.1000	1.1000	1.2000	0.9000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	0.0000
320. *	0.0000	0.0000	0.0000	1.1000	0.9000	1.1000	1.2000	0.9000	0.5000	0.4000	0.4000	0.0000	0.0000	0.0000	0.0000
325. *	0.0000	0.0000	0.0000	1.0000	0.9000	1.1000	1.1000	1.0000	0.6000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000
330. *	0.0000	0.0000	0.0000	1.1000	0.8000	0.8000	1.0000	1.1000	0.6000	0.7000	0.6000	0.0000	0.0000	0.0000	0.0000
335. *	0.0000	0.0000	0.0000	1.0000	0.7000	0.8000	0.8000	1.0000	0.8000	0.6000	0.7000	0.0000	0.0000	0.0000	0.0000
340. *	0.0000	0.0000	0.0000	0.9000	0.6000	0.6000	0.5000	1.0000	0.8000	0.7000	0.9000	0.0000	0.0000	0.0000	0.0000
345. *	0.0000	0.0000	0.0000	0.8000	0.7000	0.5000	0.4000	0.9000	0.8000	0.9000	0.9000	0.0000	0.0000	0.0000	0.0000
350. *	0.0000	0.0000	0.0000	0.8000	0.6000	0.5000	0.3000	1.1000	0.9000	0.9000	0.9000	0.0000	0.0000	0.0000	0.0000
355. *	0.0000	0.0000	0.0000	0.8000	0.6000	0.4000	0.2000	1.1000	1.0000	0.9000	0.8000	0.0000	0.0000	0.0000	0.0000
360. *	0.0000	0.0000	0.0000	0.8000	0.6000	0.4000	0.2000	1.1000	1.0000	1.0000	0.8000	0.0000	0.0000	0.0000	0.0000
MAX DEGR. *	1.5000	1.9000	1.5000	1.9000	1.3000	1.2000	1.2000	1.7000	1.2000	1.0000	0.9000	1.6000	1.5000	1.5000	1.2000
	210	155	145	250	275	275	310	50	20	5	340	215	215	225	85

JOB: HRCS

RUN: I-664 and I-64 southern 2040

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)							
	16	17	18	19	20	21	22	23
-----*								

5.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000
10.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000
15.	*	0.0000	0.0000	0.8000	0.8000	0.8000	0.9000	1.0000	1.0000
20.	*	0.0000	0.0000	0.9000	0.9000	0.9000	1.2000	1.0000	1.0000
25.	*	0.0000	0.0000	0.9000	0.9000	0.9000	1.3000	1.1000	1.1000
30.	*	0.0000	0.0000	0.9000	0.9000	0.9000	1.4000	1.1000	1.1000
35.	*	0.1000	0.1000	0.9000	0.9000	0.9000	1.4000	1.4000	1.2000
40.	*	0.2000	0.1000	1.0000	1.0000	1.0000	1.6000	1.5000	1.4000
45.	*	0.2000	0.1000	1.0000	1.0000	0.9000	1.6000	1.6000	1.4000
50.	*	0.3000	0.4000	1.0000	1.0000	0.9000	1.5000	1.6000	1.5000
55.	*	0.6000	0.5000	0.9000	0.9000	0.7000	1.6000	1.4000	1.3000
60.	*	0.7000	0.9000	0.7000	0.7000	0.6000	1.3000	1.3000	1.3000
65.	*	1.1000	0.9000	0.5000	0.5000	0.4000	1.1000	1.0000	1.1000
70.	*	1.1000	1.2000	0.3000	0.3000	0.3000	0.8000	0.7000	0.7000
75.	*	1.0000	1.1000	0.2000	0.1000	0.1000	0.6000	0.5000	0.4000
80.	*	1.1000	1.0000	0.1000	0.1000	0.1000	0.4000	0.4000	0.3000
85.	*	1.1000	1.0000	0.1000	0.1000	0.1000	0.4000	0.4000	0.2000
90.	*	1.2000	1.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.2000
95.	*	1.1000	1.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.2000
100.	*	1.0000	1.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.2000
105.	*	1.0000	0.9000	0.0000	0.0000	0.0000	0.4000	0.4000	0.2000
110.	*	1.0000	0.8000	0.0000	0.0000	0.0000	0.4000	0.4000	0.2000
115.	*	1.0000	0.8000	0.0000	0.0000	0.0000	0.4000	0.4000	0.2000
120.	*	1.0000	0.8000	0.0000	0.0000	0.0000	0.3000	0.3000	0.0000
125.	*	1.0000	0.7000	0.0000	0.0000	0.0000	0.4000	0.3000	0.0000
130.	*	1.0000	0.7000	0.0000	0.0000	0.0000	0.4000	0.3000	0.0000
135.	*	1.0000	0.7000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
140.	*	0.9000	0.7000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
145.	*	0.9000	0.7000	0.1000	0.0000	0.0000	0.3000	0.1000	0.0000
150.	*	0.8000	0.7000	0.2000	0.1000	0.0000	0.2000	0.0000	0.0000
155.	*	0.7000	0.7000	0.3000	0.1000	0.0000	0.1000	0.0000	0.0000
160.	*	0.7000	0.7000	0.4000	0.1000	0.0000	0.0000	0.0000	0.0000
165.	*	0.7000	0.7000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
170.	*	0.7000	0.7000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
175.	*	0.7000	0.7000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
180.	*	0.7000	0.7000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
185.	*	0.7000	0.7000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
190.	*	0.7000	0.7000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
195.	*	0.8000	0.8000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
200.	*	0.9000	0.9000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
205.	*	0.9000	0.9000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000
210.	*	0.9000	0.9000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000

♀

JOB: HRCS

RUN: I-664 and I-64 southern 2040

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
215.	*	0.9000	0.9000	0.4000	0.4000	0.2000	0.1000	0.1000	0.1000
220.	*	1.0000	1.0000	0.6000	0.5000	0.2000	0.2000	0.2000	0.2000
225.	*	1.0000	0.9000	0.7000	0.5000	0.2000	0.3000	0.3000	0.3000
230.	*	1.0000	0.9000	0.8000	0.6000	0.5000	0.5000	0.5000	0.5000
235.	*	0.9000	0.7000	1.1000	0.9000	0.6000	0.9000	0.9000	0.7000
240.	*	0.7000	0.6000	1.2000	1.1000	1.0000	1.1000	1.1000	1.0000
245.	*	0.5000	0.4000	1.4000	1.2000	1.0000	1.3000	1.3000	1.1000
250.	*	0.3000	0.3000	1.5000	1.3000	1.1000	1.4000	1.4000	1.3000
255.	*	0.2000	0.1000	1.3000	1.1000	1.1000	1.4000	1.3000	1.3000
260.	*	0.1000	0.1000	1.3000	1.0000	1.0000	1.3000	1.3000	1.2000
265.	*	0.1000	0.1000	1.1000	1.0000	0.9000	1.2000	1.2000	1.2000

270.	*	0.0000	0.0000	1.1000	1.0000	0.9000	1.1000	1.1000	1.1000
275.	*	0.0000	0.0000	0.9000	0.8000	0.9000	1.1000	1.1000	1.1000
280.	*	0.0000	0.0000	0.9000	0.7000	0.9000	1.0000	1.0000	1.0000
285.	*	0.0000	0.0000	0.7000	0.7000	0.8000	1.0000	1.0000	1.0000
290.	*	0.0000	0.0000	0.8000	0.7000	0.7000	0.9000	0.9000	0.9000
295.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000
300.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000
305.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000
310.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000
315.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000
320.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000
325.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000
330.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000
335.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.9000	0.9000	0.9000
340.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000
345.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000
350.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000
355.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.8000	0.8000	0.8000
360.	*	0.0000	0.0000	0.7000	0.7000	0.7000	0.8000	0.9000	0.9000
-----*									
MAX	*	1.2000	1.2000	1.5000	1.3000	1.1000	1.6000	1.6000	1.5000
DEGR.	*	90	70	250	250	250	40	45	50

THE HIGHEST CONCENTRATION OF 1.9000 PPM OCCURRED AT RECEPTOR 2.

JOB: HRCS

RUN: I-664 & I-64 southern 2040 NOBUILD

DATE : 6/ 3/16
 TIME : 10: 5:50

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. S Leg App - FreeFlow*	4.0	30.0	616.0	-1030.0	1224.	150. AG	4510.	2.3	0.0	55.7	
2. S Leg Dep - FreeFlow*	-28.0	12.0	584.0	-1048.0	1224.	150. AG	4730.	1.0	0.0	55.7	
3. E Leg App - FreeFlow*	4.0	30.0	1027.0	621.0	1181.	60. AG	2640.	2.3	0.0	67.7	
4. E Leg Dep - FreeFlow*	12.0	-21.0	1051.0	579.0	1200.	60. AG	5625.	1.0	0.0	67.7	
5. W Leg App - FreeFlow*	12.0	-21.0	-1027.0	-621.0	1200.	240. AG	5625.	2.3	0.0	67.7	
6. W Leg Dep - FreeFlow*	-28.0	12.0	-1051.0	-579.0	1181.	240. AG	2640.	1.0	0.0	67.7	

PAGE 2

JOB: HRCS

RUN: I-664 & I-64 southern 2040 NOBUILD

DATE : 6/ 3/16
 TIME : 10: 5:50

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	46.0	93.5	5.9	*
2. N Leg, E Side - 0 m	0.0	67.0	5.9	*
3. N Leg, W Side-Corner	-46.0	40.4	5.9	*
4. S Leg, E Side-Corner	68.8	-27.2	5.9	*
5. S Leg, E Side - 25 m	104.8	-89.6	5.9	*
6. S Leg, E Side - 50 m	145.9	-160.6	5.9	*
7. S Leg, E Side-Midblk	363.8	-538.2	5.9	*
8. S Leg, W Side-Corner	-10.8	-73.2	5.9	*
9. S Leg, W Side - 25 m	25.2	-135.6	5.9	*
10. S Leg, W Side - 50 m	66.2	-206.6	5.9	*
11. S Leg, W Side-Midblk	284.2	-584.2	5.9	*
12. E Leg, N Side - 25 m	108.4	129.5	5.9	*
13. E Leg, N Side - 50 m	179.4	170.6	5.9	*
14. E Leg, N Side-Midblk	557.0	388.5	5.9	*
15. W Leg, N Side - 25 m	-108.4	4.4	5.9	*
16. W Leg, N Side - 50 m	-179.4	-36.6	5.9	*
17. W Leg, N Side-Midblk	-557.0	-254.6	5.9	*
18. E Leg, S Side - 25 m	131.2	8.8	5.9	*

19. E Leg, S Side - 50 m *	202.2	49.8	5.9	*
20. E Leg, S Side-Midblk *	579.8	267.8	5.9	*
21. W Leg, S Side - 25 m *	-73.2	-109.2	5.9	*
22. W Leg, S Side - 50 m *	-144.2	-150.3	5.9	*
23. W Leg, S Side-Midblk *	-521.8	-368.2	5.9	*

♀

JOB: HRCS

RUN: I-664 & I-64 southern 2040 NOBUILD

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000	0.0000	0.6000	0.7000	0.6000	0.5000	0.0000	0.0000	0.0000	0.0000
10. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000	0.0000	0.8000	0.6000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000
15. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000	0.0000	0.9000	0.6000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000
20. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000	0.0000	0.9000	0.6000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000
25. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000	0.0000	0.9000	0.6000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000
30. *	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000	0.0000	0.8000	0.5000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
35. *	0.0000	0.0000	0.0000	0.4000	0.2000	0.2000	0.0000	0.8000	0.5000	0.5000	0.3000	0.0000	0.0000	0.0000	0.0000
40. *	0.1000	0.1000	0.0000	0.4000	0.2000	0.2000	0.0000	0.8000	0.5000	0.5000	0.3000	0.1000	0.1000	0.1000	0.0000
45. *	0.1000	0.1000	0.1000	0.4000	0.2000	0.1000	0.0000	0.8000	0.5000	0.5000	0.3000	0.1000	0.1000	0.1000	0.0000
50. *	0.1000	0.1000	0.1000	0.4000	0.2000	0.0000	0.0000	0.8000	0.5000	0.3000	0.3000	0.1000	0.1000	0.1000	0.1000
55. *	0.2000	0.2000	0.2000	0.4000	0.1000	0.0000	0.0000	0.9000	0.6000	0.4000	0.4000	0.2000	0.2000	0.2000	0.1000
60. *	0.4000	0.4000	0.3000	0.4000	0.1000	0.0000	0.0000	0.9000	0.5000	0.4000	0.4000	0.4000	0.4000	0.2000	0.2000
65. *	0.4000	0.4000	0.3000	0.3000	0.0000	0.0000	0.0000	0.7000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000
70. *	0.4000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.5000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000	0.4000
75. *	0.4000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.5000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000	0.4000
80. *	0.4000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000	0.4000
85. *	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000	0.5000
90. *	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000	0.6000
95. *	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.5000
100. *	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.5000
105. *	0.3000	0.3000	0.4000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.6000
110. *	0.3000	0.3000	0.4000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.6000
115. *	0.3000	0.3000	0.5000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.5000	0.3000	0.3000	0.3000	0.6000
120. *	0.3000	0.4000	0.5000	0.1000	0.1000	0.1000	0.1000	0.5000	0.5000	0.5000	0.5000	0.3000	0.3000	0.3000	0.6000
125. *	0.3000	0.4000	0.6000	0.1000	0.1000	0.1000	0.1000	0.5000	0.5000	0.5000	0.5000	0.3000	0.3000	0.3000	0.6000
130. *	0.3000	0.5000	0.7000	0.1000	0.1000	0.1000	0.1000	0.6000	0.6000	0.5000	0.5000	0.3000	0.3000	0.3000	0.6000
135. *	0.3000	0.5000	0.8000	0.2000	0.2000	0.2000	0.2000	0.6000	0.6000	0.6000	0.5000	0.3000	0.3000	0.3000	0.6000
140. *	0.4000	0.6000	0.7000	0.3000	0.3000	0.3000	0.3000	0.6000	0.6000	0.6000	0.5000	0.3000	0.3000	0.3000	0.6000
145. *	0.4000	0.8000	0.8000	0.5000	0.5000	0.4000	0.4000	0.5000	0.5000	0.5000	0.4000	0.3000	0.3000	0.3000	0.5000
150. *	0.5000	0.9000	0.7000	0.6000	0.6000	0.6000	0.6000	0.4000	0.4000	0.4000	0.3000	0.4000	0.3000	0.3000	0.5000
155. *	0.6000	0.9000	0.7000	0.7000	0.7000	0.7000	0.6000	0.3000	0.3000	0.3000	0.3000	0.4000	0.3000	0.3000	0.4000
160. *	0.7000	0.9000	0.6000	0.7000	0.7000	0.7000	0.7000	0.2000	0.2000	0.2000	0.1000	0.4000	0.4000	0.3000	0.3000
165. *	0.7000	0.9000	0.6000	0.7000	0.7000	0.7000	0.7000	0.1000	0.1000	0.1000	0.1000	0.5000	0.4000	0.3000	0.3000
170. *	0.7000	0.7000	0.4000	0.6000	0.6000	0.6000	0.6000	0.1000	0.1000	0.1000	0.1000	0.6000	0.4000	0.3000	0.3000
175. *	0.7000	0.6000	0.4000	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.3000	0.3000
180. *	0.6000	0.6000	0.4000	0.6000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.3000	0.3000
185. *	0.7000	0.6000	0.4000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.3000	0.3000
190. *	0.7000	0.5000	0.4000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.3000	0.4000
195. *	0.7000	0.5000	0.4000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.3000	0.4000
200. *	0.7000	0.5000	0.4000	0.5000	0.5000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.3000	0.4000

205.	*	0.6000	0.5000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	0.0000	0.5000	0.4000	0.3000	0.4000
210.	*	0.6000	0.6000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	0.0000	0.5000	0.5000	0.4000	0.4000

JOB: HRCS

RUN: I-664 & I-64 southern 2040 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	0.6000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.4000
220.	*	0.5000	0.4000	0.4000	0.5000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	0.0000	0.5000	0.6000	0.4000	0.4000
225.	*	0.6000	0.4000	0.4000	0.5000	0.4000	0.4000	0.4000	0.2000	0.0000	0.0000	0.0000	0.5000	0.6000	0.5000	0.4000
230.	*	0.5000	0.4000	0.4000	0.6000	0.4000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.5000	0.4000	0.5000	0.4000
235.	*	0.4000	0.3000	0.3000	0.8000	0.5000	0.4000	0.4000	0.5000	0.1000	0.0000	0.0000	0.5000	0.4000	0.5000	0.3000
240.	*	0.4000	0.3000	0.3000	0.9000	0.5000	0.4000	0.4000	0.6000	0.1000	0.0000	0.0000	0.4000	0.4000	0.4000	0.3000
245.	*	0.3000	0.2000	0.2000	1.0000	0.6000	0.5000	0.4000	0.7000	0.2000	0.1000	0.0000	0.2000	0.2000	0.3000	0.2000
250.	*	0.2000	0.1000	0.2000	1.1000	0.6000	0.5000	0.4000	0.8000	0.2000	0.1000	0.0000	0.2000	0.2000	0.1000	0.2000
255.	*	0.0000	0.0000	0.0000	1.1000	0.6000	0.5000	0.4000	0.8000	0.2000	0.1000	0.0000	0.1000	0.1000	0.1000	0.0000
260.	*	0.0000	0.0000	0.0000	1.0000	0.7000	0.6000	0.4000	0.7000	0.3000	0.2000	0.0000	0.0000	0.0000	0.1000	0.0000
265.	*	0.0000	0.0000	0.0000	0.9000	0.7000	0.6000	0.4000	0.7000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000
270.	*	0.0000	0.0000	0.0000	0.9000	0.6000	0.6000	0.4000	0.6000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000
275.	*	0.0000	0.0000	0.0000	0.7000	0.6000	0.6000	0.5000	0.6000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000
280.	*	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000	0.6000	0.6000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
285.	*	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.6000	0.5000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
290.	*	0.0000	0.0000	0.0000	0.7000	0.7000	0.6000	0.6000	0.5000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
295.	*	0.0000	0.0000	0.0000	0.8000	0.6000	0.6000	0.6000	0.5000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
300.	*	0.0000	0.0000	0.0000	0.7000	0.6000	0.6000	0.7000	0.5000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
305.	*	0.0000	0.0000	0.0000	0.6000	0.6000	0.7000	0.7000	0.5000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
310.	*	0.0000	0.0000	0.0000	0.6000	0.7000	0.7000	0.7000	0.4000	0.2000	0.1000	0.2000	0.0000	0.0000	0.0000	0.0000
315.	*	0.0000	0.0000	0.0000	0.6000	0.6000	0.7000	0.7000	0.4000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000
320.	*	0.0000	0.0000	0.0000	0.6000	0.5000	0.7000	0.7000	0.5000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000
325.	*	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.6000	0.5000	0.3000	0.2000	0.3000	0.0000	0.0000	0.0000	0.0000
330.	*	0.0000	0.0000	0.0000	0.5000	0.5000	0.4000	0.6000	0.5000	0.3000	0.4000	0.3000	0.0000	0.0000	0.0000	0.0000
335.	*	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.4000	0.5000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000	0.0000
340.	*	0.0000	0.0000	0.0000	0.4000	0.4000	0.3000	0.3000	0.5000	0.5000	0.4000	0.5000	0.0000	0.0000	0.0000	0.0000
345.	*	0.0000	0.0000	0.0000	0.4000	0.3000	0.2000	0.2000	0.5000	0.4000	0.5000	0.6000	0.0000	0.0000	0.0000	0.0000
350.	*	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.1000	0.6000	0.4000	0.4000	0.5000	0.0000	0.0000	0.0000	0.0000
355.	*	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000	0.1000	0.7000	0.5000	0.4000	0.5000	0.0000	0.0000	0.0000	0.0000
360.	*	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000	0.1000	0.7000	0.6000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000
MAX	*	0.7000	0.9000	0.8000	1.1000	0.7000	0.7000	0.7000	0.9000	0.7000	0.6000	0.6000	0.6000	0.6000	0.5000	0.6000
DEGR.	*	160	160	135	250	155	155	160	15	5	5	345	170	220	225	90

JOB: HRCS

RUN: I-664 & I-64 southern 2040 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23

5.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.5000	0.5000
10.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.5000	0.5000
15.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.5000	0.5000
20.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.6000
25.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.7000	0.5000	0.6000
30.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.8000	0.5000	0.6000
35.	*	0.0000	0.0000	0.4000	0.4000	0.3000	0.9000	0.6000	0.7000
40.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.8000	0.7000	0.7000
45.	*	0.0000	0.0000	0.4000	0.4000	0.4000	0.8000	0.8000	0.7000
50.	*	0.1000	0.1000	0.4000	0.4000	0.4000	0.8000	0.8000	0.6000
55.	*	0.2000	0.2000	0.4000	0.4000	0.4000	0.7000	0.7000	0.6000
60.	*	0.3000	0.2000	0.4000	0.3000	0.3000	0.7000	0.7000	0.5000
65.	*	0.3000	0.3000	0.2000	0.2000	0.2000	0.6000	0.5000	0.4000
70.	*	0.4000	0.3000	0.1000	0.1000	0.1000	0.5000	0.4000	0.3000
75.	*	0.5000	0.4000	0.1000	0.1000	0.1000	0.3000	0.2000	0.2000
80.	*	0.5000	0.4000	0.1000	0.1000	0.1000	0.3000	0.2000	0.1000
85.	*	0.5000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000
90.	*	0.4000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000
95.	*	0.5000	0.4000	0.0000	0.0000	0.0000	0.2000	0.2000	0.1000
100.	*	0.5000	0.4000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000
105.	*	0.5000	0.4000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000
110.	*	0.5000	0.4000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000
115.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.2000	0.2000	0.0000
120.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
125.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
130.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.3000	0.2000	0.0000
135.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
140.	*	0.5000	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
145.	*	0.4000	0.3000	0.1000	0.0000	0.0000	0.2000	0.0000	0.0000
150.	*	0.3000	0.3000	0.1000	0.0000	0.0000	0.1000	0.0000	0.0000
155.	*	0.3000	0.3000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000
160.	*	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
165.	*	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
170.	*	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
175.	*	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
180.	*	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
185.	*	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
190.	*	0.4000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
195.	*	0.4000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
200.	*	0.4000	0.4000	0.3000	0.1000	0.0000	0.0000	0.0000	0.0000
205.	*	0.4000	0.4000	0.3000	0.1000	0.0000	0.1000	0.1000	0.1000
210.	*	0.4000	0.4000	0.3000	0.1000	0.0000	0.1000	0.1000	0.1000

♀

JOB: HRCS

RUN: I-664 & I-64 southern 2040 NOBUILD

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23
215.	*	0.4000	0.4000	0.3000	0.1000	0.0000	0.1000	0.1000	0.1000
220.	*	0.4000	0.4000	0.3000	0.1000	0.1000	0.1000	0.1000	0.1000
225.	*	0.4000	0.4000	0.4000	0.3000	0.1000	0.2000	0.2000	0.2000
230.	*	0.4000	0.3000	0.6000	0.3000	0.1000	0.3000	0.3000	0.3000
235.	*	0.3000	0.3000	0.6000	0.4000	0.3000	0.4000	0.4000	0.4000
240.	*	0.3000	0.2000	0.7000	0.5000	0.4000	0.6000	0.6000	0.5000
245.	*	0.2000	0.2000	0.7000	0.5000	0.5000	0.7000	0.7000	0.6000
250.	*	0.2000	0.1000	0.9000	0.5000	0.5000	0.8000	0.8000	0.6000
255.	*	0.0000	0.0000	0.9000	0.5000	0.4000	0.8000	0.8000	0.7000
260.	*	0.0000	0.0000	0.5000	0.5000	0.4000	0.7000	0.7000	0.7000
265.	*	0.0000	0.0000	0.4000	0.5000	0.3000	0.7000	0.7000	0.7000

270.	*	0.0000	0.0000	0.4000	0.3000	0.3000	0.6000	0.6000	0.6000
275.	*	0.0000	0.0000	0.5000	0.3000	0.3000	0.6000	0.6000	0.6000
280.	*	0.0000	0.0000	0.4000	0.3000	0.3000	0.6000	0.6000	0.6000
285.	*	0.0000	0.0000	0.4000	0.3000	0.3000	0.5000	0.5000	0.5000
290.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
295.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
300.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.5000	0.5000	0.5000
305.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.5000
310.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000
315.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000
320.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000
325.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000
330.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000
335.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000
340.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000
345.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000
350.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000
355.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.4000	0.5000
360.	*	0.0000	0.0000	0.3000	0.3000	0.3000	0.4000	0.5000	0.5000
-----*									
MAX	*	0.5000	0.4000	0.9000	0.5000	0.5000	0.9000	0.8000	0.7000
DEGR.	*	75	75	250	240	245	35	45	35

THE HIGHEST CONCENTRATION OF 1.1000 PPM OCCURRED AT RECEPTOR 4.

