Fiscal Year 2027

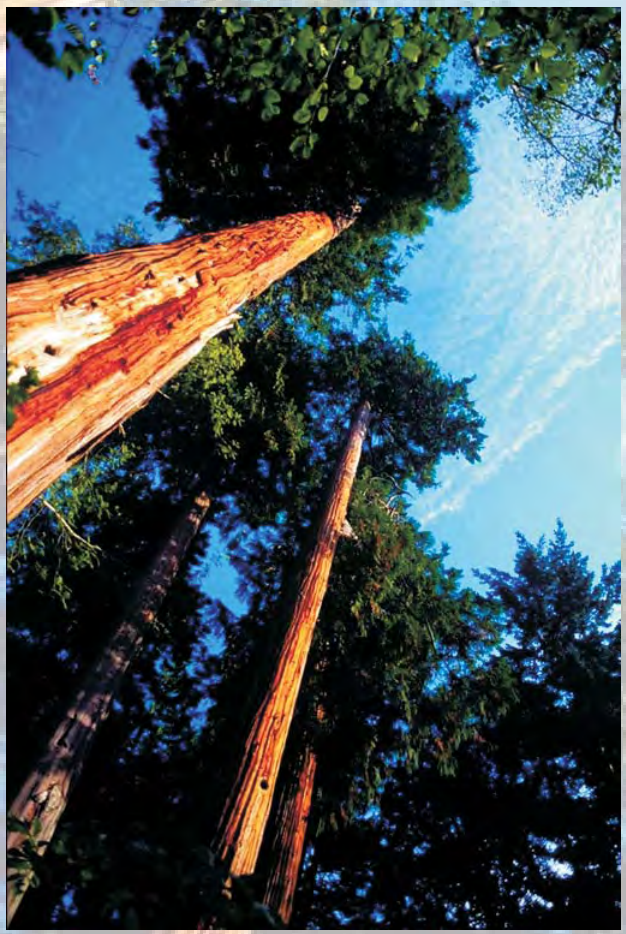
Air Quality Conformity Analysis

For the

Metropolitan Transportation Plan

For the

New Orleans Region



October 12, 2004

Fiscal Year 2027
Air Quality Conformity Analysis

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1.0 INTRODUCTION

1.1 MPO Organization and Role

The Regional Planning Commission (RPC) is the designated Metropolitan Planning Organization (MPO) for the New Orleans, Slidell, and Mandeville-Covington urbanized areas of Louisiana. Member parishes of the Policy Committee include Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes. The Regional Planning Commission is comprised of three elected and two citizen representatives per parish (county), as well as the Secretary of the Louisiana Department of Transportation and Development (DOTD).

The RPC Transportation Policy Committee includes the above members plus St. Charles and St. John the Baptist Parishes, as well as representatives of the Port of New Orleans, New Orleans Aviation Board, the Regional Transit and Jefferson Transit Systems, New Orleans Public Belt Railroad, Louisiana Airport Authority, the Greater New Orleans Expressway Commission, and the Louisiana Motor Transport Association. See Appendix A for more information about the Regional Planning Commission.

The Regional Planning Commission is responsible for the preparation of the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) for the three urbanized areas described above. Consequently, the RPC is the region's official metropolitan planning organization (MPO) responsible for the preparation of MTP and TIP conformity documentation pursuant to 23 CFR part 450 (planning requirements) and 40 CFR part 93 (transportation conformity requirements).

1.2 Purpose

On November 24, 1993, the U.S. Environmental Protection Agency (EPA) published its *Criteria and Procedures for Determining Conformity to State and Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded Under Title 23 U.S.C. or the Federal Transit Act* in the Federal Register. This rule, and subsequent amendments (see 40 CFR Parts 51 and 93, August 15, 1997) requires Metropolitan Planning Organizations (MPOs) and the U.S. Department of Transportation (DOT) to make conformity determinations on

metropolitan transportation plans and transportation improvement programs before they are adopted, approved, and accepted in air-quality nonattainment or maintenance areas. This rule was promulgated in response to requirements in Section 176(c)(4) of the Clean Air Act Amendments of 1990.

Specific provisions are described in the August 15, 1997 final rule for MPOs to conduct transportation conformity determinations. These criteria and procedures vary according to the pollutant for which the area is designated nonattainment or maintenance and according to the time period in which the determination is conducted. The 1990 Amendments provided definitions and expanded the scope and content of conformity to an air quality State Implementation Plan (SIP) to mean:

> "…conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standards in any area; (ii) increase that frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area."