JOB: HRCS

RUN: I-664 and West Military Highway 2015

DATE : 6/ 3/16
 TIME : 9:20:37

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	0.0	42.0	827.0	870.0	1170.	45. AG	12000.	7.7	0.0	79.7	
2. N Leg Dep - FreeFlow*	0.0	-42.0	870.0	827.0	1230.	45. AG	12000.	3.8	0.0	79.7	
3. S Leg App - FreeFlow*	0.0	-42.0	-827.0	-870.0	1170.	225. AG	12000.	7.7	0.0	79.7	
4. S Leg Dep - FreeFlow*	0.0	42.0	-870.0	-827.0	1230.	225. AG	12000.	3.8	0.0	79.7	
5. E Leg App - FreeFlow*	12.0	30.0	1200.0	30.0	1188.	90. AG	12000.	8.4	0.0	79.7	
6. E Leg Dep - FreeFlow*	-10.0	-24.0	1200.0	-24.0	1210.	90. AG	9600.	4.0	0.0	67.7	
7. W Leg App - FreeFlow*	-10.0	-24.0	-865.0	832.0	1210.	315. AG	9600.	4.0	0.0	67.7	
8. W Leg Dep - FreeFlow*	12.0	30.0	-827.0	870.0	1187.	315. AG	12000.	4.0	0.0	79.7	

PAGE 2

JOB: HRCS

RUN: I-664 and West Military Highway 2015

DATE : 6/ 3/16
 TIME : 9:20:37

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	169.0	70.0	5.9	*
2. N Leg, E Side - 25 m	219.9	120.9	5.9	*
3. N Leg, E Side - 50 m	277.9	178.9	5.9	*
4. N Leg, E Side-Midblk	586.2	487.2	5.9	*
5. N Leg, W Side-Corner	0.0	99.0	5.9	*
6. N Leg, W Side - 25 m	50.9	149.9	5.9	*
7. N Leg, W Side - 50 m	108.9	207.9	5.9	*
8. N Leg, W Side-Midblk	417.2	516.2	5.9	*
9. S Leg, E Side-Corner	41.0	-58.0	5.9	*
10. S Leg, E Side - 25 m	-9.9	-108.9	5.9	*
11. S Leg, E Side - 50 m	-67.9	-166.9	5.9	*
12. S Leg, E Side-Midblk	-376.2	-475.2	5.9	*
13. S Leg, W Side-Corner	-90.5	8.5	5.9	*
14. S Leg, W Side - 25 m	-141.4	-42.4	5.9	*
15. S Leg, W Side - 50 m	-199.4	-100.4	5.9	*
16. S Leg, W Side-Midblk	-507.7	-408.7	5.9	*

17. E Leg, N Side - 25 m *	241.0	70.0	5.9	*
18. E Leg, N Side - 50 m *	323.0	70.0	5.9	*
19. E Leg, N Side-Midblk *	759.0	70.0	5.9	*
20. W Leg, N Side - 25 m *	-50.9	149.9	5.9	*
21. W Leg, N Side - 50 m *	-108.9	207.9	5.9	*
22. W Leg, N Side-Midblk *	-417.2	516.2	5.9	*
23. E Leg, S Side - 25 m *	113.0	-58.0	5.9	*
24. E Leg, S Side - 50 m *	195.0	-58.0	5.9	*
25. E Leg, S Side-Midblk *	631.0	-58.0	5.9	*
26. W Leg, S Side - 25 m *	-141.4	59.4	5.9	*
27. W Leg, S Side - 50 m *	-199.4	117.4	5.9	*
28. W Leg, S Side-Midblk *	-507.7	425.7	5.9	*

♀

JOB: HRCS

RUN: I-664 and West Military Highway 2015

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	3.3000	3.3000	3.3000	3.3000	0.4000	0.3000	0.3000	0.3000	0.3000	6.1000	5.6000	5.2000	4.5000	2.3000	1.3000	1.0000
10. *	3.5000	3.5000	3.5000	3.3000	0.4000	0.3000	0.3000	0.3000	6.2000	5.9000	5.6000	4.6000	2.2000	1.3000	1.0000	
15. *	3.6000	3.6000	3.6000	3.4000	0.5000	0.4000	0.4000	0.4000	6.6000	6.2000	5.6000	4.9000	2.3000	1.4000	1.0000	
20. *	3.9000	3.8000	3.8000	3.5000	0.6000	0.5000	0.5000	0.5000	6.8000	6.5000	6.2000	5.1000	2.4000	1.5000	1.1000	
25. *	4.1000	3.9000	3.9000	3.4000	0.8000	0.8000	0.8000	0.7000	7.0000	6.8000	6.5000	5.9000	2.5000	1.7000	1.3000	
30. *	4.3000	4.0000	3.9000	3.3000	1.3000	1.3000	1.2000	1.1000	7.1000	6.9000	6.5000	6.0000	3.1000	2.2000	1.7000	
35. *	4.0000	3.8000	3.7000	2.9000	2.0000	2.0000	2.0000	1.8000	7.0000	6.6000	6.6000	6.1000	3.8000	2.9000	2.4000	
40. *	3.7000	3.4000	3.2000	2.5000	3.1000	3.1000	3.1000	2.6000	6.7000	6.2000	6.1000	5.8000	4.7000	3.7000	3.2000	
45. *	3.0000	2.7000	2.6000	1.9000	4.2000	4.2000	4.0000	3.5000	6.1000	5.7000	5.4000	5.3000	5.8000	4.6000	4.2000	
50. *	2.2000	1.9000	1.8000	1.3000	5.0000	4.9000	4.8000	4.2000	5.5000	4.8000	4.4000	4.1000	6.5000	5.4000	4.9000	
55. *	1.7000	1.1000	1.1000	0.9000	5.3000	5.2000	5.2000	4.7000	5.0000	3.9000	3.6000	2.9000	6.9000	5.8000	5.4000	
60. *	1.1000	0.7000	0.7000	0.5000	5.3000	5.3000	5.3000	4.8000	4.5000	3.3000	2.9000	2.1000	7.0000	6.1000	5.6000	
65. *	1.0000	0.4000	0.4000	0.3000	5.1000	5.1000	5.1000	4.7000	4.4000	3.0000	2.4000	1.4000	7.0000	5.9000	5.5000	
70. *	1.2000	0.4000	0.3000	0.3000	4.9000	4.7000	4.7000	4.6000	4.4000	2.8000	2.3000	1.1000	7.0000	6.0000	5.5000	
75. *	1.6000	0.3000	0.2000	0.2000	4.8000	4.5000	4.4000	4.4000	4.5000	2.6000	2.0000	0.8000	7.3000	6.3000	5.6000	
80. *	2.4000	0.5000	0.3000	0.2000	5.1000	4.4000	4.3000	4.2000	4.3000	2.3000	1.7000	0.6000	7.8000	6.4000	5.5000	
85. *	3.4000	0.9000	0.3000	0.1000	5.5000	4.6000	4.2000	4.1000	3.7000	1.9000	1.3000	0.4000	8.1000	6.2000	4.8000	
90. *	4.5000	1.4000	0.6000	0.1000	5.9000	4.7000	4.3000	3.8000	3.1000	1.4000	0.9000	0.3000	8.0000	5.5000	4.4000	
95. *	5.3000	2.0000	0.9000	0.1000	6.4000	5.0000	4.3000	3.6000	2.2000	0.9000	0.5000	0.3000	7.3000	4.8000	3.8000	
100. *	5.7000	2.4000	1.3000	0.1000	7.0000	5.4000	4.6000	3.5000	1.4000	0.6000	0.4000	0.2000	6.6000	4.1000	3.3000	
105. *	5.7000	2.8000	1.7000	0.1000	7.1000	5.5000	4.8000	3.4000	0.9000	0.3000	0.2000	0.2000	5.6000	3.6000	3.1000	
110. *	5.4000	2.8000	1.9000	0.1000	7.0000	5.5000	4.9000	3.4000	0.6000	0.1000	0.1000	0.1000	4.7000	3.0000	2.8000	
115. *	5.0000	2.8000	1.9000	0.1000	7.0000	5.5000	4.9000	3.4000	0.2000	0.0000	0.1000	0.1000	4.2000	2.8000	2.7000	
120. *	4.7000	2.8000	1.9000	0.2000	6.7000	5.5000	4.9000	3.6000	0.2000	0.0000	0.0000	0.0000	4.0000	2.7000	2.7000	
125. *	4.4000	2.6000	1.9000	0.4000	6.7000	5.5000	5.0000	3.8000	0.1000	0.0000	0.0000	0.0000	3.8000	2.7000	2.7000	
130. *	4.1000	2.5000	1.8000	0.5000	6.8000	5.6000	5.1000	4.0000	0.1000	0.0000	0.0000	0.0000	3.7000	2.8000	2.8000	
135. *	3.9000	2.5000	1.8000	0.6000	6.9000	5.6000	5.1000	4.2000	0.1000	0.0000	0.0000	0.0000	3.5000	2.8000	2.8000	
140. *	3.8000	2.4000	1.7000	0.7000	6.8000	5.3000	5.0000	4.2000	0.1000	0.0000	0.0000	0.0000	3.4000	2.8000	2.8000	
145. *	3.7000	2.4000	1.7000	0.8000	6.5000	5.1000	4.8000	4.1000	0.1000	0.0000	0.0000	0.0000	3.1000	2.7000	2.7000	
150. *	3.5000	2.4000	1.7000	0.8000	6.5000	5.0000	4.7000	3.9000	0.1000	0.0000	0.0000	0.0000	3.0000	2.7000	2.7000	
155. *	3.4000	2.3000	1.7000	0.8000	6.3000	5.1000	4.6000	3.9000	0.1000	0.1000	0.1000	0.1000	2.9000	2.7000	2.7000	
160. *	3.4000	2.4000	1.8000	0.9000	6.3000	5.1000	4.6000	4.0000	0.0000	0.1000	0.1000	0.1000	3.0000	2.8000	2.8000	
165. *	3.3000	2.4000	1.8000	0.8000	6.3000	5.2000	4.7000	4.1000	0.0000	0.2000	0.2000	0.2000	3.0000	2.9000	2.9000	

I664_W_Military_Hwy.out

170.	*	3.4000	2.4000	1.8000	0.9000	6.2000	5.4000	4.9000	4.2000	0.0000	0.2000	0.2000	0.2000	3.0000	2.9000	2.9000
175.	*	3.6000	2.4000	1.8000	0.9000	6.2000	5.6000	5.0000	4.3000	0.0000	0.2000	0.2000	0.3000	3.2000	3.1000	3.1000
180.	*	3.7000	2.4000	1.8000	0.9000	6.2000	5.7000	5.2000	4.5000	0.0000	0.3000	0.3000	0.3000	3.3000	3.2000	3.2000
185.	*	3.6000	2.4000	1.8000	0.9000	6.1000	6.1000	5.4000	4.8000	0.1000	0.3000	0.3000	0.3000	3.4000	3.3000	3.3000
190.	*	3.5000	2.5000	1.9000	1.0000	6.1000	6.2000	5.7000	4.9000	0.1000	0.3000	0.3000	0.3000	3.6000	3.5000	3.5000
195.	*	3.4000	2.5000	1.9000	0.9000	6.2000	6.3000	6.1000	5.1000	0.2000	0.4000	0.4000	0.4000	3.8000	3.7000	3.6000
200.	*	3.5000	2.6000	1.9000	1.1000	6.5000	6.3000	6.1000	5.5000	0.3000	0.5000	0.5000	0.5000	3.9000	3.8000	3.8000
205.	*	3.9000	2.8000	2.1000	1.3000	6.4000	6.4000	6.4000	6.0000	0.6000	0.8000	0.8000	0.7000	4.0000	3.9000	3.9000
210.	*	4.5000	3.3000	2.6000	1.6000	6.7000	6.5000	6.7000	6.2000	1.3000	1.3000	1.3000	1.1000	4.1000	4.1000	4.0000

PAGE 4

JOB: HRCS

RUN: I-664 and West Military Highway 2015

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
215.	*	5.2000	4.0000	3.1000	2.2000	6.4000	6.5000	6.2000	6.4000	2.0000	2.0000	2.0000	1.8000	3.9000	3.9000	3.8000
220.	*	6.0000	4.6000	3.9000	3.0000	6.1000	5.7000	5.9000	5.9000	3.1000	3.1000	3.1000	2.7000	3.5000	3.4000	3.4000
225.	*	7.0000	5.5000	4.8000	3.7000	5.4000	4.9000	4.9000	4.9000	4.0000	4.2000	4.1000	3.6000	2.8000	2.7000	2.7000
230.	*	7.8000	6.1000	5.4000	4.6000	4.3000	3.7000	3.8000	3.8000	4.8000	4.9000	4.8000	4.3000	2.0000	2.0000	1.9000
235.	*	8.1000	6.1000	5.3000	4.6000	3.4000	2.9000	2.7000	2.7000	5.1000	5.3000	5.2000	4.7000	1.3000	1.3000	1.2000
240.	*	8.3000	6.0000	5.4000	4.6000	2.7000	2.1000	1.9000	1.7000	5.2000	5.3000	5.3000	5.0000	0.7000	0.7000	0.7000
245.	*	7.7000	5.7000	5.0000	4.5000	2.4000	1.8000	1.5000	1.2000	4.9000	5.1000	5.1000	4.9000	0.4000	0.4000	0.4000
250.	*	7.4000	5.2000	4.7000	4.0000	2.2000	1.7000	1.2000	0.9000	4.5000	4.7000	4.7000	4.7000	0.4000	0.3000	0.3000
255.	*	7.1000	4.8000	4.2000	3.9000	2.1000	1.5000	1.2000	0.8000	4.4000	4.4000	4.4000	4.4000	0.3000	0.2000	0.2000
260.	*	7.0000	4.5000	4.1000	3.8000	2.2000	1.5000	1.1000	0.7000	4.2000	4.2000	4.2000	4.2000	0.3000	0.2000	0.2000
265.	*	6.7000	4.2000	4.1000	3.6000	2.3000	1.6000	1.1000	0.7000	4.2000	4.0000	4.0000	4.1000	0.2000	0.1000	0.1000
270.	*	6.1000	4.2000	3.9000	3.5000	2.2000	1.6000	1.2000	0.7000	4.1000	3.7000	3.8000	3.8000	0.2000	0.1000	0.1000
275.	*	5.6000	3.9000	3.7000	3.3000	2.3000	1.5000	1.3000	0.6000	4.0000	3.6000	3.6000	3.6000	0.2000	0.1000	0.1000
280.	*	5.2000	3.8000	3.6000	3.2000	2.4000	1.6000	1.2000	0.5000	3.9000	3.5000	3.5000	3.5000	0.2000	0.1000	0.1000
285.	*	4.9000	3.9000	3.6000	3.1000	2.7000	1.6000	1.2000	0.4000	4.0000	3.4000	3.4000	3.4000	0.3000	0.1000	0.1000
290.	*	4.7000	3.8000	3.5000	2.9000	2.9000	1.5000	1.1000	0.3000	4.2000	3.3000	3.2000	3.3000	0.3000	0.1000	0.1000
295.	*	4.3000	3.5000	3.3000	2.8000	2.9000	1.5000	1.0000	0.2000	4.5000	3.3000	3.2000	3.2000	0.4000	0.0000	0.0000
300.	*	4.2000	3.5000	3.2000	2.7000	3.1000	1.4000	0.8000	0.0000	4.9000	3.3000	3.2000	3.2000	0.7000	0.0000	0.0000
305.	*	3.9000	3.3000	3.0000	2.7000	3.0000	1.2000	0.6000	0.0000	5.1000	3.7000	3.4000	3.3000	1.1000	0.1000	0.0000
310.	*	3.8000	3.2000	3.0000	2.8000	2.8000	0.9000	0.4000	0.0000	5.7000	4.2000	3.6000	3.4000	1.7000	0.3000	0.1000
315.	*	3.5000	3.0000	2.9000	2.9000	2.3000	0.6000	0.3000	0.0000	6.0000	4.7000	3.9000	3.5000	2.3000	0.5000	0.2000
320.	*	3.4000	2.9000	2.8000	2.8000	1.8000	0.3000	0.1000	0.0000	6.1000	5.0000	4.1000	3.4000	2.7000	0.9000	0.4000
325.	*	3.0000	2.7000	2.7000	2.7000	1.1000	0.1000	0.0000	0.0000	6.0000	5.1000	4.1000	3.3000	3.0000	1.1000	0.6000
330.	*	2.9000	2.7000	2.7000	2.7000	0.7000	0.0000	0.0000	0.0000	5.8000	5.2000	4.3000	3.2000	3.1000	1.3000	0.8000
335.	*	2.9000	2.7000	2.7000	2.7000	0.5000	0.1000	0.1000	0.1000	5.6000	5.2000	4.4000	3.4000	3.0000	1.4000	0.8000
340.	*	2.9000	2.8000	2.8000	2.8000	0.4000	0.1000	0.1000	0.1000	5.4000	5.3000	4.4000	3.5000	2.9000	1.5000	1.1000
345.	*	2.9000	2.9000	2.9000	2.9000	0.4000	0.2000	0.2000	0.2000	5.6000	5.3000	4.5000	3.8000	2.8000	1.5000	1.1000
350.	*	2.9000	2.9000	2.9000	2.9000	0.4000	0.2000	0.2000	0.2000	5.7000	5.2000	4.7000	3.9000	2.6000	1.5000	1.1000
355.	*	3.1000	3.1000	3.1000	3.0000	0.4000	0.2000	0.3000	0.3000	5.8000	5.4000	4.7000	4.0000	2.5000	1.4000	1.0000
360.	*	3.2000	3.2000	3.2000	3.2000	0.4000	0.3000	0.3000	0.3000	5.9000	5.6000	5.0000	4.2000	2.4000	1.3000	1.0000
MAX	*	8.3000	6.1000	5.4000	4.6000	7.1000	6.5000	6.7000	6.4000	7.1000	6.9000	6.6000	6.1000	8.1000	6.4000	5.6000
DEGR.	*	240	235	230	230	105	210	210	215	30	30	35	35	85	80	60

PAGE 5

JOB: HRCS

RUN: I-664 and West Military Highway 2015

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5.	*	0.5000	2.2000	1.6000	0.5000	0.1000	0.1000	0.1000	5.1000	4.5000	3.5000	2.2000	2.2000	2.1000
10.	*	0.6000	2.3000	1.7000	0.3000	0.1000	0.1000	0.1000	5.2000	4.6000	3.4000	2.1000	2.1000	2.1000
15.	*	0.6000	2.4000	1.7000	0.2000	0.1000	0.1000	0.1000	5.3000	4.7000	3.3000	2.0000	2.0000	2.0000
20.	*	0.7000	2.5000	1.8000	0.1000	0.1000	0.1000	0.1000	5.3000	4.6000	3.1000	2.0000	2.0000	2.0000
25.	*	0.9000	2.5000	1.7000	0.2000	0.0000	0.0000	0.0000	5.4000	4.7000	3.2000	2.0000	2.0000	2.0000
30.	*	1.3000	2.4000	1.5000	0.2000	0.1000	0.0000	0.0000	5.3000	4.4000	3.0000	2.1000	2.0000	2.0000
35.	*	2.0000	2.1000	1.2000	0.2000	0.2000	0.0000	0.0000	5.1000	4.2000	3.1000	2.2000	2.1000	2.0000
40.	*	2.7000	1.7000	0.9000	0.3000	0.6000	0.1000	0.0000	4.8000	4.0000	3.2000	2.6000	2.2000	2.0000
45.	*	3.7000	1.2000	0.7000	0.3000	1.0000	0.4000	0.0000	4.3000	3.7000	3.3000	3.2000	2.5000	2.1000
50.	*	4.4000	0.8000	0.5000	0.3000	1.5000	0.6000	0.0000	4.1000	3.7000	3.5000	3.5000	2.8000	2.0000
55.	*	5.0000	0.7000	0.4000	0.4000	1.9000	0.9000	0.0000	4.0000	3.8000	3.6000	4.0000	3.1000	2.0000
60.	*	4.9000	0.5000	0.4000	0.4000	2.2000	1.2000	0.0000	3.9000	3.8000	3.8000	4.3000	3.3000	2.1000
65.	*	4.7000	0.6000	0.6000	0.5000	2.3000	1.5000	0.1000	4.0000	4.0000	3.9000	4.5000	3.5000	2.1000
70.	*	4.6000	0.9000	0.9000	0.8000	2.4000	1.6000	0.4000	4.1000	4.1000	3.9000	4.7000	3.6000	2.3000
75.	*	4.2000	1.3000	1.3000	1.2000	2.5000	1.6000	0.5000	4.3000	4.3000	3.8000	5.0000	3.8000	2.4000
80.	*	3.9000	2.2000	2.2000	1.8000	2.5000	1.7000	0.5000	4.1000	4.0000	3.5000	5.6000	4.1000	2.7000
85.	*	3.5000	3.2000	3.2000	2.6000	2.9000	1.8000	0.7000	3.6000	3.6000	2.9000	6.2000	4.4000	2.7000
90.	*	3.3000	4.4000	4.3000	3.5000	3.3000	2.0000	0.7000	2.9000	2.9000	2.3000	6.7000	5.1000	3.0000
95.	*	3.0000	5.1000	5.0000	4.2000	3.7000	2.5000	0.9000	2.1000	2.0000	1.6000	6.7000	5.6000	3.2000
100.	*	2.9000	5.5000	5.5000	4.6000	4.2000	2.9000	1.0000	1.3000	1.3000	1.0000	6.5000	5.7000	3.5000
105.	*	2.9000	5.6000	5.6000	5.0000	4.5000	3.1000	1.2000	0.8000	0.8000	0.6000	5.9000	5.6000	3.9000
110.	*	2.8000	5.2000	5.2000	4.9000	4.5000	3.3000	1.4000	0.5000	0.5000	0.3000	5.1000	5.1000	4.2000
115.	*	2.8000	5.0000	4.9000	4.7000	4.5000	3.3000	1.7000	0.2000	0.2000	0.2000	4.4000	4.6000	4.2000
120.	*	2.7000	4.7000	4.7000	4.5000	4.5000	3.4000	2.0000	0.2000	0.2000	0.2000	4.0000	4.1000	4.2000
125.	*	2.7000	4.4000	4.4000	4.3000	4.5000	3.5000	2.3000	0.1000	0.1000	0.1000	3.3000	3.5000	3.8000
130.	*	2.8000	4.1000	4.1000	4.1000	4.6000	3.7000	2.7000	0.1000	0.1000	0.1000	3.0000	3.0000	3.4000
135.	*	2.8000	3.9000	3.9000	3.9000	4.6000	3.9000	3.3000	0.1000	0.1000	0.1000	2.7000	2.5000	2.8000
140.	*	2.8000	3.8000	3.8000	3.8000	4.4000	3.9000	3.3000	0.1000	0.1000	0.1000	2.5000	2.3000	2.2000
145.	*	2.7000	3.7000	3.7000	3.6000	4.5000	3.8000	3.6000	0.1000	0.1000	0.1000	2.3000	1.8000	1.4000
150.	*	2.7000	3.5000	3.5000	3.5000	4.4000	3.8000	3.8000	0.1000	0.1000	0.1000	2.1000	1.6000	1.1000
155.	*	2.7000	3.4000	3.4000	3.4000	4.2000	3.9000	3.4000	0.1000	0.1000	0.1000	2.0000	1.6000	0.9000
160.	*	2.8000	3.3000	3.3000	3.3000	4.3000	3.8000	3.4000	0.0000	0.0000	0.0000	1.9000	1.5000	0.8000
165.	*	2.9000	3.2000	3.2000	3.2000	4.2000	3.7000	3.3000	0.0000	0.0000	0.0000	2.0000	1.5000	0.8000
170.	*	2.9000	3.3000	3.3000	3.3000	4.3000	3.7000	3.0000	0.0000	0.0000	0.0000	1.9000	1.4000	0.7000
175.	*	3.1000	3.5000	3.5000	3.5000	4.0000	3.6000	2.9000	0.0000	0.0000	0.0000	1.9000	1.4000	0.7000
180.	*	3.2000	3.6000	3.6000	3.6000	4.1000	3.5000	2.8000	0.0000	0.0000	0.0000	2.0000	1.5000	0.7000
185.	*	3.3000	3.5000	3.5000	3.5000	3.9000	3.6000	2.8000	0.0000	0.0000	0.0000	2.1000	1.5000	0.6000
190.	*	3.5000	3.3000	3.3000	3.3000	3.9000	3.5000	2.6000	0.0000	0.0000	0.0000	2.1000	1.5000	0.6000
195.	*	3.5000	3.2000	3.2000	3.2000	4.0000	3.5000	2.5000	0.0000	0.0000	0.0000	2.1000	1.6000	0.4000
200.	*	3.7000	3.2000	3.3000	3.3000	4.1000	3.5000	2.3000	0.0000	0.0000	0.0000	2.2000	1.6000	0.3000
205.	*	3.6000	3.4000	3.4000	3.4000	3.9000	3.1000	2.1000	0.1000	0.1000	0.1000	2.1000	1.3000	0.1000
210.	*	3.5000	3.6000	3.5000	3.5000	3.9000	3.1000	1.9000	0.2000	0.1000	0.1000	1.9000	1.2000	0.0000

♀

JOB: HRCS

RUN: I-664 and West Military Highway 2015

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215.	*	3.2000	4.1000	3.7000	3.7000	3.6000	2.8000	1.9000	0.6000	0.2000	0.1000	1.6000	0.9000	0.0000
220.	*	2.8000	4.7000	4.2000	3.8000	3.3000	2.6000	2.0000	0.9000	0.5000	0.1000	1.2000	0.6000	0.0000
225.	*	2.1000	5.3000	4.7000	4.0000	2.8000	2.4000	2.0000	1.5000	0.8000	0.1000	0.8000	0.2000	0.0000
230.	*	1.5000	6.0000	5.2000	4.2000	2.5000	2.2000	2.0000	2.1000	1.2000	0.2000	0.4000	0.2000	0.0000

I664_W_Military_Hwy.out

235.	*	0.9000	6.4000	5.8000	4.7000	2.1000	1.9000	1.9000	2.5000	1.6000	0.4000	0.2000	0.0000	0.0000
240.	*	0.6000	6.6000	6.3000	5.2000	1.9000	1.9000	1.9000	2.8000	2.0000	0.6000	0.0000	0.0000	0.0000
245.	*	0.4000	6.7000	6.4000	5.5000	2.0000	2.0000	2.0000	2.9000	2.1000	0.8000	0.0000	0.0000	0.0000
250.	*	0.3000	6.7000	6.5000	5.9000	2.0000	2.0000	2.0000	2.9000	2.1000	1.1000	0.1000	0.1000	0.1000
255.	*	0.2000	6.5000	6.2000	6.2000	2.0000	2.0000	2.0000	2.8000	2.2000	1.3000	0.1000	0.1000	0.1000
260.	*	0.2000	6.4000	6.1000	6.2000	2.1000	2.1000	2.1000	2.9000	2.4000	1.7000	0.1000	0.1000	0.1000
265.	*	0.1000	5.8000	5.6000	5.9000	2.2000	2.2000	2.2000	2.9000	2.6000	2.6000	0.1000	0.1000	0.1000
270.	*	0.1000	5.5000	5.3000	5.1000	2.2000	2.2000	2.2000	3.0000	2.8000	3.3000	0.1000	0.1000	0.1000
275.	*	0.1000	4.9000	4.5000	4.3000	2.3000	2.3000	2.3000	3.1000	3.3000	4.1000	0.1000	0.1000	0.1000
280.	*	0.1000	4.3000	3.8000	3.1000	2.4000	2.4000	2.4000	3.5000	3.6000	4.7000	0.1000	0.1000	0.1000
285.	*	0.1000	3.8000	3.4000	2.4000	2.7000	2.7000	2.5000	3.7000	4.3000	5.1000	0.2000	0.2000	0.2000
290.	*	0.1000	3.6000	3.0000	2.0000	2.8000	2.8000	2.7000	4.1000	4.7000	5.0000	0.2000	0.2000	0.2000
295.	*	0.0000	3.5000	2.8000	1.7000	2.9000	2.9000	2.8000	4.6000	5.1000	5.1000	0.4000	0.4000	0.3000
300.	*	0.0000	3.2000	2.5000	1.3000	3.1000	3.1000	2.8000	5.4000	5.7000	5.0000	0.7000	0.7000	0.5000
305.	*	0.0000	2.9000	2.4000	1.3000	3.0000	3.0000	2.6000	5.9000	6.0000	4.7000	1.1000	1.1000	0.9000
310.	*	0.0000	2.7000	2.1000	1.1000	2.8000	2.7000	2.4000	6.1000	6.0000	4.5000	1.7000	1.6000	1.3000
315.	*	0.0000	2.5000	1.9000	1.1000	2.3000	2.3000	1.9000	6.3000	5.6000	4.1000	2.3000	2.2000	1.9000
320.	*	0.0000	2.4000	1.8000	1.1000	1.7000	1.6000	1.4000	6.1000	5.3000	4.0000	2.7000	2.7000	2.3000
325.	*	0.0000	2.2000	1.7000	1.0000	1.1000	1.1000	1.0000	5.9000	5.0000	3.9000	3.0000	3.0000	2.5000
330.	*	0.0000	2.2000	1.7000	0.9000	0.6000	0.6000	0.6000	5.5000	4.6000	3.7000	3.1000	3.1000	2.7000
335.	*	0.0000	2.2000	1.7000	0.9000	0.4000	0.4000	0.4000	5.1000	4.6000	3.8000	3.0000	3.0000	2.8000
340.	*	0.3000	2.1000	1.6000	0.9000	0.3000	0.3000	0.3000	5.0000	4.4000	3.7000	2.8000	2.8000	2.7000
345.	*	0.3000	2.0000	1.5000	0.8000	0.2000	0.2000	0.2000	4.9000	4.4000	3.7000	2.7000	2.7000	2.6000
350.	*	0.4000	2.0000	1.5000	0.6000	0.2000	0.2000	0.2000	4.9000	4.4000	3.7000	2.5000	2.5000	2.5000
355.	*	0.5000	2.1000	1.6000	0.6000	0.2000	0.2000	0.2000	5.0000	4.5000	3.7000	2.4000	2.4000	2.4000
360.	*	0.5000	2.2000	1.6000	0.5000	0.1000	0.1000	0.2000	5.2000	4.6000	3.8000	2.3000	2.3000	2.3000
-----*														
MAX	*	5.0000	6.7000	6.5000	6.2000	4.6000	3.9000	3.8000	6.3000	6.0000	5.1000	6.7000	5.7000	4.2000
DEGR.	*	55	245	250	255	130	135	150	315	310	295	90	100	110

THE HIGHEST CONCENTRATION OF 8.3000 PPM OCCURRED AT RECEPTOR 1.

JOB: HRCS

RUN: I-664 and West Military Highway 2028

DATE : 6/ 3/16
 TIME : 9:33:37

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	0.0	42.0	827.0	870.0	1170.	45. AG	12000.	3.7	0.0	79.7	
2. N Leg Dep - FreeFlow*	0.0	-42.0	870.0	827.0	1230.	45. AG	12000.	1.7	0.0	79.7	
3. S Leg App - FreeFlow*	0.0	-42.0	-827.0	-870.0	1170.	225. AG	12000.	3.7	0.0	79.7	
4. S Leg Dep - FreeFlow*	0.0	42.0	-870.0	-827.0	1230.	225. AG	12000.	1.7	0.0	79.7	
5. E Leg App - FreeFlow*	12.0	30.0	1200.0	30.0	1188.	90. AG	12000.	4.1	0.0	79.7	
6. E Leg Dep - FreeFlow*	-10.0	-24.0	1200.0	-24.0	1210.	90. AG	9600.	1.9	0.0	67.7	
7. W Leg App - FreeFlow*	-10.0	-24.0	-865.0	832.0	1210.	315. AG	9600.	1.9	0.0	67.7	
8. W Leg Dep - FreeFlow*	12.0	30.0	-827.0	870.0	1187.	315. AG	12000.	1.9	0.0	79.7	

PAGE 2

JOB: HRCS

RUN: I-664 and West Military Highway 2028

DATE : 6/ 3/16
 TIME : 9:33:37

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	169.0	70.0	5.9	*
2. N Leg, E Side - 25 m	219.9	120.9	5.9	*
3. N Leg, E Side - 50 m	277.9	178.9	5.9	*
4. N Leg, E Side-Midblk	586.2	487.2	5.9	*
5. N Leg, W Side-Corner	0.0	99.0	5.9	*
6. N Leg, W Side - 25 m	50.9	149.9	5.9	*
7. N Leg, W Side - 50 m	108.9	207.9	5.9	*
8. N Leg, W Side-Midblk	417.2	516.2	5.9	*
9. S Leg, E Side-Corner	41.0	-58.0	5.9	*
10. S Leg, E Side - 25 m	-9.9	-108.9	5.9	*
11. S Leg, E Side - 50 m	-67.9	-166.9	5.9	*
12. S Leg, E Side-Midblk	-376.2	-475.2	5.9	*
13. S Leg, W Side-Corner	-90.5	8.5	5.9	*
14. S Leg, W Side - 25 m	-141.4	-42.4	5.9	*
15. S Leg, W Side - 50 m	-199.4	-100.4	5.9	*
16. S Leg, W Side-Midblk	-507.7	-408.7	5.9	*

17. E Leg, N Side - 25 m *	241.0	70.0	5.9	*
18. E Leg, N Side - 50 m *	323.0	70.0	5.9	*
19. E Leg, N Side-Midblk *	759.0	70.0	5.9	*
20. W Leg, N Side - 25 m *	-50.9	149.9	5.9	*
21. W Leg, N Side - 50 m *	-108.9	207.9	5.9	*
22. W Leg, N Side-Midblk *	-417.2	516.2	5.9	*
23. E Leg, S Side - 25 m *	113.0	-58.0	5.9	*
24. E Leg, S Side - 50 m *	195.0	-58.0	5.9	*
25. E Leg, S Side-Midblk *	631.0	-58.0	5.9	*
26. W Leg, S Side - 25 m *	-141.4	59.4	5.9	*
27. W Leg, S Side - 50 m *	-199.4	117.4	5.9	*
28. W Leg, S Side-Midblk *	-507.7	425.7	5.9	*

♀

JOB: HRCS

RUN: I-664 and West Military Highway 2028

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	1.5000	1.5000	1.5000	1.5000	0.2000	0.1000	0.1000	0.1000	2.8000	2.8000	2.3000	2.1000	1.1000	0.7000	0.5000
10. *	1.6000	1.6000	1.6000	1.5000	0.3000	0.2000	0.2000	0.2000	2.8000	2.6000	2.6000	2.2000	1.0000	0.7000	0.5000
15. *	1.7000	1.7000	1.7000	1.6000	0.2000	0.2000	0.2000	0.2000	3.1000	2.9000	2.7000	2.3000	1.0000	0.7000	0.5000
20. *	1.7000	1.7000	1.7000	1.6000	0.3000	0.3000	0.3000	0.2000	3.1000	3.1000	2.8000	2.5000	1.1000	0.7000	0.5000
25. *	1.9000	1.8000	1.8000	1.5000	0.4000	0.4000	0.4000	0.3000	3.2000	2.9000	3.1000	2.6000	1.2000	0.8000	0.6000
30. *	2.0000	1.9000	1.8000	1.5000	0.6000	0.6000	0.6000	0.5000	3.3000	3.2000	3.3000	2.9000	1.3000	1.0000	0.8000
35. *	1.9000	1.8000	1.7000	1.4000	1.0000	1.0000	1.0000	0.8000	3.3000	3.0000	3.1000	3.0000	1.8000	1.3000	1.1000
40. *	1.6000	1.5000	1.5000	1.1000	1.5000	1.4000	1.4000	1.3000	3.1000	2.9000	2.8000	2.8000	2.1000	1.8000	1.5000
45. *	1.4000	1.2000	1.2000	0.9000	2.0000	2.0000	1.9000	1.6000	2.9000	2.7000	2.5000	2.5000	2.6000	2.1000	1.9000
50. *	1.1000	0.8000	0.8000	0.6000	2.3000	2.3000	2.3000	2.0000	2.5000	2.3000	2.0000	1.9000	3.0000	2.4000	2.2000
55. *	0.7000	0.5000	0.5000	0.4000	2.5000	2.5000	2.5000	2.2000	2.2000	1.8000	1.7000	1.4000	3.2000	2.7000	2.4000
60. *	0.5000	0.3000	0.3000	0.2000	2.5000	2.5000	2.5000	2.3000	2.2000	1.7000	1.4000	0.9000	3.3000	2.8000	2.5000
65. *	0.5000	0.2000	0.2000	0.2000	2.3000	2.3000	2.3000	2.3000	2.1000	1.4000	1.2000	0.7000	3.1000	2.7000	2.6000
70. *	0.5000	0.1000	0.1000	0.1000	2.3000	2.2000	2.2000	2.2000	2.0000	1.3000	1.1000	0.5000	3.3000	2.9000	2.5000
75. *	0.8000	0.2000	0.1000	0.1000	2.2000	2.1000	2.1000	2.1000	2.1000	1.2000	1.0000	0.4000	3.4000	2.9000	2.6000
80. *	1.2000	0.3000	0.1000	0.1000	2.3000	2.1000	2.0000	2.0000	2.0000	1.1000	0.7000	0.3000	3.7000	3.0000	2.4000
85. *	1.7000	0.4000	0.2000	0.1000	2.6000	2.1000	2.0000	1.9000	1.8000	0.9000	0.6000	0.1000	3.8000	2.8000	2.3000
90. *	2.2000	0.7000	0.3000	0.1000	2.8000	2.3000	2.0000	1.8000	1.5000	0.6000	0.4000	0.1000	3.6000	2.5000	1.9000
95. *	2.6000	1.0000	0.6000	0.1000	3.0000	2.4000	2.2000	1.8000	1.1000	0.4000	0.3000	0.1000	3.5000	2.2000	1.7000
100. *	2.6000	1.1000	0.6000	0.0000	3.3000	2.6000	2.2000	1.6000	0.6000	0.3000	0.1000	0.1000	3.1000	1.9000	1.6000
105. *	2.7000	1.3000	0.7000	0.0000	3.3000	2.5000	2.1000	1.5000	0.4000	0.1000	0.1000	0.1000	2.5000	1.7000	1.4000
110. *	2.5000	1.4000	0.9000	0.0000	3.3000	2.6000	2.3000	1.5000	0.2000	0.0000	0.1000	0.1000	2.1000	1.4000	1.2000
115. *	2.4000	1.4000	0.9000	0.0000	3.2000	2.6000	2.3000	1.6000	0.1000	0.0000	0.0000	0.0000	2.0000	1.2000	1.2000
120. *	2.3000	1.3000	0.9000	0.1000	3.2000	2.5000	2.3000	1.6000	0.1000	0.0000	0.0000	0.0000	1.8000	1.2000	1.2000
125. *	2.1000	1.3000	0.9000	0.1000	3.1000	2.5000	2.3000	1.8000	0.1000	0.0000	0.0000	0.0000	1.7000	1.2000	1.2000
130. *	2.0000	1.2000	0.9000	0.3000	3.2000	2.5000	2.3000	1.8000	0.1000	0.0000	0.0000	0.0000	1.8000	1.3000	1.3000
135. *	1.9000	1.2000	0.9000	0.3000	3.3000	2.6000	2.4000	2.0000	0.1000	0.0000	0.0000	0.0000	1.6000	1.3000	1.3000
140. *	1.8000	1.1000	0.8000	0.4000	3.2000	2.4000	2.3000	1.9000	0.1000	0.0000	0.0000	0.0000	1.5000	1.3000	1.3000
145. *	1.7000	1.1000	0.8000	0.4000	3.0000	2.4000	2.3000	1.9000	0.0000	0.0000	0.0000	0.0000	1.4000	1.2000	1.2000
150. *	1.6000	1.1000	0.8000	0.4000	3.0000	2.3000	2.1000	1.9000	0.0000	0.0000	0.0000	0.0000	1.3000	1.2000	1.2000
155. *	1.6000	1.1000	0.8000	0.4000	2.9000	2.3000	2.1000	1.8000	0.0000	0.0000	0.0000	0.0000	1.3000	1.2000	1.2000
160. *	1.6000	1.1000	0.8000	0.4000	2.9000	2.4000	2.1000	1.9000	0.0000	0.1000	0.1000	0.1000	1.4000	1.3000	1.3000
165. *	1.6000	1.1000	0.8000	0.4000	2.8000	2.4000	2.2000	1.9000	0.0000	0.1000	0.1000	0.1000	1.5000	1.4000	1.4000

I664_W_Military_Hwy_2028.out

170.	*	1.6000	1.1000	0.8000	0.4000	3.0000	2.5000	2.3000	2.0000	0.0000	0.1000	0.1000	0.1000	1.5000	1.4000	1.4000
175.	*	1.8000	1.2000	0.9000	0.5000	2.9000	2.6000	2.3000	2.2000	0.0000	0.1000	0.1000	0.1000	1.5000	1.4000	1.4000
180.	*	1.8000	1.2000	0.9000	0.5000	2.8000	2.6000	2.5000	2.2000	0.0000	0.1000	0.1000	0.1000	1.5000	1.4000	1.4000
185.	*	1.8000	1.2000	0.9000	0.5000	3.0000	2.9000	2.7000	2.3000	0.0000	0.1000	0.1000	0.1000	1.6000	1.5000	1.5000
190.	*	1.7000	1.1000	0.9000	0.5000	2.8000	2.9000	2.5000	2.4000	0.0000	0.2000	0.2000	0.2000	1.6000	1.6000	1.6000
195.	*	1.7000	1.1000	0.9000	0.5000	3.0000	2.9000	2.7000	2.5000	0.1000	0.2000	0.2000	0.2000	1.7000	1.7000	1.7000
200.	*	1.7000	1.2000	0.9000	0.5000	3.0000	3.0000	2.9000	2.6000	0.2000	0.3000	0.3000	0.2000	1.7000	1.7000	1.7000
205.	*	1.8000	1.3000	1.0000	0.6000	3.0000	3.0000	3.1000	2.8000	0.3000	0.4000	0.4000	0.3000	1.8000	1.8000	1.8000
210.	*	2.0000	1.5000	1.1000	0.8000	3.1000	3.2000	3.2000	3.0000	0.5000	0.6000	0.6000	0.5000	1.9000	1.9000	1.9000