Pursuant to 40 CFR part 93, on July 1, 2004, the Environmental Protection Agency promulgated its final *Transportation Conformity Rule Amendments for the New 8 Hour Ozone and PM 2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas: Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes*. Concurrent with the implementation of the 8-hour standard for ozone is the revocation of the 1-hour standard. The Environmental Protection Agency designated areas for the 8-hour ozone standard on April 15, 2004 and published its final designation rule on April 30, 2004 (69 FR 23858). <u>The four parishes comprising the New Orleans maintenance area under the 1-hour standard, Jefferson, Orleans, St. Bernard, and St. Charles, were NOT designated as nonattainment for the 8-hour ozone standard. Attainment of the 8-hour standard for ozone in the New Orleans CMSA was based on three consecutive years of air quality monitoring data which demonstrated compliance with the NAAQS for all criteria pollutants.</u>

The above not withstanding, the 1-hour ozone standard remains in effect through July 15, 2005 at which time the 8-hour ozone standard becomes effective for newly designated nonattainment areas. The currently approved transportation conformity determination for the New Orleans MTP expires November 30, 2004. Thus, in order to prevent a 7-8 month conformity lapse, the New Orleans maintenance area must demonstrate conformity of the TIP and Plan under the 1-hour ozone standard at this time.

1.3 Applicability

Four of the five parishes comprising the New Orleans urbanized area, Jefferson, Orleans, St. Bernard, and St. Charles, are designated as an air-quality maintenance area for 1-hour ozone in accordance with the National Ambient Air Quality Standards (NAAQS). On October 2, 1995, EPA published a direct final rule that redesignated the four-parish, New Orleans transitional ozone nonattainment area to attainment and approved a 10-year maintenance plan for ozone.

The approved maintenance plan contains the maintenance area's inventory by emission source category. On-road mobile source emissions are explicitly quantified by parish through the milestone year 2005 and serve as the area's motor vehicle emission budgets for volatile organic compounds (VOCs) and oxides of nitrogen (NO_x).

The Regional Planning Commission (RPC), in cooperation with the Louisiana Department of Transportation and Development (DOTD) and the Louisiana Department of Environmental Quality (DEQ), must prepare a conformity determination not less than every three years, or as regionally significant changes are made to transportation plans and programs. The purpose of this report is to provide a a regional emissions analysis that demonstrates conformity of the fiscally constrained *New Orleans Area Metropolitan Transportation Plan for Year 2027* with the applicable conformity provisions of the Louisiana State Implementation Plan (SIP).

As mentioned earliers, the four parishes that comprise the maintenance area include Jefferson, Orleans, St. Bernard, and St. Charles. The location of the maintenance area in southeastern Louisiana is shown in Figure 1. The New Orleans urbanized area is classified as

a Federal Aid Urbanized Area (FAUA), an area with population greater then 50,000. The New Orleans FAUA is also designated as a metropolitan planning area (population greater than 50,000) and a transportation management area (population greater than 200,000) under The Transportation Equity Act for the 21st Century of 1997 (TEA 21). The New Orleans metropolitan area is shown in Figure 2. In accordance with TEA 21, the Regional Planning Commission (RPC), is designated as the Metropolitan Planning Organization for transportation planning for the New Orleans metropolitan area.

This report includes an analysis of mobile source emissions from automobiles and other motor vehicles and a projection of mobile source emissions for the milestone year 2005, the Plan stage years 2007 and 2017, and the Plan horizon year 2027. The term "mobile source emissions" pertains only to mobile source emissions from on-road vehicles.
The results of this study will provide:

- 2005 milestone year emissions (last year of 10 year maintenance plan)
- 2007 Plan Stage Year emissions for the Plan
- 2017 Plan Stage Year emissions for the Plan
- 2027 Horizon year emissions for the Plan

In accordance with the emissions budget test requirements specified in section 93.118 of the transportation conformity rule, the estimated ozone precursor emissions (VOC and NOx) for all analysis years must be less than or equal to the 2005 motor vehicle emissions budgets established for the New Orleans maintenance area.

This regional emissions analysis demonstrates that the *New Orleans Area Metropolitan Transportation Plan for Year 2027* meets all applicable criteria specified in 40 CFR 93.118. For detailed examination of the content of the Plan, a copy of the Plan is included in Appendix C. Projects that are exempt from the conformity requirements may proceed towards implementation even in the absence of a conforming transportation Plan or TIP. All regionally significant transportation projects proposed for implementation within the air quality maintenance area are included in the Plan.