PAGE 4

JOB: HRCS

RUN: I-664 and West Military Highway 2028

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
215.	*	2.5000	1.8000	1.5000	1.0000	3.0000	2.8000	3.0000	3.0000	0.9000	1.0000	1.0000	0.8000	1.8000	1.8000	1.8000
220.	*	2.9000	2.1000	1.8000	1.4000	2.8000	2.6000	2.8000	2.6000	1.3000	1.4000	1.4000	1.3000	1.6000	1.5000	1.5000
225.	*	3.3000	2.5000	2.1000	1.7000	2.5000	2.3000	2.3000	2.3000	1.9000	2.0000	1.9000	1.7000	1.3000	1.2000	1.2000
230.	*	3.6000	2.9000	2.3000	1.9000	2.0000	1.8000	1.7000	1.9000	2.2000	2.3000	2.3000	2.0000	0.9000	0.9000	0.8000
235.	*	3.9000	2.9000	2.7000	2.1000	1.5000	1.3000	1.2000	1.2000	2.4000	2.5000	2.5000	2.3000	0.5000	0.5000	0.5000
240.	*	3.8000	2.8000	2.4000	2.2000	1.3000	1.0000	0.9000	0.7000	2.4000	2.5000	2.5000	2.3000	0.4000	0.4000	0.3000
245.	*	3.7000	2.7000	2.3000	2.1000	1.1000	0.8000	0.6000	0.6000	2.3000	2.3000	2.3000	2.3000	0.2000	0.2000	0.2000
250.	*	3.4000	2.5000	2.1000	1.9000	1.0000	0.7000	0.6000	0.4000	2.1000	2.2000	2.2000	2.2000	0.1000	0.1000	0.1000
255.	*	3.2000	2.2000	2.0000	1.9000	0.9000	0.8000	0.6000	0.4000	2.1000	2.1000	2.1000	2.1000	0.1000	0.1000	0.1000
260.	*	3.3000	2.0000	1.9000	1.7000	1.0000	0.7000	0.5000	0.4000	1.9000	2.0000	2.0000	2.0000	0.1000	0.1000	0.1000
265.	*	3.0000	1.9000	1.8000	1.7000	1.0000	0.7000	0.5000	0.3000	1.9000	1.9000	1.9000	1.9000	0.2000	0.1000	0.1000
270.	*	2.9000	1.8000	1.7000	1.7000	1.0000	0.7000	0.6000	0.3000	1.9000	1.8000	1.8000	1.8000	0.2000	0.1000	0.1000
275.	*	2.7000	1.8000	1.7000	1.6000	1.1000	0.7000	0.6000	0.3000	1.9000	1.8000	1.8000	1.8000	0.2000	0.1000	0.1000
280.	*	2.4000	1.8000	1.7000	1.5000	1.1000	0.7000	0.6000	0.3000	1.8000	1.7000	1.7000	1.6000	0.1000	0.0000	0.0000
285.	*	2.2000	1.9000	1.7000	1.5000	1.2000	0.7000	0.6000	0.2000	1.9000	1.5000	1.5000	1.5000	0.1000	0.0000	0.0000
290.	*	2.1000	1.7000	1.5000	1.2000	1.3000	0.7000	0.6000	0.1000	1.8000	1.5000	1.5000	1.5000	0.1000	0.0000	0.0000
295.	*	2.0000	1.5000	1.5000	1.2000	1.4000	0.6000	0.5000	0.0000	2.0000	1.5000	1.5000	1.5000	0.2000	0.0000	0.0000
300.	*	1.9000	1.5000	1.4000	1.2000	1.5000	0.6000	0.3000	0.0000	2.2000	1.6000	1.5000	1.5000	0.3000	0.0000	0.0000
305.	*	1.9000	1.5000	1.4000	1.2000	1.4000	0.6000	0.3000	0.0000	2.4000	1.7000	1.5000	1.5000	0.5000	0.0000	0.0000
310.	*	1.8000	1.5000	1.4000	1.3000	1.3000	0.4000	0.2000	0.0000	2.5000	1.9000	1.6000	1.5000	0.8000	0.2000	0.0000
315.	*	1.6000	1.4000	1.3000	1.3000	1.1000	0.3000	0.1000	0.0000	2.9000	2.1000	1.8000	1.6000	1.1000	0.3000	0.1000
320.	*	1.5000	1.3000	1.3000	1.3000	0.8000	0.1000	0.0000	0.0000	2.8000	2.3000	1.8000	1.5000	1.3000	0.4000	0.2000
325.	*	1.3000	1.2000	1.2000	1.2000	0.6000	0.1000	0.0000	0.0000	2.9000	2.4000	1.9000	1.5000	1.4000	0.5000	0.2000
330.	*	1.3000	1.2000	1.2000	1.2000	0.3000	0.0000	0.0000	0.0000	2.5000	2.4000	1.9000	1.5000	1.4000	0.6000	0.4000
335.	*	1.3000	1.2000	1.2000	1.2000	0.2000	0.0000	0.0000	0.0000	2.5000	2.4000	2.0000	1.4000	1.4000	0.6000	0.4000
340.	*	1.3000	1.3000	1.3000	1.2000	0.2000	0.1000	0.1000	0.1000	2.5000	2.3000	2.1000	1.7000	1.3000	0.6000	0.4000
345.	*	1.4000	1.4000	1.4000	1.4000	0.2000	0.1000	0.1000	0.1000	2.6000	2.6000	2.1000	1.7000	1.2000	0.6000	0.4000
350.	*	1.4000	1.4000	1.4000	1.4000	0.2000	0.1000	0.1000	0.1000	2.5000	2.4000	2.2000	1.8000	1.2000	0.6000	0.4000
355.	*	1.4000	1.4000	1.4000	1.4000	0.2000	0.1000	0.1000	0.1000	2.7000	2.5000	2.1000	2.0000	1.2000	0.7000	0.5000
360.	*	1.4000	1.4000	1.4000	1.5000	0.2000	0.1000	0.1000	0.1000	2.7000	2.5000	2.2000	2.0000	1.1000	0.7000	0.5000
MAX	*	3.9000	2.9000	2.7000	2.2000	3.3000	3.2000	3.2000	3.0000	3.3000	3.2000	3.3000	3.0000	3.8000	3.0000	2.6000
DEGR.	*	235	230	235	240	100	210	210	210	30	30	30	35	85	80	65

PAGE 5

JOB: HRCS

RUN: I-664 and West Military Highway 2028

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5.	*	0.3000	1.0000	0.8000	0.2000	0.1000	0.1000	0.1000	2.4000	2.2000	1.7000	1.0000	1.0000	1.0000
10.	*	0.3000	1.0000	0.8000	0.2000	0.1000	0.1000	0.1000	2.4000	2.2000	1.7000	0.9000	0.9000	0.9000
15.	*	0.3000	1.0000	0.8000	0.0000	0.0000	0.0000	0.0000	2.5000	2.2000	1.6000	0.9000	0.9000	0.9000
20.	*	0.3000	1.0000	0.8000	0.0000	0.0000	0.0000	0.0000	2.6000	2.2000	1.5000	0.9000	0.9000	0.9000
25.	*	0.4000	1.1000	0.8000	0.1000	0.0000	0.0000	0.0000	2.6000	2.2000	1.4000	0.9000	0.9000	0.9000
30.	*	0.6000	1.1000	0.8000	0.1000	0.0000	0.0000	0.0000	2.5000	2.1000	1.4000	0.9000	0.9000	0.9000
35.	*	0.8000	1.0000	0.6000	0.1000	0.1000	0.0000	0.0000	2.3000	1.9000	1.4000	1.0000	0.9000	0.9000
40.	*	1.4000	0.7000	0.4000	0.1000	0.2000	0.1000	0.0000	2.2000	1.9000	1.5000	1.1000	1.0000	0.9000
45.	*	1.7000	0.6000	0.4000	0.2000	0.5000	0.1000	0.0000	2.0000	1.8000	1.6000	1.4000	1.1000	0.9000
50.	*	2.1000	0.4000	0.2000	0.2000	0.7000	0.3000	0.0000	1.8000	1.7000	1.6000	1.6000	1.3000	0.9000
55.	*	2.1000	0.3000	0.2000	0.2000	0.9000	0.5000	0.0000	1.9000	1.7000	1.7000	1.8000	1.4000	0.9000
60.	*	2.2000	0.2000	0.2000	0.2000	1.0000	0.6000	0.0000	1.8000	1.8000	1.8000	1.9000	1.6000	0.9000
65.	*	2.3000	0.3000	0.3000	0.3000	1.1000	0.7000	0.0000	1.9000	1.9000	1.9000	2.1000	1.6000	1.0000
70.	*	2.1000	0.4000	0.4000	0.4000	1.1000	0.7000	0.1000	1.9000	1.9000	1.8000	2.2000	1.6000	1.0000
75.	*	2.0000	0.6000	0.6000	0.6000	1.1000	0.7000	0.1000	2.0000	2.0000	1.8000	2.3000	1.7000	1.2000
80.	*	1.7000	1.1000	1.0000	0.8000	1.3000	0.8000	0.4000	1.9000	1.9000	1.7000	2.6000	1.8000	1.2000
85.	*	1.6000	1.6000	1.5000	1.2000	1.4000	0.9000	0.4000	1.7000	1.7000	1.4000	2.9000	2.2000	1.3000
90.	*	1.5000	2.1000	2.1000	1.7000	1.6000	1.0000	0.4000	1.4000	1.4000	1.1000	3.0000	2.4000	1.3000
95.	*	1.4000	2.4000	2.4000	2.0000	1.7000	1.3000	0.4000	1.0000	0.9000	0.7000	3.1000	2.5000	1.5000
100.	*	1.4000	2.6000	2.6000	2.2000	2.0000	1.4000	0.5000	0.6000	0.6000	0.5000	2.9000	2.8000	1.7000
105.	*	1.4000	2.7000	2.6000	2.4000	2.1000	1.6000	0.6000	0.4000	0.4000	0.2000	2.7000	2.6000	1.8000
110.	*	1.2000	2.5000	2.5000	2.3000	2.1000	1.6000	0.7000	0.2000	0.2000	0.2000	2.5000	2.3000	2.0000
115.	*	1.2000	2.4000	2.4000	2.2000	2.1000	1.5000	0.9000	0.1000	0.1000	0.1000	2.1000	2.1000	2.0000
120.	*	1.2000	2.3000	2.3000	2.1000	2.1000	1.6000	1.0000	0.1000	0.1000	0.1000	1.8000	1.9000	1.8000
125.	*	1.2000	2.1000	2.1000	2.0000	2.1000	1.7000	1.1000	0.1000	0.1000	0.1000	1.5000	1.6000	1.8000
130.	*	1.3000	2.0000	2.0000	2.0000	2.0000	1.7000	1.3000	0.1000	0.1000	0.1000	1.4000	1.4000	1.6000
135.	*	1.3000	1.9000	1.9000	1.9000	2.0000	1.8000	1.4000	0.1000	0.1000	0.1000	1.3000	1.3000	1.2000
140.	*	1.3000	1.8000	1.8000	1.8000	2.0000	1.9000	1.6000	0.1000	0.1000	0.1000	1.0000	0.9000	0.8000
145.	*	1.2000	1.7000	1.7000	1.7000	2.1000	1.8000	1.7000	0.0000	0.0000	0.0000	1.0000	0.8000	0.8000
150.	*	1.2000	1.6000	1.6000	1.6000	2.1000	1.7000	1.5000	0.0000	0.0000	0.0000	1.0000	0.8000	0.5000
155.	*	1.2000	1.6000	1.6000	1.6000	2.1000	1.7000	1.7000	0.0000	0.0000	0.0000	0.9000	0.7000	0.5000
160.	*	1.2000	1.6000	1.6000	1.6000	2.0000	1.8000	1.6000	0.0000	0.0000	0.0000	0.9000	0.7000	0.4000
165.	*	1.4000	1.6000	1.6000	1.6000	1.9000	1.6000	1.6000	0.0000	0.0000	0.0000	0.9000	0.7000	0.4000
170.	*	1.4000	1.6000	1.6000	1.6000	1.8000	1.6000	1.4000	0.0000	0.0000	0.0000	0.9000	0.7000	0.4000
175.	*	1.4000	1.7000	1.7000	1.7000	1.9000	1.6000	1.4000	0.0000	0.0000	0.0000	0.9000	0.7000	0.4000
180.	*	1.5000	1.7000	1.7000	1.7000	1.8000	1.6000	1.3000	0.0000	0.0000	0.0000	0.9000	0.7000	0.4000
185.	*	1.5000	1.7000	1.7000	1.7000	1.8000	1.6000	1.3000	0.0000	0.0000	0.0000	0.9000	0.6000	0.3000
190.	*	1.5000	1.6000	1.6000	1.6000	1.7000	1.5000	1.2000	0.0000	0.0000	0.0000	1.0000	0.6000	0.2000
195.	*	1.7000	1.6000	1.6000	1.6000	1.9000	1.5000	1.1000	0.0000	0.0000	0.0000	1.0000	0.6000	0.2000
200.	*	1.6000	1.6000	1.6000	1.6000	1.9000	1.5000	1.1000	0.0000	0.0000	0.0000	1.0000	0.6000	0.1000
205.	*	1.7000	1.6000	1.6000	1.6000	1.9000	1.5000	0.9000	0.0000	0.0000	0.0000	1.0000	0.6000	0.0000
210.	*	1.6000	1.7000	1.6000	1.6000	1.8000	1.4000	0.9000	0.1000	0.0000	0.0000	0.9000	0.5000	0.0000

♀

JOB: HRCS

RUN: I-664 and West Military Highway 2028

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215.	*	1.5000	1.9000	1.8000	1.7000	1.7000	1.4000	0.9000	0.2000	0.1000	0.0000	0.7000	0.4000	0.0000
220.	*	1.2000	2.2000	2.0000	1.8000	1.5000	1.2000	0.9000	0.5000	0.2000	0.1000	0.6000	0.2000	0.0000
225.	*	1.0000	2.4000	2.3000	1.9000	1.4000	1.2000	1.0000	0.7000	0.5000	0.1000	0.4000	0.2000	0.0000
230.	*	0.6000	2.8000	2.4000	2.1000	1.1000	0.9000	0.9000	1.1000	0.6000	0.1000	0.2000	0.0000	0.0000

I664_W_Military_Hwy_2028.out

235.	*	0.5000	3.0000	2.7000	2.2000	1.0000	0.9000	0.9000	1.2000	0.8000	0.2000	0.0000	0.0000	0.0000
240.	*	0.2000	3.2000	2.9000	2.6000	0.9000	0.9000	0.9000	1.4000	0.9000	0.4000	0.0000	0.0000	0.0000
245.	*	0.2000	3.3000	2.9000	2.7000	0.9000	0.9000	0.9000	1.4000	1.0000	0.4000	0.0000	0.0000	0.0000
250.	*	0.1000	3.1000	3.0000	2.8000	0.9000	0.9000	0.9000	1.3000	0.9000	0.5000	0.0000	0.0000	0.0000
255.	*	0.1000	3.1000	3.0000	2.9000	0.9000	0.9000	0.9000	1.3000	1.0000	0.5000	0.0000	0.0000	0.0000
260.	*	0.1000	3.0000	3.0000	2.9000	0.9000	0.9000	0.9000	1.3000	1.0000	0.8000	0.0000	0.0000	0.0000
265.	*	0.1000	2.9000	2.8000	2.7000	1.0000	1.0000	1.0000	1.3000	1.1000	1.0000	0.1000	0.0000	0.0000
270.	*	0.1000	2.6000	2.4000	2.4000	1.0000	1.0000	1.0000	1.4000	1.4000	1.5000	0.1000	0.1000	0.1000
275.	*	0.1000	2.3000	2.1000	2.0000	1.1000	1.1000	1.1000	1.5000	1.4000	2.0000	0.1000	0.1000	0.1000
280.	*	0.0000	2.0000	1.8000	1.5000	1.1000	1.1000	1.1000	1.5000	1.7000	2.3000	0.1000	0.1000	0.1000
285.	*	0.0000	1.9000	1.5000	1.1000	1.3000	1.3000	1.1000	1.8000	1.9000	2.4000	0.1000	0.1000	0.1000
290.	*	0.0000	1.7000	1.3000	0.9000	1.3000	1.3000	1.2000	1.8000	2.1000	2.3000	0.1000	0.1000	0.1000
295.	*	0.0000	1.7000	1.3000	0.8000	1.4000	1.4000	1.2000	2.0000	2.4000	2.4000	0.2000	0.2000	0.2000
300.	*	0.0000	1.5000	1.2000	0.6000	1.5000	1.5000	1.3000	2.3000	2.7000	2.3000	0.3000	0.3000	0.2000
305.	*	0.0000	1.5000	1.1000	0.5000	1.4000	1.4000	1.2000	2.6000	2.9000	2.1000	0.5000	0.5000	0.4000
310.	*	0.0000	1.3000	1.0000	0.5000	1.3000	1.3000	1.1000	2.9000	2.8000	1.9000	0.8000	0.8000	0.6000
315.	*	0.0000	1.2000	1.0000	0.5000	1.1000	1.1000	0.9000	3.0000	2.6000	1.9000	1.1000	1.1000	0.9000
320.	*	0.0000	1.1000	0.8000	0.4000	0.8000	0.8000	0.7000	2.9000	2.5000	1.8000	1.3000	1.3000	1.1000
325.	*	0.0000	1.1000	0.8000	0.4000	0.6000	0.6000	0.4000	2.7000	2.2000	1.7000	1.4000	1.3000	1.1000
330.	*	0.0000	1.1000	0.8000	0.4000	0.3000	0.3000	0.3000	2.6000	2.2000	1.7000	1.4000	1.4000	1.2000
335.	*	0.0000	1.1000	0.8000	0.4000	0.2000	0.2000	0.2000	2.4000	2.1000	1.7000	1.4000	1.4000	1.3000
340.	*	0.0000	1.0000	0.7000	0.3000	0.1000	0.1000	0.1000	2.3000	2.1000	1.7000	1.3000	1.3000	1.3000
345.	*	0.2000	1.0000	0.7000	0.3000	0.1000	0.1000	0.1000	2.2000	2.1000	1.7000	1.2000	1.2000	1.2000
350.	*	0.2000	1.0000	0.8000	0.3000	0.1000	0.1000	0.1000	2.4000	2.2000	1.7000	1.2000	1.2000	1.2000
355.	*	0.3000	1.0000	0.8000	0.3000	0.1000	0.1000	0.1000	2.4000	2.2000	1.7000	1.1000	1.1000	1.1000
360.	*	0.3000	1.0000	0.8000	0.3000	0.1000	0.1000	0.1000	2.4000	2.2000	1.7000	1.0000	1.0000	1.0000
-----*														
MAX	*	2.3000	3.3000	3.0000	2.9000	2.1000	1.9000	1.7000	3.0000	2.9000	2.4000	3.1000	2.8000	2.0000
DEGR.	*	65	245	250	260	120	140	145	315	305	295	95	100	110

THE HIGHEST CONCENTRATION OF 3.9000 PPM OCCURRED AT RECEPTOR 1.

JOB: HRCS

RUN: I-664 & W. Military Hwy 2028 NOBUILD

DATE : 6/ 3/16
 TIME : 9:37:49

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	0.0	42.0	827.0	870.0	* 1170.	45. AG	5885.	3.7	0.0	79.7	
2. N Leg Dep - FreeFlow*	0.0	-42.0	870.0	827.0	* 1230.	45. AG	975.	1.7	0.0	79.7	
3. S Leg App - FreeFlow*	0.0	-42.0	-827.0	-870.0	* 1170.	225. AG	975.	3.7	0.0	79.7	
4. S Leg Dep - FreeFlow*	0.0	42.0	-870.0	-827.0	* 1230.	225. AG	5885.	1.7	0.0	79.7	
5. E Leg App - FreeFlow*	12.0	30.0	1200.0	30.0	* 1188.	90. AG	4175.	4.1	0.0	79.7	
6. E Leg Dep - FreeFlow*	-10.0	-24.0	1200.0	-24.0	* 1210.	90. AG	4560.	1.9	0.0	67.7	
7. W Leg App - FreeFlow*	-10.0	-24.0	-865.0	832.0	* 1210.	315. AG	4560.	1.9	0.0	67.7	
8. W Leg Dep - FreeFlow*	12.0	30.0	-827.0	870.0	* 1187.	315. AG	4175.	1.9	0.0	79.7	

PAGE 2

JOB: HRCS

RUN: I-664 & W. Military Hwy 2028 NOBUILD

DATE : 6/ 3/16
 TIME : 9:37:49

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
-----	-----	-----	-----	-----	-----	-----	-----	-----

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	* 169.0	70.0	5.9	*
2. N Leg, E Side - 25 m	* 219.9	120.9	5.9	*
3. N Leg, E Side - 50 m	* 277.9	178.9	5.9	*
4. N Leg, E Side-Midblk	* 586.2	487.2	5.9	*
5. N Leg, W Side-Corner	* 0.0	99.0	5.9	*
6. N Leg, W Side - 25 m	* 50.9	149.9	5.9	*
7. N Leg, W Side - 50 m	* 108.9	207.9	5.9	*
8. N Leg, W Side-Midblk	* 417.2	516.2	5.9	*
9. S Leg, E Side-Corner	* 41.0	-58.0	5.9	*
10. S Leg, E Side - 25 m	* -9.9	-108.9	5.9	*
11. S Leg, E Side - 50 m	* -67.9	-166.9	5.9	*
12. S Leg, E Side-Midblk	* -376.2	-475.2	5.9	*
13. S Leg, W Side-Corner	* -90.5	8.5	5.9	*
14. S Leg, W Side - 25 m	* -141.4	-42.4	5.9	*
15. S Leg, W Side - 50 m	* -199.4	-100.4	5.9	*
16. S Leg, W Side-Midblk	* -507.7	-408.7	5.9	*

17. E Leg, N Side - 25 m *	241.0	70.0	5.9	*
18. E Leg, N Side - 50 m *	323.0	70.0	5.9	*
19. E Leg, N Side-Midblk *	759.0	70.0	5.9	*
20. W Leg, N Side - 25 m *	-50.9	149.9	5.9	*
21. W Leg, N Side - 50 m *	-108.9	207.9	5.9	*
22. W Leg, N Side-Midblk *	-417.2	516.2	5.9	*
23. E Leg, S Side - 25 m *	113.0	-58.0	5.9	*
24. E Leg, S Side - 50 m *	195.0	-58.0	5.9	*
25. E Leg, S Side-Midblk *	631.0	-58.0	5.9	*
26. W Leg, S Side - 25 m *	-141.4	59.4	5.9	*
27. W Leg, S Side - 50 m *	-199.4	117.4	5.9	*
28. W Leg, S Side-Midblk *	-507.7	425.7	5.9	*