1.4 Frequency Of Conformity Determinations

Conformity analyses are required not less than every three years, or as regionally significant changes are made to the Metropolitan Transportation Plan and TIP. A new analysis is required at this time for the New Orleans maintenance area because three years will have elapsed since the last conformity determination and the Regional Transportation Plan is being updated at this time.

Each new or revised transportation Plan or transportation improvement program must be found to conform before approval by the Metropolitan Planning Organization, unless the revision only affects projects identified as exempt under section 93.126 of the conformity rule (exempt projects include many safety, mass transit, planning, engineering, aesthetic, and related activities and a limited number of air quality projects). A transportation Plan must conform within 18 months of a SIP revision that affects either the emission budgets or transportation control measures contained therein.

1.5 Motor Vehicle Emissions Budgets

According to Section 176(c)(2)(a) of the Clean Air Act Amendments, conformity determinations must demonstrate consistency between emissions expected from the implementation of transportation plans and programs and estimates of emissions from motor vehicles outlined in the applicable SIP. The device for demonstrating consistency is the motor vehicle emissions budgets test. The budgets allows for an emissions-based comparison between the transportation plan and transportation improvement program with the emissions budgets defined in the maintenance plan. The budgets in the maintenance plan identify the maximum allowable emissions in certain milestone years. The maintenance plan approved by EPA, dated October 2, 1995, contains emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NOx).

The final transportation conformity rule requires that emissions resulting from the implementation of the transportation Plan or TIP must be less than or equal to the emissions budgets identified in the maintenance plan. If the emissions resulting from the implementation of the transportation Plan and TIP are greater than the emissions budget, the transportation

Plan and TIP do not conform. The emission budgets established in the SIP revision are as follows:

Table 1
Motor Vehicle Emissions Budgets
New Orleans Attainment Maintenance Area (tons/day)

Analysis Year	*VOC*	*NO_x*
2005	38.66	48.99

The relevant motor vehicle emissions budgets are those established for 2005, the final year of the maintenance plan for which there are emissions inventories. It is with these 2005 emissions budget values that each of the analysis years are evaluated.

Figure 1

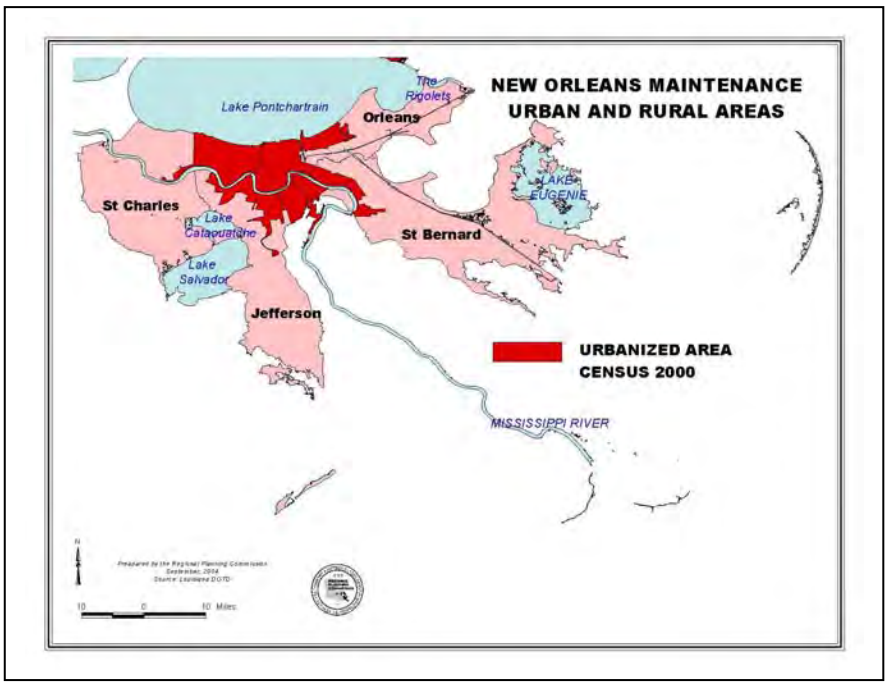
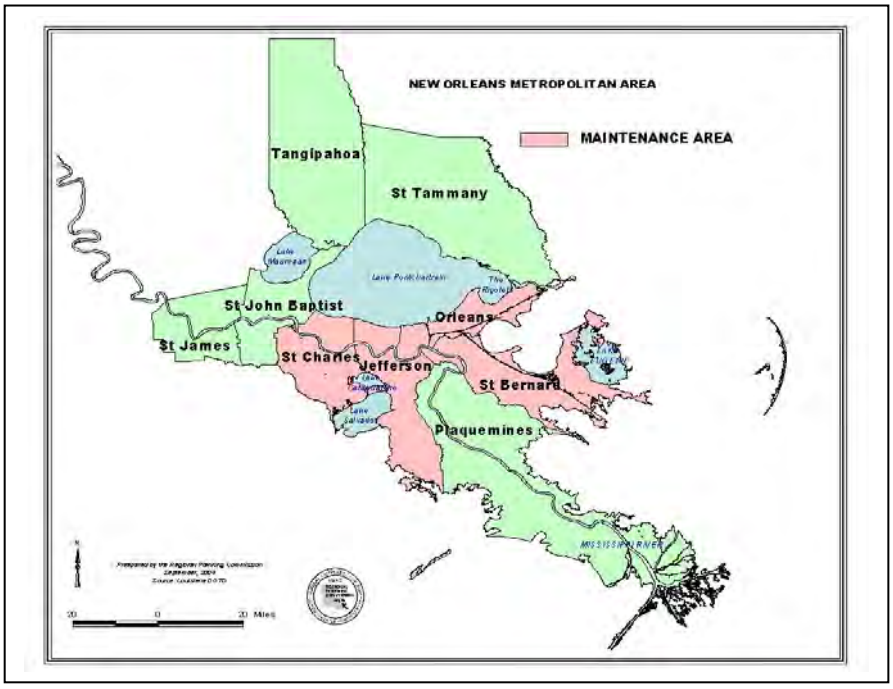