♀

JOB: HRCS

RUN: I-664 & W. Military Hwy 2028 NOBUILD

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.5000	0.5000	0.5000	0.5000	0.1000	0.1000	0.1000	0.1000	1.1000	0.8000	0.6000	0.3000	0.5000	0.2000	0.2000
10. *	0.5000	0.5000	0.5000	0.5000	0.1000	0.1000	0.1000	0.1000	1.0000	0.9000	0.5000	0.3000	0.4000	0.2000	0.2000
15. *	0.5000	0.5000	0.5000	0.5000	0.1000	0.1000	0.1000	0.1000	1.0000	0.7000	0.6000	0.3000	0.3000	0.2000	0.2000
20. *	0.5000	0.5000	0.5000	0.5000	0.1000	0.1000	0.1000	0.1000	1.0000	0.8000	0.6000	0.3000	0.3000	0.2000	0.2000
25. *	0.6000	0.6000	0.5000	0.5000	0.2000	0.2000	0.2000	0.2000	1.1000	0.8000	0.7000	0.5000	0.4000	0.4000	0.3000
30. *	0.5000	0.5000	0.5000	0.4000	0.3000	0.3000	0.3000	0.3000	1.1000	1.0000	0.7000	0.5000	0.6000	0.4000	0.4000
35. *	0.5000	0.5000	0.5000	0.3000	0.5000	0.5000	0.4000	0.4000	1.1000	1.0000	0.6000	0.4000	0.7000	0.5000	0.5000
40. *	0.4000	0.4000	0.4000	0.3000	0.7000	0.7000	0.6000	0.6000	1.0000	0.8000	0.7000	0.4000	0.9000	0.7000	0.7000
45. *	0.4000	0.3000	0.3000	0.2000	0.9000	0.9000	0.8000	0.8000	0.9000	0.6000	0.6000	0.4000	1.2000	0.8000	0.8000
50. *	0.2000	0.1000	0.1000	0.0000	1.0000	1.0000	1.0000	0.9000	0.9000	0.5000	0.5000	0.3000	1.2000	1.1000	0.9000
55. *	0.2000	0.1000	0.1000	0.0000	1.0000	1.0000	1.0000	1.0000	0.8000	0.6000	0.4000	0.3000	1.2000	1.0000	0.8000
60. *	0.1000	0.0000	0.0000	0.0000	1.0000	1.0000	1.0000	1.0000	0.7000	0.5000	0.3000	0.1000	1.2000	1.1000	0.9000
65. *	0.1000	0.0000	0.0000	0.0000	0.9000	1.0000	1.0000	0.9000	0.8000	0.5000	0.3000	0.1000	1.2000	1.0000	1.0000
70. *	0.1000	0.0000	0.0000	0.0000	0.9000	0.9000	0.9000	0.9000	0.8000	0.5000	0.3000	0.1000	1.2000	1.0000	0.8000
75. *	0.2000	0.0000	0.0000	0.0000	0.9000	0.8000	0.8000	0.8000	0.8000	0.5000	0.3000	0.0000	1.4000	0.9000	0.8000
80. *	0.4000	0.1000	0.0000	0.0000	0.9000	0.8000	0.8000	0.8000	0.8000	0.4000	0.2000	0.0000	1.4000	1.0000	0.6000
85. *	0.6000	0.1000	0.0000	0.0000	0.9000	0.8000	0.7000	0.7000	0.7000	0.3000	0.2000	0.0000	1.5000	0.9000	0.7000
90. *	0.8000	0.2000	0.1000	0.0000	1.1000	0.8000	0.8000	0.7000	0.6000	0.2000	0.2000	0.0000	1.4000	0.8000	0.6000
95. *	0.9000	0.4000	0.1000	0.0000	1.2000	1.0000	0.8000	0.7000	0.4000	0.2000	0.0000	0.0000	1.4000	0.7000	0.6000
100. *	1.0000	0.4000	0.2000	0.0000	1.2000	1.0000	0.7000	0.6000	0.3000	0.0000	0.0000	0.0000	1.2000	0.5000	0.4000
105. *	1.0000	0.5000	0.3000	0.0000	1.2000	1.0000	0.9000	0.6000	0.1000	0.0000	0.0000	0.0000	0.9000	0.5000	0.4000
110. *	0.9000	0.5000	0.3000	0.0000	1.2000	1.0000	0.9000	0.6000	0.1000	0.0000	0.0000	0.0000	0.8000	0.4000	0.4000
115. *	0.9000	0.5000	0.3000	0.0000	1.2000	1.0000	0.9000	0.6000	0.1000	0.0000	0.0000	0.0000	0.7000	0.4000	0.4000
120. *	0.9000	0.5000	0.3000	0.0000	1.1000	1.0000	0.9000	0.6000	0.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000
125. *	0.8000	0.5000	0.3000	0.0000	1.1000	1.0000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000
130. *	0.8000	0.4000	0.3000	0.1000	1.2000	1.0000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000
135. *	0.7000	0.4000	0.3000	0.1000	1.2000	1.0000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000
140. *	0.6000	0.4000	0.3000	0.1000	1.1000	1.0000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000
145. *	0.6000	0.4000	0.3000	0.1000	1.1000	1.0000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000
150. *	0.6000	0.4000	0.3000	0.1000	1.1000	1.0000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000
155. *	0.5000	0.4000	0.3000	0.1000	1.1000	1.0000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000
160. *	0.5000	0.4000	0.3000	0.1000	1.0000	1.0000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000
165. *	0.5000	0.4000	0.3000	0.1000	1.1000	0.9000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000

I664_W_Military_Hwy_2028_NOBUILD.out

170.	*	0.6000	0.4000	0.3000	0.1000	1.1000	0.9000	0.9000	0.7000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000
175.	*	0.6000	0.4000	0.3000	0.1000	1.0000	0.9000	1.0000	0.8000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000
180.	*	0.6000	0.4000	0.3000	0.1000	1.1000	1.0000	1.0000	0.8000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000
185.	*	0.6000	0.4000	0.3000	0.1000	1.1000	1.0000	1.0000	0.8000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000
190.	*	0.6000	0.4000	0.3000	0.1000	0.9000	1.1000	1.0000	0.9000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
195.	*	0.5000	0.4000	0.3000	0.1000	0.9000	1.1000	1.1000	0.9000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
200.	*	0.5000	0.4000	0.3000	0.1000	1.0000	1.0000	1.1000	1.0000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
205.	*	0.5000	0.4000	0.3000	0.1000	1.0000	1.2000	1.0000	1.1000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
210.	*	0.6000	0.4000	0.3000	0.1000	1.1000	1.2000	0.9000	1.1000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000

PAGE 4

JOB: HRCS

RUN: I-664 & W. Military Hwy 2028 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
215.	*	0.6000	0.4000	0.3000	0.1000	1.1000	1.1000	1.3000	1.2000	0.1000	0.1000	0.1000	0.1000	0.6000	0.6000	0.6000
220.	*	0.7000	0.5000	0.4000	0.2000	1.0000	1.1000	1.0000	1.0000	0.2000	0.2000	0.2000	0.1000	0.6000	0.6000	0.5000
225.	*	0.8000	0.6000	0.5000	0.5000	0.8000	0.8000	0.9000	0.9000	0.2000	0.2000	0.2000	0.2000	0.4000	0.4000	0.4000
230.	*	1.0000	0.7000	0.6000	0.6000	0.6000	0.7000	0.7000	0.7000	0.2000	0.3000	0.3000	0.2000	0.3000	0.3000	0.3000
235.	*	1.1000	0.8000	0.5000	0.5000	0.6000	0.5000	0.6000	0.4000	0.4000	0.4000	0.4000	0.3000	0.2000	0.2000	0.2000
240.	*	1.1000	0.8000	0.5000	0.5000	0.5000	0.4000	0.5000	0.3000	0.4000	0.4000	0.4000	0.4000	0.1000	0.1000	0.1000
245.	*	1.1000	0.6000	0.6000	0.5000	0.3000	0.3000	0.3000	0.2000	0.3000	0.4000	0.4000	0.4000	0.1000	0.1000	0.1000
250.	*	1.1000	0.7000	0.7000	0.5000	0.3000	0.3000	0.3000	0.1000	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.1000
255.	*	1.0000	0.8000	0.7000	0.5000	0.3000	0.3000	0.3000	0.1000	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
260.	*	1.1000	0.7000	0.7000	0.5000	0.3000	0.3000	0.3000	0.1000	0.4000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
265.	*	1.1000	0.7000	0.7000	0.5000	0.3000	0.3000	0.3000	0.1000	0.4000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
270.	*	1.0000	0.7000	0.7000	0.5000	0.4000	0.3000	0.3000	0.1000	0.4000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
275.	*	0.9000	0.7000	0.7000	0.5000	0.5000	0.3000	0.3000	0.1000	0.4000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
280.	*	0.8000	0.6000	0.6000	0.4000	0.5000	0.3000	0.3000	0.1000	0.5000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
285.	*	0.7000	0.6000	0.6000	0.4000	0.5000	0.2000	0.2000	0.0000	0.5000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000
290.	*	0.7000	0.6000	0.6000	0.4000	0.5000	0.2000	0.2000	0.0000	0.6000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
295.	*	0.7000	0.6000	0.6000	0.4000	0.5000	0.2000	0.2000	0.0000	0.6000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
300.	*	0.7000	0.6000	0.4000	0.4000	0.6000	0.2000	0.2000	0.0000	0.7000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000
305.	*	0.7000	0.5000	0.4000	0.4000	0.6000	0.2000	0.1000	0.0000	0.8000	0.4000	0.3000	0.3000	0.2000	0.0000	0.0000
310.	*	0.7000	0.4000	0.4000	0.4000	0.5000	0.2000	0.0000	0.0000	0.9000	0.4000	0.3000	0.3000	0.4000	0.0000	0.0000
315.	*	0.6000	0.4000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	0.9000	0.6000	0.4000	0.3000	0.5000	0.1000	0.0000
320.	*	0.4000	0.4000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.8000	0.6000	0.4000	0.3000	0.5000	0.2000	0.0000
325.	*	0.4000	0.4000	0.4000	0.4000	0.2000	0.0000	0.0000	0.0000	0.9000	0.6000	0.5000	0.3000	0.6000	0.2000	0.1000
330.	*	0.4000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	0.0000	0.9000	0.6000	0.5000	0.3000	0.6000	0.3000	0.2000
335.	*	0.4000	0.4000	0.4000	0.4000	0.1000	0.0000	0.0000	0.0000	0.9000	0.6000	0.5000	0.3000	0.6000	0.3000	0.2000
340.	*	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000	0.0000	0.8000	0.6000	0.5000	0.3000	0.6000	0.3000	0.2000
345.	*	0.4000	0.4000	0.4000	0.4000	0.0000	0.0000	0.0000	0.0000	0.8000	0.6000	0.5000	0.3000	0.5000	0.3000	0.2000
350.	*	0.4000	0.4000	0.4000	0.4000	0.1000	0.1000	0.1000	0.1000	0.8000	0.6000	0.5000	0.3000	0.5000	0.2000	0.2000
355.	*	0.5000	0.5000	0.5000	0.5000	0.1000	0.1000	0.1000	0.1000	1.0000	0.6000	0.5000	0.3000	0.5000	0.2000	0.2000
360.	*	0.5000	0.5000	0.5000	0.5000	0.1000	0.1000	0.1000	0.1000	1.0000	0.8000	0.5000	0.3000	0.5000	0.2000	0.2000
MAX	*	1.1000	0.8000	0.7000	0.6000	1.2000	1.2000	1.3000	1.2000	1.1000	1.0000	0.7000	0.5000	1.5000	1.1000	1.0000
DEGR.	*	235	235	250	230	95	205	215	215	5	30	25	25	85	50	65

PAGE 5

JOB: HRCS

RUN: I-664 & W. Military Hwy 2028 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5.	*	0.0000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.9000	0.8000	0.7000	0.5000	0.5000	0.5000
10.	*	0.0000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.4000	0.4000	0.4000
15.	*	0.0000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.3000	0.3000	0.3000
20.	*	0.1000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.5000	0.3000	0.3000	0.3000
25.	*	0.1000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.5000	0.3000	0.3000	0.3000
30.	*	0.1000	0.3000	0.2000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.5000	0.3000	0.3000	0.3000
35.	*	0.3000	0.2000	0.1000	0.0000	0.1000	0.0000	0.0000	0.8000	0.8000	0.6000	0.4000	0.3000	0.3000
40.	*	0.4000	0.2000	0.1000	0.0000	0.1000	0.0000	0.0000	0.8000	0.7000	0.6000	0.5000	0.4000	0.3000
45.	*	0.5000	0.2000	0.1000	0.1000	0.2000	0.1000	0.0000	0.7000	0.7000	0.6000	0.6000	0.5000	0.4000
50.	*	0.6000	0.2000	0.1000	0.1000	0.3000	0.1000	0.0000	0.8000	0.7000	0.6000	0.7000	0.5000	0.3000
55.	*	0.8000	0.1000	0.1000	0.1000	0.3000	0.2000	0.0000	0.7000	0.7000	0.7000	0.7000	0.5000	0.3000
60.	*	0.8000	0.1000	0.1000	0.1000	0.4000	0.2000	0.0000	0.7000	0.7000	0.7000	0.7000	0.5000	0.3000
65.	*	0.6000	0.1000	0.1000	0.1000	0.4000	0.2000	0.0000	0.8000	0.8000	0.8000	0.7000	0.6000	0.3000
70.	*	0.6000	0.1000	0.1000	0.1000	0.4000	0.3000	0.0000	0.8000	0.8000	0.8000	0.8000	0.6000	0.4000
75.	*	0.6000	0.2000	0.2000	0.2000	0.4000	0.3000	0.1000	0.8000	0.8000	0.7000	0.8000	0.6000	0.4000
80.	*	0.5000	0.4000	0.3000	0.3000	0.4000	0.3000	0.1000	0.7000	0.7000	0.7000	0.9000	0.8000	0.5000
85.	*	0.4000	0.5000	0.5000	0.4000	0.5000	0.3000	0.1000	0.7000	0.7000	0.6000	1.1000	0.7000	0.5000
90.	*	0.4000	0.8000	0.8000	0.6000	0.5000	0.3000	0.1000	0.6000	0.6000	0.4000	1.2000	0.9000	0.6000
95.	*	0.4000	0.9000	0.9000	0.8000	0.6000	0.3000	0.1000	0.4000	0.4000	0.4000	1.2000	1.0000	0.6000
100.	*	0.4000	0.9000	0.9000	0.8000	0.7000	0.5000	0.1000	0.3000	0.3000	0.2000	1.1000	1.0000	0.7000
105.	*	0.4000	1.0000	1.0000	0.8000	0.7000	0.5000	0.2000	0.1000	0.1000	0.1000	1.1000	0.9000	0.7000
110.	*	0.4000	0.9000	0.9000	0.8000	0.7000	0.5000	0.2000	0.1000	0.1000	0.1000	0.9000	0.9000	0.8000
115.	*	0.4000	0.9000	0.9000	0.9000	0.7000	0.5000	0.3000	0.1000	0.1000	0.1000	0.6000	0.9000	0.8000
120.	*	0.4000	0.9000	0.8000	0.8000	0.8000	0.6000	0.3000	0.0000	0.0000	0.0000	0.6000	0.8000	0.8000
125.	*	0.4000	0.8000	0.8000	0.8000	0.8000	0.6000	0.3000	0.0000	0.0000	0.0000	0.5000	0.6000	0.7000
130.	*	0.4000	0.8000	0.8000	0.8000	0.7000	0.6000	0.4000	0.0000	0.0000	0.0000	0.5000	0.4000	0.5000
135.	*	0.4000	0.7000	0.7000	0.7000	0.7000	0.7000	0.6000	0.0000	0.0000	0.0000	0.4000	0.3000	0.4000
140.	*	0.4000	0.6000	0.6000	0.6000	0.8000	0.6000	0.4000	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000
145.	*	0.4000	0.6000	0.6000	0.6000	0.7000	0.6000	0.4000	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000
150.	*	0.4000	0.6000	0.6000	0.6000	0.7000	0.8000	0.6000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000
155.	*	0.4000	0.5000	0.5000	0.5000	0.7000	0.6000	0.5000	0.0000	0.0000	0.0000	0.3000	0.2000	0.1000
160.	*	0.4000	0.5000	0.5000	0.5000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.2000	0.1000	0.1000
165.	*	0.4000	0.5000	0.5000	0.5000	0.6000	0.5000	0.5000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
170.	*	0.4000	0.6000	0.6000	0.6000	0.6000	0.5000	0.5000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
175.	*	0.4000	0.6000	0.6000	0.6000	0.4000	0.5000	0.5000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
180.	*	0.4000	0.6000	0.6000	0.6000	0.5000	0.4000	0.4000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
185.	*	0.4000	0.6000	0.6000	0.6000	0.5000	0.4000	0.4000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
190.	*	0.5000	0.6000	0.6000	0.6000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
195.	*	0.5000	0.5000	0.5000	0.5000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
200.	*	0.5000	0.5000	0.5000	0.5000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
205.	*	0.5000	0.5000	0.5000	0.5000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
210.	*	0.5000	0.6000	0.6000	0.6000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000

♀

JOB: HRCS

RUN: I-664 & W. Military Hwy 2028 NOBUILD

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215.	*	0.4000	0.6000	0.6000	0.6000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000
220.	*	0.4000	0.6000	0.6000	0.6000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
225.	*	0.3000	0.7000	0.7000	0.7000	0.4000	0.3000	0.3000	0.1000	0.0000	0.0000	0.1000	0.0000	0.0000
230.	*	0.3000	0.8000	0.9000	0.8000	0.4000	0.3000	0.3000	0.2000	0.1000	0.0000	0.1000	0.0000	0.0000

I664_W_Military_Hwy_2028_NOBUILD.out

235.	*	0.2000	0.9000	0.9000	0.8000	0.3000	0.3000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
240.	*	0.1000	0.8000	0.8000	0.8000	0.3000	0.3000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000
245.	*	0.1000	0.8000	0.9000	0.9000	0.3000	0.3000	0.3000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000
250.	*	0.1000	0.9000	0.9000	0.9000	0.3000	0.3000	0.3000	0.3000	0.3000	0.1000	0.0000	0.0000	0.0000
255.	*	0.0000	0.9000	1.0000	1.0000	0.3000	0.3000	0.3000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000
260.	*	0.0000	0.9000	0.9000	0.9000	0.3000	0.3000	0.3000	0.3000	0.2000	0.3000	0.0000	0.0000	0.0000
265.	*	0.0000	1.0000	0.9000	0.8000	0.3000	0.3000	0.3000	0.3000	0.3000	0.5000	0.0000	0.0000	0.0000
270.	*	0.0000	0.8000	0.9000	0.8000	0.4000	0.4000	0.4000	0.3000	0.3000	0.4000	0.0000	0.0000	0.0000
275.	*	0.0000	0.7000	0.8000	0.6000	0.5000	0.5000	0.5000	0.4000	0.4000	0.6000	0.0000	0.0000	0.0000
280.	*	0.0000	0.7000	0.7000	0.4000	0.5000	0.5000	0.5000	0.4000	0.6000	0.8000	0.0000	0.0000	0.0000
285.	*	0.0000	0.7000	0.6000	0.3000	0.5000	0.5000	0.5000	0.5000	0.6000	0.8000	0.0000	0.0000	0.0000
290.	*	0.0000	0.6000	0.5000	0.2000	0.5000	0.5000	0.5000	0.5000	0.9000	0.9000	0.1000	0.1000	0.1000
295.	*	0.0000	0.6000	0.5000	0.2000	0.5000	0.5000	0.5000	0.8000	0.9000	0.9000	0.1000	0.1000	0.1000
300.	*	0.0000	0.6000	0.5000	0.2000	0.6000	0.6000	0.4000	0.9000	0.8000	0.8000	0.1000	0.1000	0.1000
305.	*	0.0000	0.6000	0.3000	0.2000	0.6000	0.5000	0.4000	1.1000	1.0000	0.8000	0.2000	0.2000	0.2000
310.	*	0.0000	0.5000	0.3000	0.2000	0.5000	0.4000	0.4000	1.1000	1.0000	0.8000	0.4000	0.4000	0.2000
315.	*	0.0000	0.4000	0.3000	0.2000	0.4000	0.4000	0.4000	1.0000	1.0000	0.7000	0.5000	0.5000	0.4000
320.	*	0.0000	0.3000	0.2000	0.1000	0.3000	0.2000	0.2000	1.1000	0.9000	0.7000	0.5000	0.5000	0.5000
325.	*	0.0000	0.3000	0.2000	0.1000	0.2000	0.2000	0.1000	1.0000	0.8000	0.7000	0.6000	0.6000	0.5000
330.	*	0.0000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000	0.8000	0.7000	0.6000	0.6000	0.6000	0.5000
335.	*	0.0000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000	0.9000	0.7000	0.6000	0.6000	0.6000	0.6000
340.	*	0.0000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.6000	0.6000	0.6000
345.	*	0.0000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.5000	0.5000	0.5000
350.	*	0.0000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.8000	0.7000	0.6000	0.5000	0.5000	0.5000
355.	*	0.0000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.9000	0.8000	0.7000	0.5000	0.5000	0.5000
360.	*	0.0000	0.3000	0.2000	0.1000	0.0000	0.0000	0.0000	0.9000	0.8000	0.7000	0.5000	0.5000	0.5000
-----*														
MAX	*	0.8000	1.0000	1.0000	1.0000	0.8000	0.8000	0.6000	1.1000	1.0000	0.9000	1.2000	1.0000	0.8000
DEGR.	*	55	105	105	255	120	150	135	305	305	290	90	95	110

THE HIGHEST CONCENTRATION OF 1.5000 PPM OCCURRED AT RECEPTOR 13.

JOB: HRCS

RUN: I-664 and West Military Highway 2040

DATE : 6/ 3/16
 TIME : 9:40:20

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	0.0	42.0	827.0	870.0	1170.	45. AG	12000.	2.1	0.0	79.7	
2. N Leg Dep - FreeFlow*	0.0	-42.0	870.0	827.0	1230.	45. AG	12000.	0.9	0.0	79.7	
3. S Leg App - FreeFlow*	0.0	-42.0	-827.0	-870.0	1170.	225. AG	12000.	2.1	0.0	79.7	
4. S Leg Dep - FreeFlow*	0.0	42.0	-870.0	-827.0	1230.	225. AG	12000.	0.9	0.0	79.7	
5. E Leg App - FreeFlow*	12.0	30.0	1200.0	30.0	1188.	90. AG	12000.	2.3	0.0	79.7	
6. E Leg Dep - FreeFlow*	-10.0	-24.0	1200.0	-24.0	1210.	90. AG	9600.	1.0	0.0	67.7	
7. W Leg App - FreeFlow*	-10.0	-24.0	-865.0	832.0	1210.	315. AG	9600.	1.0	0.0	67.7	
8. W Leg Dep - FreeFlow*	12.0	30.0	-827.0	870.0	1187.	315. AG	12000.	1.0	0.0	79.7	

PAGE 2

JOB: HRCS

RUN: I-664 and West Military Highway 2040

DATE : 6/ 3/16
 TIME : 9:40:20

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	169.0	70.0	5.9	*
2. N Leg, E Side - 25 m	219.9	120.9	5.9	*
3. N Leg, E Side - 50 m	277.9	178.9	5.9	*
4. N Leg, E Side-Midblk	586.2	487.2	5.9	*
5. N Leg, W Side-Corner	0.0	99.0	5.9	*
6. N Leg, W Side - 25 m	50.9	149.9	5.9	*
7. N Leg, W Side - 50 m	108.9	207.9	5.9	*
8. N Leg, W Side-Midblk	417.2	516.2	5.9	*
9. S Leg, E Side-Corner	41.0	-58.0	5.9	*
10. S Leg, E Side - 25 m	-9.9	-108.9	5.9	*
11. S Leg, E Side - 50 m	-67.9	-166.9	5.9	*
12. S Leg, E Side-Midblk	-376.2	-475.2	5.9	*
13. S Leg, W Side-Corner	-90.5	8.5	5.9	*
14. S Leg, W Side - 25 m	-141.4	-42.4	5.9	*
15. S Leg, W Side - 50 m	-199.4	-100.4	5.9	*
16. S Leg, W Side-Midblk	-507.7	-408.7	5.9	*

17. E Leg, N Side - 25 m *	241.0	70.0	5.9	*
18. E Leg, N Side - 50 m *	323.0	70.0	5.9	*
19. E Leg, N Side-Midblk *	759.0	70.0	5.9	*
20. W Leg, N Side - 25 m *	-50.9	149.9	5.9	*
21. W Leg, N Side - 50 m *	-108.9	207.9	5.9	*
22. W Leg, N Side-Midblk *	-417.2	516.2	5.9	*
23. E Leg, S Side - 25 m *	113.0	-58.0	5.9	*
24. E Leg, S Side - 50 m *	195.0	-58.0	5.9	*
25. E Leg, S Side-Midblk *	631.0	-58.0	5.9	*
26. W Leg, S Side - 25 m *	-141.4	59.4	5.9	*
27. W Leg, S Side - 50 m *	-199.4	117.4	5.9	*
28. W Leg, S Side-Midblk *	-507.7	425.7	5.9	*

♀

JOB: HRCS

RUN: I-664 and West Military Highway 2040

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.9000	0.9000	0.9000	0.9000	0.1000	0.1000	0.1000	0.1000	1.6000	1.4000	1.3000	1.2000	0.5000	0.4000	0.2000
10. *	0.9000	0.9000	0.9000	0.9000	0.1000	0.1000	0.1000	0.1000	1.7000	1.6000	1.4000	1.2000	0.5000	0.3000	0.2000
15. *	0.9000	0.9000	0.9000	0.9000	0.1000	0.1000	0.1000	0.1000	1.7000	1.6000	1.5000	1.3000	0.5000	0.3000	0.2000
20. *	0.9000	0.9000	0.9000	0.9000	0.1000	0.1000	0.1000	0.1000	1.7000	1.7000	1.6000	1.3000	0.5000	0.3000	0.3000
25. *	1.0000	1.0000	1.0000	0.9000	0.2000	0.2000	0.2000	0.2000	1.8000	1.7000	1.9000	1.4000	0.7000	0.5000	0.3000
30. *	1.1000	1.0000	1.0000	0.9000	0.3000	0.3000	0.3000	0.3000	1.8000	1.8000	1.7000	1.4000	0.8000	0.5000	0.4000
35. *	1.0000	0.9000	0.9000	0.8000	0.5000	0.5000	0.5000	0.5000	1.8000	1.9000	1.7000	1.7000	0.9000	0.7000	0.6000
40. *	1.0000	0.8000	0.8000	0.6000	0.9000	0.9000	0.9000	0.7000	1.7000	1.7000	1.7000	1.5000	1.2000	0.9000	0.8000
45. *	0.7000	0.6000	0.6000	0.5000	1.1000	1.1000	1.1000	1.0000	1.6000	1.5000	1.4000	1.4000	1.4000	1.1000	1.1000
50. *	0.5000	0.4000	0.4000	0.4000	1.4000	1.4000	1.2000	1.1000	1.5000	1.3000	1.2000	1.0000	1.7000	1.3000	1.2000
55. *	0.4000	0.3000	0.3000	0.2000	1.4000	1.4000	1.4000	1.2000	1.3000	1.1000	0.9000	0.9000	1.7000	1.4000	1.5000
60. *	0.2000	0.1000	0.1000	0.1000	1.4000	1.4000	1.4000	1.3000	1.1000	0.8000	0.7000	0.6000	1.8000	1.4000	1.4000
65. *	0.3000	0.1000	0.1000	0.1000	1.3000	1.3000	1.3000	1.3000	1.1000	0.8000	0.5000	0.4000	1.8000	1.5000	1.5000
70. *	0.3000	0.1000	0.1000	0.1000	1.2000	1.2000	1.2000	1.2000	1.3000	0.7000	0.5000	0.2000	1.8000	1.6000	1.3000
75. *	0.4000	0.0000	0.0000	0.0000	1.3000	1.2000	1.2000	1.2000	1.1000	0.7000	0.5000	0.2000	1.9000	1.6000	1.5000
80. *	0.6000	0.1000	0.0000	0.0000	1.3000	1.2000	1.1000	1.1000	1.1000	0.6000	0.4000	0.1000	1.9000	1.7000	1.4000
85. *	1.0000	0.2000	0.1000	0.0000	1.3000	1.2000	1.1000	1.1000	1.0000	0.5000	0.4000	0.1000	2.1000	1.5000	1.3000
90. *	1.2000	0.3000	0.1000	0.0000	1.6000	1.2000	1.1000	1.0000	0.8000	0.3000	0.3000	0.1000	2.1000	1.4000	1.0000
95. *	1.4000	0.5000	0.2000	0.0000	1.8000	1.4000	1.2000	1.0000	0.5000	0.2000	0.1000	0.1000	2.0000	1.2000	0.9000
100. *	1.6000	0.6000	0.4000	0.0000	1.8000	1.4000	1.2000	0.9000	0.3000	0.0000	0.1000	0.1000	1.7000	1.0000	0.8000
105. *	1.5000	0.7000	0.5000	0.0000	1.9000	1.5000	1.3000	0.9000	0.1000	0.0000	0.0000	0.0000	1.4000	0.9000	0.7000
110. *	1.4000	0.7000	0.5000	0.0000	1.9000	1.5000	1.3000	0.9000	0.1000	0.0000	0.0000	0.0000	1.2000	0.8000	0.7000
115. *	1.4000	0.7000	0.5000	0.0000	1.9000	1.5000	1.4000	0.9000	0.1000	0.0000	0.0000	0.0000	1.2000	0.7000	0.7000
120. *	1.3000	0.7000	0.5000	0.1000	1.9000	1.5000	1.4000	1.0000	0.0000	0.0000	0.0000	0.0000	0.9000	0.7000	0.7000
125. *	1.2000	0.7000	0.5000	0.1000	1.9000	1.5000	1.4000	1.0000	0.0000	0.0000	0.0000	0.0000	1.0000	0.7000	0.7000
130. *	1.2000	0.7000	0.5000	0.1000	1.9000	1.5000	1.3000	1.0000	0.0000	0.0000	0.0000	0.0000	0.9000	0.7000	0.7000
135. *	1.1000	0.7000	0.5000	0.1000	1.7000	1.5000	1.3000	1.0000	0.0000	0.0000	0.0000	0.0000	0.9000	0.7000	0.7000
140. *	1.1000	0.6000	0.5000	0.1000	1.8000	1.4000	1.3000	1.1000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000
145. *	1.0000	0.6000	0.5000	0.2000	1.8000	1.4000	1.3000	1.1000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000
150. *	1.0000	0.6000	0.5000	0.2000	1.7000	1.4000	1.3000	1.1000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000
155. *	0.9000	0.6000	0.5000	0.2000	1.7000	1.3000	1.3000	1.1000	0.0000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000
160. *	0.9000	0.6000	0.5000	0.2000	1.6000	1.4000	1.3000	1.0000	0.0000	0.0000	0.0000	0.0000	0.7000	0.7000	0.7000
165. *	0.9000	0.6000	0.5000	0.2000	1.7000	1.4000	1.3000	1.0000	0.0000	0.0000	0.0000	0.1000	0.7000	0.7000	0.7000

I664_W_Military_Hwy_2040.out

170.	*	1.0000	0.6000	0.5000	0.2000	1.7000	1.4000	1.3000	1.0000	0.0000	0.1000	0.1000	0.1000	0.7000	0.7000	0.7000
175.	*	1.0000	0.6000	0.5000	0.2000	1.6000	1.4000	1.4000	1.1000	0.0000	0.1000	0.1000	0.1000	0.8000	0.8000	0.8000
180.	*	1.0000	0.6000	0.5000	0.2000	1.7000	1.6000	1.4000	1.2000	0.0000	0.1000	0.1000	0.1000	0.8000	0.8000	0.8000
185.	*	1.0000	0.6000	0.5000	0.2000	1.6000	1.5000	1.4000	1.2000	0.0000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000
190.	*	1.0000	0.6000	0.5000	0.2000	1.5000	1.7000	1.6000	1.2000	0.0000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000
195.	*	0.9000	0.6000	0.5000	0.2000	1.5000	1.6000	1.6000	1.3000	0.0000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000
200.	*	1.0000	0.7000	0.6000	0.3000	1.6000	1.7000	1.6000	1.3000	0.1000	0.1000	0.1000	0.1000	0.9000	0.9000	0.9000
205.	*	1.1000	0.7000	0.6000	0.3000	1.6000	1.7000	1.8000	1.5000	0.2000	0.2000	0.2000	0.2000	1.0000	1.0000	1.0000
210.	*	1.2000	0.8000	0.6000	0.3000	1.7000	1.5000	1.8000	1.5000	0.3000	0.3000	0.3000	0.3000	1.0000	1.0000	1.0000

PAGE 4

JOB: HRCS

RUN: I-664 and West Military Highway 2040

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)

(DEGR) *	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	1.3000	1.0000	0.8000	0.5000	1.7000	1.7000	1.8000	1.6000	0.5000	0.5000	0.5000	1.0000	1.0000	0.9000
220.	*	1.7000	1.2000	1.0000	0.6000	1.6000	1.5000	1.5000	1.6000	0.8000	0.9000	0.9000	0.7000	0.9000	0.8000
225.	*	1.9000	1.4000	1.2000	0.9000	1.4000	1.3000	1.3000	1.3000	1.0000	1.1000	1.1000	1.0000	0.7000	0.6000
230.	*	2.1000	1.7000	1.3000	1.1000	1.2000	1.0000	1.1000	0.9000	1.3000	1.4000	1.3000	1.1000	0.5000	0.4000
235.	*	2.0000	1.6000	1.4000	1.2000	0.9000	0.7000	0.7000	0.6000	1.4000	1.4000	1.4000	1.2000	0.3000	0.3000
240.	*	2.2000	1.5000	1.2000	1.1000	0.7000	0.6000	0.5000	0.4000	1.4000	1.4000	1.4000	1.3000	0.1000	0.1000
245.	*	2.1000	1.4000	1.4000	1.0000	0.7000	0.4000	0.4000	0.3000	1.3000	1.3000	1.3000	1.3000	0.1000	0.1000
250.	*	2.0000	1.4000	1.3000	0.9000	0.5000	0.4000	0.3000	0.2000	1.2000	1.2000	1.2000	1.2000	0.1000	0.1000
255.	*	1.9000	1.2000	1.1000	0.9000	0.5000	0.4000	0.3000	0.2000	1.2000	1.2000	1.2000	1.2000	0.0000	0.0000
260.	*	1.8000	1.1000	1.0000	0.9000	0.6000	0.4000	0.3000	0.2000	1.1000	1.1000	1.1000	1.1000	0.0000	0.0000
265.	*	1.7000	1.1000	1.1000	0.9000	0.6000	0.4000	0.3000	0.2000	1.0000	1.1000	1.1000	1.1000	0.0000	0.0000
270.	*	1.6000	0.9000	1.0000	0.9000	0.6000	0.4000	0.3000	0.2000	1.0000	1.0000	1.0000	1.0000	0.0000	0.0000
275.	*	1.5000	0.9000	0.9000	0.7000	0.6000	0.4000	0.3000	0.2000	1.0000	1.0000	1.0000	1.0000	0.0000	0.0000
280.	*	1.3000	0.9000	0.9000	0.7000	0.6000	0.4000	0.3000	0.1000	1.1000	0.9000	0.9000	0.9000	0.0000	0.0000
285.	*	1.2000	0.9000	0.9000	0.7000	0.7000	0.3000	0.2000	0.1000	1.0000	0.9000	0.9000	0.9000	0.0000	0.0000
290.	*	1.2000	0.9000	0.9000	0.7000	0.7000	0.3000	0.2000	0.0000	1.2000	0.9000	0.9000	0.9000	0.1000	0.0000
295.	*	1.1000	0.9000	0.9000	0.7000	0.7000	0.3000	0.2000	0.0000	1.1000	0.9000	0.9000	0.9000	0.1000	0.0000
300.	*	1.1000	0.9000	0.8000	0.7000	0.8000	0.3000	0.2000	0.0000	1.2000	0.9000	0.9000	0.9000	0.1000	0.0000
305.	*	1.1000	0.9000	0.8000	0.7000	0.8000	0.3000	0.1000	0.0000	1.3000	1.0000	0.9000	0.9000	0.2000	0.0000
310.	*	1.0000	0.8000	0.7000	0.7000	0.7000	0.3000	0.1000	0.0000	1.4000	1.1000	0.9000	0.9000	0.4000	0.0000
315.	*	0.9000	0.7000	0.7000	0.7000	0.6000	0.1000	0.0000	0.0000	1.6000	1.2000	1.0000	0.9000	0.6000	0.0000
320.	*	0.8000	0.7000	0.7000	0.7000	0.5000	0.1000	0.0000	0.0000	1.6000	1.3000	1.1000	0.9000	0.7000	0.1000
325.	*	0.8000	0.7000	0.7000	0.7000	0.3000	0.0000	0.0000	0.0000	1.6000	1.4000	1.1000	0.9000	0.8000	0.2000
330.	*	0.8000	0.7000	0.7000	0.7000	0.2000	0.0000	0.0000	0.0000	1.4000	1.4000	1.1000	0.9000	0.8000	0.2000
335.	*	0.7000	0.7000	0.7000	0.7000	0.1000	0.0000	0.0000	0.0000	1.5000	1.4000	1.2000	0.9000	0.8000	0.2000
340.	*	0.7000	0.7000	0.7000	0.7000	0.1000	0.0000	0.0000	0.0000	1.4000	1.3000	1.1000	0.9000	0.7000	0.2000
345.	*	0.7000	0.7000	0.7000	0.7000	0.1000	0.0000	0.0000	0.1000	1.5000	1.3000	1.1000	0.9000	0.7000	0.2000
350.	*	0.7000	0.7000	0.7000	0.7000	0.1000	0.1000	0.1000	0.1000	1.4000	1.4000	1.1000	1.0000	0.7000	0.2000
355.	*	0.8000	0.8000	0.8000	0.7000	0.1000	0.1000	0.1000	0.1000	1.5000	1.5000	1.2000	1.1000	0.7000	0.2000
360.	*	0.8000	0.8000	0.8000	0.9000	0.1000	0.1000	0.1000	0.1000	1.6000	1.4000	1.2000	1.1000	0.5000	0.2000
MAX	*	2.2000	1.7000	1.4000	1.2000	1.9000	1.7000	1.8000	1.6000	1.8000	1.9000	1.9000	1.7000	2.1000	1.5000
DEGR.	*	240	230	245	235	105	200	215	215	25	35	25	35	85	55

PAGE 5

JOB: HRCS

RUN: I-664 and West Military Highway 2040

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)												
	16	17	18	19	20	21	22	23	24	25	26	27	28
5. *	0.1000	0.6000	0.5000	0.1000	0.0000	0.0000	0.0000	1.4000	1.3000	1.0000	0.5000	0.5000	0.5000
10. *	0.1000	0.6000	0.5000	0.0000	0.0000	0.0000	0.0000	1.4000	1.3000	0.9000	0.5000	0.5000	0.5000
15. *	0.1000	0.6000	0.5000	0.0000	0.0000	0.0000	0.0000	1.4000	1.3000	0.9000	0.5000	0.5000	0.5000
20. *	0.2000	0.6000	0.5000	0.0000	0.0000	0.0000	0.0000	1.4000	1.3000	0.8000	0.5000	0.5000	0.5000
25. *	0.2000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000	1.4000	1.3000	0.8000	0.5000	0.5000	0.5000
30. *	0.2000	0.6000	0.4000	0.1000	0.0000	0.0000	0.0000	1.3000	1.1000	0.8000	0.5000	0.5000	0.5000
35. *	0.3000	0.6000	0.3000	0.1000	0.1000	0.0000	0.0000	1.3000	1.1000	0.8000	0.6000	0.5000	0.5000
40. *	0.5000	0.5000	0.3000	0.1000	0.1000	0.0000	0.0000	1.2000	1.0000	0.8000	0.6000	0.5000	0.5000
45. *	1.0000	0.3000	0.1000	0.1000	0.2000	0.1000	0.0000	1.1000	1.1000	0.9000	0.7000	0.6000	0.5000
50. *	1.2000	0.3000	0.1000	0.1000	0.4000	0.1000	0.0000	1.2000	1.0000	1.0000	0.9000	0.7000	0.5000
55. *	1.2000	0.1000	0.1000	0.1000	0.5000	0.3000	0.0000	1.0000	1.0000	1.0000	1.0000	0.8000	0.5000
60. *	1.3000	0.1000	0.1000	0.1000	0.6000	0.4000	0.0000	1.0000	1.0000	1.0000	1.1000	0.9000	0.5000
65. *	1.3000	0.2000	0.2000	0.2000	0.6000	0.4000	0.0000	1.0000	1.0000	1.0000	1.1000	0.9000	0.5000
70. *	1.1000	0.2000	0.2000	0.2000	0.6000	0.4000	0.0000	1.1000	1.1000	1.0000	1.2000	0.9000	0.6000
75. *	1.0000	0.4000	0.4000	0.3000	0.6000	0.4000	0.1000	1.1000	1.1000	1.0000	1.2000	1.0000	0.6000
80. *	1.0000	0.6000	0.6000	0.5000	0.6000	0.4000	0.1000	1.1000	1.1000	0.9000	1.3000	1.0000	0.6000
85. *	0.9000	0.9000	0.9000	0.7000	0.6000	0.5000	0.1000	1.0000	1.0000	0.7000	1.5000	1.1000	0.6000
90. *	0.9000	1.2000	1.2000	0.9000	0.7000	0.5000	0.1000	0.7000	0.7000	0.6000	1.7000	1.3000	0.6000
95. *	0.7000	1.4000	1.4000	1.2000	0.9000	0.6000	0.1000	0.5000	0.5000	0.4000	1.7000	1.3000	0.9000
100. *	0.7000	1.5000	1.5000	1.3000	1.0000	0.8000	0.2000	0.3000	0.3000	0.3000	1.8000	1.5000	0.9000
105. *	0.7000	1.5000	1.5000	1.3000	1.1000	0.8000	0.3000	0.1000	0.1000	0.1000	1.5000	1.4000	0.9000
110. *	0.7000	1.4000	1.4000	1.4000	1.2000	1.0000	0.3000	0.1000	0.1000	0.1000	1.3000	1.3000	1.0000
115. *	0.7000	1.4000	1.4000	1.3000	1.2000	1.0000	0.3000	0.1000	0.1000	0.1000	1.2000	1.2000	1.1000
120. *	0.7000	1.3000	1.3000	1.3000	1.2000	1.0000	0.5000	0.0000	0.0000	0.0000	0.9000	1.2000	1.0000
125. *	0.7000	1.2000	1.2000	1.2000	1.1000	1.0000	0.4000	0.0000	0.0000	0.0000	0.9000	1.0000	0.9000
130. *	0.7000	1.2000	1.2000	1.2000	1.2000	0.9000	0.5000	0.0000	0.0000	0.0000	0.8000	0.7000	0.7000
135. *	0.7000	1.1000	1.1000	1.1000	1.2000	1.0000	0.7000	0.0000	0.0000	0.0000	0.6000	0.5000	0.6000
140. *	0.7000	1.1000	1.1000	1.1000	1.1000	1.0000	0.8000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000
145. *	0.7000	1.0000	1.0000	1.0000	1.1000	1.0000	0.8000	0.0000	0.0000	0.0000	0.6000	0.5000	0.3000
150. *	0.7000	1.0000	1.0000	1.0000	1.0000	1.1000	0.9000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
155. *	0.7000	0.9000	0.9000	0.9000	1.2000	1.0000	0.8000	0.0000	0.0000	0.0000	0.6000	0.4000	0.2000
160. *	0.7000	0.9000	0.9000	0.9000	1.1000	0.7000	0.8000	0.0000	0.0000	0.0000	0.5000	0.4000	0.2000
165. *	0.7000	0.9000	0.9000	0.9000	1.1000	0.8000	0.8000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
170. *	0.7000	1.0000	1.0000	1.0000	1.0000	0.9000	0.8000	0.0000	0.0000	0.0000	0.5000	0.3000	0.2000
175. *	0.8000	1.0000	1.0000	1.0000	0.8000	0.9000	0.8000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
180. *	0.9000	1.0000	1.0000	1.0000	1.1000	0.9000	0.8000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
185. *	0.9000	1.0000	1.0000	1.0000	1.1000	0.9000	0.7000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
190. *	0.9000	1.0000	1.0000	1.0000	1.1000	0.9000	0.7000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
195. *	0.9000	0.9000	0.9000	0.9000	1.0000	0.8000	0.6000	0.0000	0.0000	0.0000	0.5000	0.3000	0.1000
200. *	0.9000	0.9000	0.9000	0.9000	1.0000	0.8000	0.5000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000
205. *	1.0000	0.9000	0.9000	0.9000	1.0000	0.8000	0.5000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000
210. *	0.9000	1.0000	1.0000	1.0000	1.0000	0.8000	0.5000	0.0000	0.0000	0.0000	0.5000	0.3000	0.0000

♀

JOB: HRCS

RUN: I-664 and West Military Highway 2040

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)												
	16	17	18	19	20	21	22	23	24	25	26	27	28
215. *	0.8000	1.1000	1.0000	1.0000	1.0000	0.7000	0.5000	0.1000	0.0000	0.0000	0.4000	0.2000	0.0000
220. *	0.6000	1.3000	1.2000	1.1000	0.8000	0.7000	0.5000	0.2000	0.1000	0.0000	0.3000	0.2000	0.0000
225. *	0.5000	1.5000	1.3000	1.1000	0.8000	0.6000	0.6000	0.4000	0.2000	0.0000	0.2000	0.0000	0.0000
230. *	0.4000	1.5000	1.5000	1.2000	0.7000	0.5000	0.5000	0.5000	0.3000	0.0000	0.2000	0.0000	0.0000

I664_W_Military_Hwy_2040.out

235.	*	0.2000	1.8000	1.6000	1.3000	0.5000	0.5000	0.5000	0.6000	0.4000	0.1000	0.0000	0.0000	0.0000
240.	*	0.1000	1.8000	1.6000	1.4000	0.5000	0.5000	0.5000	0.8000	0.5000	0.1000	0.0000	0.0000	0.0000
245.	*	0.1000	1.7000	1.7000	1.4000	0.5000	0.5000	0.5000	0.8000	0.6000	0.2000	0.0000	0.0000	0.0000
250.	*	0.1000	1.7000	1.6000	1.6000	0.5000	0.5000	0.5000	0.8000	0.6000	0.3000	0.0000	0.0000	0.0000
255.	*	0.0000	1.7000	1.6000	1.7000	0.5000	0.5000	0.5000	0.8000	0.5000	0.3000	0.0000	0.0000	0.0000
260.	*	0.0000	1.9000	1.6000	1.6000	0.6000	0.6000	0.6000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000
265.	*	0.0000	1.6000	1.6000	1.5000	0.6000	0.6000	0.6000	0.9000	0.6000	0.6000	0.0000	0.0000	0.0000
270.	*	0.0000	1.3000	1.3000	1.4000	0.6000	0.6000	0.6000	0.7000	0.7000	0.7000	0.0000	0.0000	0.0000
275.	*	0.0000	1.2000	1.1000	1.0000	0.6000	0.6000	0.6000	0.8000	0.9000	1.1000	0.0000	0.0000	0.0000
280.	*	0.0000	1.1000	0.9000	0.9000	0.6000	0.6000	0.6000	0.8000	0.9000	1.2000	0.0000	0.0000	0.0000
285.	*	0.0000	1.0000	0.8000	0.7000	0.7000	0.7000	0.7000	0.7000	1.1000	1.5000	0.0000	0.0000	0.0000
290.	*	0.0000	1.0000	0.7000	0.5000	0.7000	0.7000	0.7000	1.1000	1.2000	1.5000	0.1000	0.1000	0.1000
295.	*	0.0000	0.8000	0.6000	0.4000	0.7000	0.7000	0.7000	1.1000	1.2000	1.4000	0.1000	0.1000	0.1000
300.	*	0.0000	0.8000	0.6000	0.3000	0.8000	0.8000	0.7000	1.3000	1.4000	1.3000	0.1000	0.1000	0.1000
305.	*	0.0000	0.8000	0.5000	0.3000	0.8000	0.8000	0.6000	1.5000	1.5000	1.2000	0.2000	0.2000	0.2000
310.	*	0.0000	0.7000	0.5000	0.3000	0.7000	0.7000	0.6000	1.5000	1.4000	1.2000	0.4000	0.4000	0.4000
315.	*	0.0000	0.6000	0.4000	0.3000	0.6000	0.6000	0.5000	1.7000	1.4000	1.1000	0.5000	0.5000	0.5000
320.	*	0.0000	0.6000	0.4000	0.3000	0.5000	0.5000	0.3000	1.5000	1.2000	1.0000	0.7000	0.7000	0.5000
325.	*	0.0000	0.6000	0.4000	0.3000	0.3000	0.3000	0.2000	1.6000	1.2000	1.0000	0.8000	0.7000	0.7000
330.	*	0.0000	0.6000	0.4000	0.3000	0.2000	0.2000	0.1000	1.4000	1.1000	1.0000	0.8000	0.8000	0.7000
335.	*	0.0000	0.5000	0.3000	0.2000	0.1000	0.1000	0.1000	1.4000	1.1000	1.0000	0.8000	0.8000	0.8000
340.	*	0.0000	0.5000	0.3000	0.2000	0.1000	0.1000	0.1000	1.3000	1.1000	1.0000	0.7000	0.7000	0.7000
345.	*	0.0000	0.5000	0.4000	0.2000	0.1000	0.1000	0.1000	1.3000	1.2000	1.0000	0.7000	0.7000	0.7000
350.	*	0.0000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	1.3000	1.2000	1.0000	0.7000	0.7000	0.7000
355.	*	0.0000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	1.3000	1.2000	1.0000	0.7000	0.7000	0.7000
360.	*	0.1000	0.5000	0.4000	0.2000	0.0000	0.0000	0.0000	1.3000	1.2000	1.0000	0.5000	0.5000	0.5000
-----*														
MAX	*	1.3000	1.9000	1.7000	1.7000	1.2000	1.1000	0.9000	1.7000	1.5000	1.5000	1.8000	1.5000	1.1000
DEGR.	*	60	260	245	255	110	150	150	315	305	285	100	100	115

THE HIGHEST CONCENTRATION OF 2.2000 PPM OCCURRED AT RECEPTOR 1.

JOB: HRCS

RUN: I-664 & W. Military Hwy 2040 NOBUILD

DATE : 6/ 3/16
 TIME : 9:43: 2

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

SITE & METEOROLOGICAL VARIABLES

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

LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. N Leg App - FreeFlow*	0.0	42.0	827.0	870.0	1170.	45. AG	6570.	2.1	0.0	79.7	
2. N Leg Dep - FreeFlow*	0.0	-42.0	870.0	827.0	1230.	45. AG	1120.	0.9	0.0	79.7	
3. S Leg App - FreeFlow*	0.0	-42.0	-827.0	-870.0	1170.	225. AG	1120.	2.1	0.0	79.7	
4. S Leg Dep - FreeFlow*	0.0	42.0	-870.0	-827.0	1230.	225. AG	6570.	0.9	0.0	79.7	
5. E Leg App - FreeFlow*	12.0	30.0	1200.0	30.0	1188.	90. AG	4630.	2.3	0.0	79.7	
6. E Leg Dep - FreeFlow*	-10.0	-24.0	1200.0	-24.0	1210.	90. AG	4975.	1.0	0.0	67.7	
7. W Leg App - FreeFlow*	-10.0	-24.0	-865.0	832.0	1210.	315. AG	4975.	1.0	0.0	67.7	
8. W Leg Dep - FreeFlow*	12.0	30.0	-827.0	870.0	1187.	315. AG	4630.	1.0	0.0	79.7	

PAGE 2

JOB: HRCS

RUN: I-664 & W. Military Hwy 2040 NOBUILD

DATE : 6/ 3/16
 TIME : 9:43: 2

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE

RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. N Leg, E Side-Corner	169.0	70.0	5.9	*
2. N Leg, E Side - 25 m	219.9	120.9	5.9	*
3. N Leg, E Side - 50 m	277.9	178.9	5.9	*
4. N Leg, E Side-Midblk	586.2	487.2	5.9	*
5. N Leg, W Side-Corner	0.0	99.0	5.9	*
6. N Leg, W Side - 25 m	50.9	149.9	5.9	*
7. N Leg, W Side - 50 m	108.9	207.9	5.9	*
8. N Leg, W Side-Midblk	417.2	516.2	5.9	*
9. S Leg, E Side-Corner	41.0	-58.0	5.9	*
10. S Leg, E Side - 25 m	-9.9	-108.9	5.9	*
11. S Leg, E Side - 50 m	-67.9	-166.9	5.9	*
12. S Leg, E Side-Midblk	-376.2	-475.2	5.9	*
13. S Leg, W Side-Corner	-90.5	8.5	5.9	*
14. S Leg, W Side - 25 m	-141.4	-42.4	5.9	*
15. S Leg, W Side - 50 m	-199.4	-100.4	5.9	*
16. S Leg, W Side-Midblk	-507.7	-408.7	5.9	*

17. E Leg, N Side - 25 m *	241.0	70.0	5.9	*
18. E Leg, N Side - 50 m *	323.0	70.0	5.9	*
19. E Leg, N Side-Midblk *	759.0	70.0	5.9	*
20. W Leg, N Side - 25 m *	-50.9	149.9	5.9	*
21. W Leg, N Side - 50 m *	-108.9	207.9	5.9	*
22. W Leg, N Side-Midblk *	-417.2	516.2	5.9	*
23. E Leg, S Side - 25 m *	113.0	-58.0	5.9	*
24. E Leg, S Side - 50 m *	195.0	-58.0	5.9	*
25. E Leg, S Side-Midblk *	631.0	-58.0	5.9	*
26. W Leg, S Side - 25 m *	-141.4	59.4	5.9	*
27. W Leg, S Side - 50 m *	-199.4	117.4	5.9	*
28. W Leg, S Side-Midblk *	-507.7	425.7	5.9	*

♀

JOB: HRCS

RUN: I-664 & W. Military Hwy 2040 NOBUILD

PAGE 3

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR) *	CONCENTRATION (PPM)														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5. *	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.3000	0.2000	0.3000	0.2000	0.1000
10. *	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.3000	0.2000	0.3000	0.2000	0.1000
15. *	0.3000	0.3000	0.3000	0.3000	0.1000	0.1000	0.1000	0.1000	0.6000	0.4000	0.3000	0.2000	0.2000	0.2000	0.1000
20. *	0.3000	0.3000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000	0.6000	0.4000	0.3000	0.2000	0.2000	0.2000	0.1000
25. *	0.3000	0.3000	0.3000	0.2000	0.1000	0.1000	0.1000	0.1000	0.6000	0.5000	0.4000	0.2000	0.2000	0.2000	0.1000
30. *	0.3000	0.3000	0.3000	0.2000	0.2000	0.2000	0.2000	0.2000	0.6000	0.5000	0.4000	0.3000	0.3000	0.3000	0.3000
35. *	0.2000	0.2000	0.2000	0.1000	0.3000	0.3000	0.3000	0.3000	0.7000	0.5000	0.5000	0.3000	0.4000	0.4000	0.3000
40. *	0.2000	0.2000	0.2000	0.1000	0.4000	0.4000	0.4000	0.4000	0.6000	0.4000	0.5000	0.3000	0.7000	0.5000	0.4000
45. *	0.1000	0.1000	0.1000	0.1000	0.6000	0.5000	0.5000	0.5000	0.5000	0.5000	0.3000	0.2000	0.8000	0.6000	0.4000
50. *	0.1000	0.1000	0.1000	0.0000	0.6000	0.6000	0.6000	0.6000	0.5000	0.4000	0.3000	0.3000	0.8000	0.6000	0.4000
55. *	0.0000	0.0000	0.0000	0.0000	0.7000	0.7000	0.7000	0.6000	0.4000	0.3000	0.2000	0.1000	0.7000	0.7000	0.5000
60. *	0.0000	0.0000	0.0000	0.0000	0.7000	0.7000	0.7000	0.6000	0.4000	0.3000	0.2000	0.1000	0.8000	0.6000	0.5000
65. *	0.1000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000	0.6000	0.4000	0.3000	0.2000	0.1000	0.7000	0.6000	0.4000
70. *	0.1000	0.0000	0.0000	0.0000	0.6000	0.6000	0.6000	0.6000	0.5000	0.3000	0.2000	0.0000	0.7000	0.7000	0.5000
75. *	0.1000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.5000	0.5000	0.3000	0.2000	0.0000	0.8000	0.7000	0.5000
80. *	0.2000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.5000	0.5000	0.2000	0.2000	0.0000	0.8000	0.5000	0.4000
85. *	0.3000	0.1000	0.0000	0.0000	0.6000	0.5000	0.5000	0.5000	0.5000	0.2000	0.1000	0.0000	0.9000	0.5000	0.4000
90. *	0.5000	0.1000	0.0000	0.0000	0.6000	0.5000	0.4000	0.4000	0.3000	0.2000	0.0000	0.0000	0.9000	0.5000	0.4000
95. *	0.6000	0.2000	0.1000	0.0000	0.8000	0.5000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.9000	0.4000	0.2000
100. *	0.6000	0.3000	0.1000	0.0000	0.8000	0.6000	0.5000	0.4000	0.1000	0.0000	0.0000	0.0000	0.8000	0.4000	0.2000
105. *	0.6000	0.3000	0.1000	0.0000	0.8000	0.7000	0.5000	0.4000	0.1000	0.0000	0.0000	0.0000	0.5000	0.2000	0.2000
110. *	0.6000	0.3000	0.2000	0.0000	0.8000	0.7000	0.5000	0.4000	0.0000	0.0000	0.0000	0.0000	0.5000	0.2000	0.2000
115. *	0.5000	0.3000	0.3000	0.0000	0.8000	0.7000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000	0.4000	0.2000	0.2000
120. *	0.5000	0.3000	0.3000	0.0000	0.8000	0.7000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000	0.4000	0.2000	0.2000
125. *	0.5000	0.3000	0.3000	0.0000	0.8000	0.7000	0.6000	0.4000	0.0000	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000
130. *	0.5000	0.3000	0.3000	0.0000	0.8000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000
135. *	0.4000	0.3000	0.2000	0.1000	0.8000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000
140. *	0.4000	0.3000	0.2000	0.1000	0.8000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.3000	0.2000	0.2000
145. *	0.4000	0.3000	0.2000	0.1000	0.8000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
150. *	0.4000	0.3000	0.2000	0.1000	0.8000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
155. *	0.4000	0.3000	0.1000	0.1000	0.8000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
160. *	0.4000	0.3000	0.1000	0.1000	0.7000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
165. *	0.4000	0.3000	0.1000	0.1000	0.6000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000

I664_W_Military_Hwy_2040_NOBUILD.out

170.	*	0.4000	0.3000	0.1000	0.1000	0.7000	0.7000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
175.	*	0.4000	0.3000	0.1000	0.1000	0.7000	0.6000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
180.	*	0.4000	0.3000	0.1000	0.1000	0.6000	0.6000	0.5000	0.5000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
185.	*	0.4000	0.3000	0.1000	0.1000	0.5000	0.5000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
190.	*	0.4000	0.3000	0.1000	0.1000	0.5000	0.5000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
195.	*	0.4000	0.3000	0.1000	0.1000	0.5000	0.6000	0.6000	0.6000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
200.	*	0.4000	0.3000	0.1000	0.1000	0.6000	0.6000	0.6000	0.7000	0.0000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
205.	*	0.4000	0.3000	0.1000	0.1000	0.6000	0.7000	0.7000	0.7000	0.0000	0.0000	0.0000	0.0000	0.4000	0.3000	0.3000
210.	*	0.4000	0.3000	0.1000	0.1000	0.6000	0.6000	0.7000	0.6000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000

PAGE 4

JOB: HRCS

RUN: I-664 & W. Military Hwy 2040 NOBUILD

WIND ANGLE RANGE: 5.-360.

WIND * CONCENTRATION
ANGLE * (PPM)
(DEGR) *

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
215.	*	0.4000	0.3000	0.1000	0.1000	0.6000	0.6000	0.5000	0.6000	0.0000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
220.	*	0.4000	0.3000	0.1000	0.2000	0.5000	0.7000	0.5000	0.6000	0.1000	0.1000	0.1000	0.1000	0.3000	0.3000	0.3000
225.	*	0.5000	0.4000	0.2000	0.1000	0.5000	0.5000	0.4000	0.5000	0.2000	0.2000	0.2000	0.1000	0.2000	0.2000	0.2000
230.	*	0.6000	0.4000	0.3000	0.2000	0.4000	0.5000	0.3000	0.4000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000
235.	*	0.6000	0.4000	0.3000	0.2000	0.4000	0.4000	0.3000	0.3000	0.2000	0.2000	0.2000	0.2000	0.1000	0.1000	0.1000
240.	*	0.6000	0.4000	0.3000	0.2000	0.3000	0.3000	0.1000	0.2000	0.2000	0.2000	0.2000	0.2000	0.1000	0.1000	0.1000
245.	*	0.6000	0.3000	0.4000	0.3000	0.2000	0.3000	0.1000	0.1000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
250.	*	0.6000	0.4000	0.2000	0.3000	0.2000	0.3000	0.1000	0.1000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
255.	*	0.5000	0.3000	0.2000	0.3000	0.2000	0.2000	0.1000	0.1000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
260.	*	0.5000	0.3000	0.2000	0.3000	0.2000	0.2000	0.1000	0.0000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
265.	*	0.6000	0.2000	0.2000	0.3000	0.2000	0.2000	0.1000	0.0000	0.3000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
270.	*	0.6000	0.2000	0.2000	0.3000	0.3000	0.2000	0.1000	0.0000	0.3000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
275.	*	0.6000	0.3000	0.2000	0.2000	0.3000	0.2000	0.1000	0.0000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
280.	*	0.5000	0.3000	0.2000	0.2000	0.3000	0.2000	0.1000	0.0000	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
285.	*	0.5000	0.3000	0.2000	0.2000	0.3000	0.2000	0.1000	0.0000	0.3000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
290.	*	0.5000	0.3000	0.2000	0.2000	0.3000	0.2000	0.1000	0.0000	0.3000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
295.	*	0.4000	0.3000	0.2000	0.2000	0.3000	0.2000	0.1000	0.0000	0.3000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000
300.	*	0.4000	0.2000	0.2000	0.2000	0.3000	0.2000	0.0000	0.0000	0.3000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000
305.	*	0.3000	0.2000	0.2000	0.2000	0.3000	0.1000	0.0000	0.0000	0.5000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000
310.	*	0.2000	0.2000	0.2000	0.2000	0.3000	0.1000	0.0000	0.0000	0.5000	0.3000	0.2000	0.2000	0.2000	0.0000	0.0000
315.	*	0.2000	0.2000	0.2000	0.2000	0.3000	0.0000	0.0000	0.0000	0.5000	0.3000	0.2000	0.2000	0.3000	0.0000	0.0000
320.	*	0.2000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.5000	0.4000	0.2000	0.2000	0.4000	0.1000	0.0000
325.	*	0.2000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.4000	0.4000	0.3000	0.2000	0.4000	0.1000	0.0000
330.	*	0.2000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000	0.2000	0.4000	0.2000	0.1000
335.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.6000	0.4000	0.4000	0.2000	0.3000	0.2000	0.1000
340.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.2000	0.3000	0.2000	0.1000
345.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.2000	0.3000	0.2000	0.1000
350.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000	0.2000	0.3000	0.2000	0.1000
355.	*	0.2000	0.2000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.2000	0.3000	0.2000	0.1000
360.	*	0.3000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.2000	0.3000	0.2000	0.1000
MAX	*	0.6000	0.4000	0.4000	0.3000	0.8000	0.7000	0.7000	0.7000	0.7000	0.5000	0.5000	0.3000	0.9000	0.7000	0.5000
DEGR.	*	95	225	245	5	95	105	205	200	35	5	35	30	85	55	55

PAGE 5

JOB: HRCS

RUN: I-664 & W. Military Hwy 2040 NOBUILD

MODEL RESULTS

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

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
5.	*	0.0000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.6000	0.6000	0.5000	0.3000	0.3000	0.3000
10.	*	0.0000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.3000	0.3000	0.3000	0.3000
15.	*	0.0000	0.2000	0.2000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.3000	0.2000	0.2000	0.2000
20.	*	0.0000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.3000	0.2000	0.2000	0.2000
25.	*	0.0000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.3000	0.2000	0.2000	0.2000
30.	*	0.1000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.5000	0.4000	0.3000	0.2000	0.2000	0.2000
35.	*	0.1000	0.1000	0.1000	0.0000	0.0000	0.0000	0.0000	0.6000	0.5000	0.4000	0.2000	0.2000	0.2000
40.	*	0.3000	0.1000	0.0000	0.0000	0.1000	0.0000	0.0000	0.5000	0.5000	0.4000	0.4000	0.3000	0.3000
45.	*	0.3000	0.1000	0.0000	0.0000	0.1000	0.0000	0.0000	0.5000	0.4000	0.4000	0.4000	0.3000	0.3000
50.	*	0.4000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.4000	0.4000	0.4000	0.5000	0.4000	0.3000
55.	*	0.4000	0.0000	0.0000	0.0000	0.2000	0.1000	0.0000	0.4000	0.4000	0.4000	0.4000	0.3000	0.2000
60.	*	0.4000	0.0000	0.0000	0.0000	0.3000	0.1000	0.0000	0.4000	0.4000	0.4000	0.5000	0.3000	0.2000
65.	*	0.4000	0.1000	0.1000	0.1000	0.3000	0.2000	0.0000	0.4000	0.4000	0.4000	0.5000	0.4000	0.2000
70.	*	0.3000	0.1000	0.1000	0.1000	0.3000	0.2000	0.0000	0.4000	0.4000	0.4000	0.4000	0.4000	0.2000
75.	*	0.2000	0.1000	0.1000	0.1000	0.3000	0.2000	0.0000	0.5000	0.5000	0.4000	0.5000	0.4000	0.2000
80.	*	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.1000	0.5000	0.5000	0.4000	0.6000	0.5000	0.4000
85.	*	0.2000	0.3000	0.3000	0.3000	0.3000	0.2000	0.1000	0.5000	0.4000	0.3000	0.7000	0.6000	0.4000
90.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.2000	0.1000	0.3000	0.3000	0.3000	0.7000	0.5000	0.4000
95.	*	0.2000	0.6000	0.6000	0.4000	0.3000	0.3000	0.1000	0.3000	0.3000	0.2000	0.7000	0.7000	0.4000
100.	*	0.2000	0.6000	0.6000	0.6000	0.4000	0.2000	0.1000	0.1000	0.1000	0.1000	0.8000	0.7000	0.4000
105.	*	0.2000	0.6000	0.6000	0.6000	0.5000	0.2000	0.1000	0.1000	0.1000	0.1000	0.7000	0.7000	0.5000
110.	*	0.2000	0.6000	0.6000	0.6000	0.5000	0.2000	0.1000	0.0000	0.0000	0.0000	0.5000	0.6000	0.5000
115.	*	0.2000	0.5000	0.5000	0.5000	0.5000	0.3000	0.2000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
120.	*	0.2000	0.5000	0.5000	0.5000	0.5000	0.3000	0.3000	0.0000	0.0000	0.0000	0.4000	0.4000	0.4000
125.	*	0.2000	0.5000	0.5000	0.5000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.3000	0.3000	0.3000
130.	*	0.2000	0.5000	0.5000	0.5000	0.6000	0.3000	0.1000	0.0000	0.0000	0.0000	0.2000	0.3000	0.3000
135.	*	0.2000	0.4000	0.4000	0.4000	0.5000	0.3000	0.2000	0.0000	0.0000	0.0000	0.2000	0.3000	0.2000
140.	*	0.2000	0.4000	0.4000	0.4000	0.5000	0.3000	0.3000	0.0000	0.0000	0.0000	0.2000	0.2000	0.2000
145.	*	0.2000	0.4000	0.4000	0.4000	0.5000	0.4000	0.3000	0.0000	0.0000	0.0000	0.2000	0.2000	0.1000
150.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.1000	0.2000	0.1000
155.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
160.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
165.	*	0.2000	0.4000	0.4000	0.4000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
170.	*	0.2000	0.4000	0.4000	0.4000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
175.	*	0.2000	0.4000	0.4000	0.4000	0.4000	0.4000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
180.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
185.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
190.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
195.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
200.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
205.	*	0.3000	0.4000	0.4000	0.4000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000
210.	*	0.3000	0.4000	0.4000	0.4000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	0.1000	0.1000	0.0000

♀

JOB: HRCS

RUN: I-664 & W. Military Hwy 2040 NOBUILD

PAGE 6

WIND ANGLE RANGE: 5.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM)	16	17	18	19	20	21	22	23	24	25	26	27	28
215.	*	0.3000	0.4000	0.4000	0.4000	0.3000	0.3000	0.2000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
220.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
225.	*	0.2000	0.4000	0.4000	0.4000	0.3000	0.2000	0.2000	0.0000	0.0000	0.0000	0.1000	0.0000	0.0000
230.	*	0.2000	0.6000	0.5000	0.5000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000	0.0000

I664_W_Military_Hwy_2040_NOBUILD.out

235.	*	0.1000	0.6000	0.6000	0.5000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000	0.0000
240.	*	0.1000	0.6000	0.6000	0.5000	0.2000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000
245.	*	0.0000	0.6000	0.6000	0.5000	0.2000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000	0.0000
250.	*	0.0000	0.6000	0.6000	0.6000	0.2000	0.2000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000
255.	*	0.0000	0.6000	0.6000	0.6000	0.2000	0.2000	0.2000	0.1000	0.2000	0.1000	0.0000	0.0000
260.	*	0.0000	0.5000	0.5000	0.6000	0.2000	0.2000	0.2000	0.2000	0.2000	0.1000	0.0000	0.0000
265.	*	0.0000	0.4000	0.5000	0.6000	0.2000	0.2000	0.2000	0.2000	0.2000	0.3000	0.0000	0.0000
270.	*	0.0000	0.4000	0.4000	0.4000	0.3000	0.3000	0.3000	0.2000	0.2000	0.3000	0.0000	0.0000
275.	*	0.0000	0.3000	0.3000	0.4000	0.3000	0.3000	0.3000	0.2000	0.3000	0.3000	0.0000	0.0000
280.	*	0.0000	0.4000	0.3000	0.3000	0.3000	0.3000	0.3000	0.2000	0.3000	0.4000	0.0000	0.0000
285.	*	0.0000	0.5000	0.2000	0.2000	0.3000	0.3000	0.3000	0.4000	0.4000	0.5000	0.0000	0.0000
290.	*	0.0000	0.5000	0.2000	0.2000	0.3000	0.3000	0.3000	0.4000	0.4000	0.5000	0.0000	0.0000
295.	*	0.0000	0.4000	0.2000	0.2000	0.3000	0.3000	0.3000	0.5000	0.6000	0.5000	0.0000	0.0000
300.	*	0.0000	0.3000	0.1000	0.1000	0.3000	0.3000	0.3000	0.6000	0.7000	0.5000	0.1000	0.1000
305.	*	0.0000	0.2000	0.1000	0.1000	0.3000	0.3000	0.3000	0.7000	0.7000	0.5000	0.1000	0.1000
310.	*	0.0000	0.2000	0.1000	0.1000	0.3000	0.3000	0.2000	0.6000	0.7000	0.5000	0.2000	0.2000
315.	*	0.0000	0.2000	0.1000	0.1000	0.3000	0.3000	0.2000	0.6000	0.6000	0.5000	0.3000	0.2000
320.	*	0.0000	0.2000	0.1000	0.1000	0.1000	0.1000	0.1000	0.7000	0.5000	0.5000	0.4000	0.3000
325.	*	0.0000	0.2000	0.1000	0.1000	0.1000	0.1000	0.1000	0.6000	0.5000	0.5000	0.4000	0.3000
330.	*	0.0000	0.2000	0.1000	0.1000	0.1000	0.1000	0.1000	0.6000	0.4000	0.4000	0.4000	0.3000
335.	*	0.0000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.3000	0.3000
340.	*	0.0000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.3000	0.3000
345.	*	0.0000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.3000	0.3000
350.	*	0.0000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.5000	0.4000	0.4000	0.3000	0.3000
355.	*	0.0000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.3000	0.3000
360.	*	0.0000	0.2000	0.1000	0.1000	0.0000	0.0000	0.0000	0.6000	0.5000	0.5000	0.3000	0.3000
-----*													
MAX	*	0.4000	0.6000	0.6000	0.6000	0.6000	0.4000	0.3000	0.7000	0.7000	0.5000	0.8000	0.7000
DEGR.	*	50	95	95	100	130	125	120	305	300	5	100	95

THE HIGHEST CONCENTRATION OF 0.9000 PPM OCCURRED AT RECEPTOR 13.

APPENDIX D
PEAK CAL3QHC CO CONCENTRATION ESTIMATES – ALL
RECEPTOR LOCATIONS
(NOT INCLUDING BACKGROUND CONCENTRATIONS)

I-64 and I-664 Northern Termini

1-hour						8-hour					
CAL3QHC Results (ppm CO) I64 and I664 Northern						CAL3QHC Results (ppm CO) I64 and I664 Northern					
Receptor	2015	2028		2040		Receptor	2015	2028		2040	
	Existing Concentration	No-Build Concentration	Build Concentration	No-Build Concentration	Build Concentration		Existing Concentration	No-Build Concentration	Build Concentration	No-Build Concentration	Build Concentration
1	6.7	1.4	3.1	0.8	1.8	1	5.025	1.05	2.325	0.6	1.35
2	6.7	1.4	3.1	0.8	1.8	2	5.025	1.05	2.325	0.6	1.35
3	7.1	1.3	3.4	0.7	1.8	3	5.325	0.975	2.55	0.525	1.35
4	9.5	1.7	4.5	1	2.6	4	7.125	1.275	3.375	0.75	1.95
5	6.3	1.3	2.9	0.8	1.7	5	4.725	0.975	2.175	0.6	1.275
6	5.9	1.3	2.8	0.8	1.6	6	4.425	0.975	2.1	0.6	1.2
7	5.7	1.4	2.7	0.8	1.5	7	4.275	1.05	2.025	0.6	1.125
8	7.7	1.3	3.6	0.9	2	8	5.775	0.975	2.7	0.675	1.5
9	5.3	1.1	2.4	0.7	1.4	9	3.975	0.825	1.8	0.525	1.05
10	4.7	1.1	2.2	0.6	1.2	10	3.525	0.825	1.65	0.45	0.9
11	4.4	1	2.1	0.6	1.2	11	3.3	0.75	1.575	0.45	0.9
12	5.7	0.9	2.7	0.6	1.5	12	4.275	0.675	2.025	0.45	1.125
13	5.7	1	2.6	0.5	1.5	13	4.275	0.75	1.95	0.375	1.125
14	4.7	0.7	2.2	0.4	1.2	14	3.525	0.525	1.65	0.3	0.9
15	5.4	0.9	2.6	0.6	1.4	15	4.05	0.675	1.95	0.45	1.05
16	5.2	0.9	2.4	0.5	1.4	16	3.9	0.675	1.8	0.375	1.05
17	5.3	0.7	2.6	0.5	1.4	17	3.975	0.525	1.95	0.375	1.05
18	7.3	1.1	3.4	0.8	1.9	18	5.475	0.825	2.55	0.6	1.425
19	6.2	0.9	2.9	0.5	1.5	19	4.65	0.675	2.175	0.375	1.125
20	4.6	0.7	2.1	0.4	1.2	20	3.45	0.525	1.575	0.3	0.9
21	7.2	1.1	3.4	0.8	2	21	5.4	0.825	2.55	0.6	1.5
22	7.2	1.1	3.4	0.7	1.9	22	5.4	0.825	2.55	0.525	1.425
23	7	0.8	3.3	0.5	1.9	23	5.25	0.6	2.475	0.375	1.425

I-64 and Route 167 Lasalle Avenue

1-hour						8-hour					
CAL3QHC Results (ppm CO) I64 Route 167 Lasalle Ave						CAL3QHC Results (ppm CO) I64 Route 167 Lasalle Ave					
Receptor	2015	2028		2040		Receptor	2015	2028		2040	
	Existing Concentration	No-Build Concentration	Build Concentration	No-Build Concentration	Build Concentration		Existing Concentration	No-Build Concentration	Build Concentration	No-Build Concentration	Build Concentration
1	5.7	1	2.5	0.6	1.4	1	4.275	0.75	1.875	0.45	1.05
2	4.7	0.7	2.2	0.4	1.2	2	3.525	0.525	1.65	0.3	0.9
3	4.5	0.7	2.1	0.4	1.2	3	3.375	0.525	1.575	0.3	0.9
4	4	0.4	1.9	0.2	0.9	4	3	0.3	1.425	0.15	0.675
5	5.9	1	2.7	0.6	1.6	5	4.425	0.75	2.025	0.45	1.2
6	5.5	0.7	2.8	0.4	1.5	6	4.125	0.525	2.1	0.3	1.125
7	5.3	0.6	2.5	0.3	1.4	7	3.975	0.45	1.875	0.225	1.05
8	5.1	0.4	2.4	0.2	1.2	8	3.825	0.3	1.8	0.15	0.9
9	6	1	2.7	0.6	1.6	9	4.5	0.75	2.025	0.45	1.2
10	5.6	1	2.8	0.6	1.5	10	4.2	0.75	2.1	0.45	1.125
11	5.3	0.8	2.5	0.4	1.4	11	3.975	0.6	1.875	0.3	1.05
12	5.1	0.6	2.4	0.3	1.2	12	3.825	0.45	1.8	0.225	0.9
13	5.6	1	2.6	0.6	1.4	13	4.2	0.75	1.95	0.45	1.05
14	4.8	0.7	2.2	0.3	1.2	14	3.6	0.525	1.65	0.225	0.9
15	4.4	0.6	2	0.3	1.2	15	3.3	0.45	1.5	0.225	0.9
16	3.9	0.3	1.8	0.2	0.9	16	2.925	0.225	1.35	0.15	0.675
17	4.5	0.8	2	0.5	1.2	17	3.375	0.6	1.5	0.375	0.9
18	4.1	0.8	1.9	0.5	1.2	18	3.075	0.6	1.425	0.375	0.9
19	3.5	0.7	1.6	0.4	0.9	19	2.625	0.525	1.2	0.3	0.675
20	4.4	1	2	0.5	1.1	20	3.3	0.75	1.5	0.375	0.825
21	4.1	0.8	1.9	0.5	1	21	3.075	0.6	1.425	0.375	0.75
22	3.5	0.8	1.7	0.4	0.8	22	2.625	0.6	1.275	0.3	0.6
23	4.4	0.8	2	0.5	1.1	23	3.3	0.6	1.5	0.375	0.825
24	4.2	0.8	1.9	0.4	1	24	3.15	0.6	1.425	0.3	0.75
25	3.5	0.7	1.7	0.4	0.8	25	2.625	0.525	1.275	0.3	0.6
26	4.4	0.8	2.1	0.5	1.2	26	3.3	0.6	1.575	0.375	0.9
27	4.1	0.8	1.9	0.5	1.2	27	3.075	0.6	1.425	0.375	0.9
28	3.5	0.7	1.7	0.4	0.9	28	2.625	0.525	1.275	0.3	0.675

I-564 and Route 460/I-64

1-hour						8-hour							
CAL3QHC Results (ppm CO) I564 and Rte 460 and I64						CAL3QHC Results (ppm CO) I564 and Rte 460 and I64							
Receptor	2015		2028		2040		Receptor	2015		2028		2040	
	Existing Concentration	No-Build Concentration	Build Concentration	No-Build Concentration	Build Concentration	Existing Concentration		No-Build Concentration	Build Concentration	No-Build Concentration	Build Concentration		
1	8.1	1.6	3.8	0.9	2.2	1	6.075	1.2	2.85	0.675	1.65		
2	6.2	1.2	2.9	0.7	1.6	2	4.65	0.9	2.175	0.525	1.2		
3	5.5	1	2.6	0.6	1.5	3	4.125	0.75	1.95	0.45	1.125		
4	4.8	0.8	2.3	0.5	1.3	4	3.6	0.6	1.725	0.375	0.975		
5	8.3	1.3	4.1	0.7	2.3	5	6.225	0.975	3.075	0.525	1.725		
6	7.4	1.1	3.5	0.6	2	6	5.55	0.825	2.625	0.45	1.5		
7	7	0.9	3.2	0.5	2	7	5.25	0.675	2.4	0.375	1.5		
8	6.4	0.8	3.1	0.3	1.7	8	4.8	0.6	2.325	0.225	1.275		
9	8.2	1.8	3.9	1.1	2.3	9	6.15	1.35	2.925	0.825	1.725		
10	7.1	1.5	3.3	0.9	1.9	10	5.325	1.125	2.475	0.675	1.425		
11	6.6	1.4	3.1	0.7	1.8	11	4.95	1.05	2.325	0.525	1.35		
12	5.7	1.1	2.8	0.6	1.5	12	4.275	0.825	2.1	0.45	1.125		
13	8.7	1.6	4.2	1	2.4	13	6.525	1.2	3.15	0.75	1.8		
14	6.8	1.2	3.1	0.6	1.8	14	5.1	0.9	2.325	0.45	1.35		
15	5.8	0.9	2.7	0.4	1.5	15	4.35	0.675	2.025	0.3	1.125		
16	4.8	0.7	2.3	0.3	1.2	16	3.6	0.525	1.725	0.225	0.9		
17	7.6	1.4	3.6	0.8	2.1	17	5.7	1.05	2.7	0.6	1.575		
18	7.5	1.4	3.7	0.7	2	18	5.625	1.05	2.775	0.525	1.5		
19	7.1	1.2	3.5	0.6	2	19	5.325	0.9	2.625	0.45	1.5		
20	6.8	1.1	3.3	0.6	1.9	20	5.1	0.825	2.475	0.45	1.425		
21	6.2	1	3	0.6	1.6	21	4.65	0.75	2.25	0.45	1.2		
22	5.3	1.1	2.6	0.6	1.4	22	3.975	0.825	1.95	0.45	1.05		
23	6.7	1.5	3.1	0.9	1.7	23	5.025	1.125	2.325	0.675	1.275		
24	5.9	1.2	2.8	0.8	1.6	24	4.425	0.9	2.1	0.6	1.2		
25	5.2	1	2.6	0.6	1.4	25	3.9	0.75	1.95	0.45	1.05		
26	7.5	1.6	3.5	1	2.1	26	5.625	1.2	2.625	0.75	1.575		
27	7.6	1.6	3.7	1	2.1	27	5.7	1.2	2.775	0.75	1.575		
28	7.1	1.7	3.5	1	2	28	5.325	1.275	2.625	0.75	1.5		

I-664 and I-64 (Southern Termini)

1-hour						8-hour							
CAL3QHC Results (ppm CO) I664 and I64 Southern						CAL3QHC Results (ppm CO) I664 and I64 Southern							
Receptor	2015		2028		2040		Receptor	2015		2028		2040	
	Existing Concentration	No-Build Concentration	Build Concentration	No-Build Concentration	Build Concentration	Existing Concentration		No-Build Concentration	Build Concentration	No-Build Concentration	Build Concentration		
1	5.1	1	2.4	0.7	1.5	1	3.825	0.75	1.8	0.525	1.125		
2	6.6	1.3	3.2	0.9	1.9	2	4.95	0.975	2.4	0.675	1.425		
3	5.2	1.3	2.6	0.8	1.5	3	3.9	0.975	1.95	0.6	1.125		
4	6.9	1.6	3.4	1.1	1.8	4	5.175	1.2	2.55	0.825	1.35		
5	4.6	1.2	2.2	0.7	1.3	5	3.45	0.9	1.65	0.525	0.975		
6	4.4	1.1	2	0.7	1.2	6	3.3	0.825	1.5	0.525	0.9		
7	4.4	1.1	2.1	0.7	1.2	7	3.3	0.825	1.575	0.525	0.9		
8	6.5	1.3	3.1	0.9	1.7	8	4.875	0.975	2.325	0.675	1.275		
9	4	0.9	2	0.7	1.2	9	3	0.675	1.5	0.525	0.9		
10	3.8	0.9	1.8	0.6	1	10	2.85	0.675	1.35	0.45	0.75		
11	3.5	0.8	1.6	0.6	0.9	11	2.625	0.6	1.2	0.45	0.675		
12	5.6	0.9	2.7	0.6	1.6	12	4.2	0.675	2.025	0.45	1.2		
13	5.6	1	2.8	0.6	1.5	13	4.2	0.75	2.1	0.45	1.125		
14	5.6	0.9	2.6	0.5	1.5	14	4.2	0.675	1.95	0.375	1.125		
15	4.2	0.9	2	0.6	1.2	15	3.15	0.675	1.5	0.45	0.9		
16	4.1	0.8	2	0.5	1.2	16	3.075	0.6	1.5	0.375	0.9		
17	4.2	0.7	1.9	0.4	1.2	17	3.15	0.525	1.425	0.3	0.9		
18	5.1	1.1	2.4	0.9	1.5	18	3.825	0.825	1.8	0.675	1.125		
19	4.4	0.9	2.1	0.5	1.3	19	3.3	0.675	1.575	0.375	0.975		
20	4	0.7	1.9	0.5	1.1	20	3	0.525	1.425	0.375	0.825		
21	6.1	1.3	2.9	0.9	1.6	21	4.575	0.975	2.175	0.675	1.2		
22	5.7	1.1	2.7	0.8	1.6	22	4.275	0.825	2.025	0.6	1.2		
23	5.5	1.2	2.5	0.7	1.4	23	4.125	0.9	1.875	0.525	1.05		

I-664 and West Military Highway

1-hour						8-hour							
CAL3QHC Results (ppm CO) I664 and W Military Hwy						CAL3QHC Results (ppm CO) I664 and W Military Hwy							
Receptor	2015		2028		2040		Receptor	2015		2028		2040	
	Existing	No-Build	Build	No-Build	Build	Existing		No-Build	Build	No-Build	Build		
Concentration	Concentration	Concentration	Concentration	Concentration	Concentration	Concentration	Concentration	Concentration	Concentration	Concentration	Concentration	Concentration	Concentration
1	8.2	1.1	3.9	0.6	2.2	1	6.15	0.825	2.925	0.45	1.65		
2	6.1	0.8	2.9	0.4	1.7	2	4.575	0.6	2.175	0.3	1.275		
3	5.4	0.7	2.7	0.4	1.4	3	4.05	0.525	2.025	0.3	1.05		
4	4.6	0.6	2.2	0.3	1.2	4	3.45	0.45	1.65	0.225	0.9		
5	7.1	1.2	3.3	0.8	1.9	5	5.325	0.9	2.475	0.6	1.425		
6	6.5	1.2	3.2	0.7	1.7	6	4.875	0.9	2.4	0.525	1.275		
7	6.7	1.3	3.2	0.7	1.8	7	5.025	0.975	2.4	0.525	1.35		
8	6.4	1.2	3	0.7	1.6	8	4.8	0.9	2.25	0.525	1.2		
9	7.1	1.1	3.3	0.7	1.8	9	5.325	0.825	2.475	0.525	1.35		
10	6.9	1	3.2	0.5	1.9	10	5.175	0.75	2.4	0.375	1.425		
11	6.6	0.7	3.2	0.5	1.8	11	4.95	0.525	2.4	0.375	1.35		
12	6.1	0.5	3	0.3	1.7	12	4.575	0.375	2.25	0.225	1.275		
13	7.9	1.4	3.8	0.9	2.1	13	5.925	1.05	2.85	0.675	1.575		
14	6.4	1.1	3	0.7	1.7	14	4.8	0.825	2.25	0.525	1.275		
15	5.6	1	2.6	0.5	1.5	15	4.2	0.75	1.95	0.375	1.125		
16	5	0.8	2.3	0.4	1.3	16	3.75	0.6	1.725	0.3	0.975		
17	6.7	1	3.3	0.6	1.9	17	5.025	0.75	2.475	0.45	1.425		
18	6.4	1	3	0.6	1.7	18	4.8	0.75	2.25	0.45	1.275		
19	6.2	1	2.9	0.6	1.7	19	4.65	0.75	2.175	0.45	1.275		
20	4.6	0.8	2.1	0.6	1.2	20	3.45	0.6	1.575	0.45	0.9		
21	3.9	0.8	1.8	0.4	1.1	21	2.925	0.6	1.35	0.3	0.825		
22	3.6	0.6	1.7	0.3	0.8	22	2.7	0.45	1.275	0.225	0.6		
23	6.2	1.1	2.9	0.7	1.7	23	4.65	0.825	2.175	0.525	1.275		
24	5.8	1	2.8	0.7	1.5	24	4.35	0.75	2.1	0.525	1.125		
25	5	0.9	2.3	0.5	1.5	25	3.75	0.675	1.725	0.375	1.125		
26	6.7	1.2	3.1	0.8	1.7	26	5.025	0.9	2.325	0.6	1.275		
27	5.6	1	2.7	0.7	1.5	27	4.2	0.75	2.025	0.525	1.125		
28	4.1	0.8	2	0.5	1.1	28	3.075	0.6	1.5	0.375	0.825		

(This page intentionally left blank)