Figure 2



2.0 MODELED ACTIVITY

2.1 Land Use Model

Land Use in the New Orleans Model is broken into five categories:

1) CBD (Central Business District)
2) CBD Fringe
3) Urban
4) Suburban
5) Exurban

Population and employment density is the determinant factor in the designation of a traffic zone as one of these categories. Differing speed and capacity constraints are then assigned to roadways that fall within traffic zones designated as one of the above. The New Orleans Model contains 548 traffic zones and 14 external stations.

Parish population projections are used to develop population forecasts for each traffic zone within a parish. Traffic zone characteristics tend to broadly follow the overall trend of each parish. RPC employs a modified shift-share methodology similar to those used by LSU to undertake traffic zone projections. RPC's methodology is included in Appendix D.

It should be noted that the New Orleans urbanized area has had very little population growth over the past 20 years, according to the US Census for the years 1990 and 2000. Population forecasts reflect this trend.

2.2 Travel Demand Model

2.2.1 Description

The travel demand model in use for the New Orleans urbanized area has evolved from a mainframe UTPS application in the early 1980s, to a TRANPLAN based desktop model, and finally to a GIS-based desktop application in TransCAD. The New Orleans model employs a true four-step model process that estimates trip generation, trip distribution, mode choice (highway and transit) and assignment (highway and transit). Additionally, because of the importance of tourism to the economy of the New Orleans area, an Air Passenger model was

included to specifically account for trips to and from destinations around the New Orleans area to Louis Armstrong New Orleans International Airport.

2.2.2 Validation

In 2002, RPC through a consultant, used travel survey data taken in 2000 to re-validate the Tranplan version of the New Orleans Travel Demand Model. In the interim, LaDOTD had selected the TransCAD software package as the "standard" package to be used in Louisiana to apply regional travel forecasting models. RPC retained a consultant to convert its model set from Tranplan to TransCAD. This effort was completed, validated, and submitted as a final product to RPC in January 2004.

2.2.3 Transit

The use of transit is extensive in the City of New Orleans, but less so in Jefferson and St. Bernard Parishes. Nonetheless, the New Orleans model accounts for transit and improvements thereto over the years. Specifically, RPC has three fixed guideway projects under consideration at this time as part of its long range plan. Of the three, two (Desire and Airport to CBD) are in the later stages of the NEPA process. Transit boardings in the travel demand model equated to 147,711 per day for the validation year 2002. The observed during that time period was 150,879.

2.2.4 Vehicle Miles Traveled (VMT):

The recently validated model indicates a regional VMT of 19,089,000 across all functional classes of roadways in the 4-parish analysis area. Highway Performance Monitoring System (HPMS) data from DOTD indicated VMT at 17,511,969 in 2002, an overall difference of about 9%. HPMS data collection methodology is described in greater detail in Chapter 3. Most of the discrepancy between the two numbers can be explained due to traffic functionally classified as "local" which is higher in the New Orleans model than the DOTD HPMS estimate. This is understandable given the nature of the data collection process for HPMS. Nonetheless, VMT from the New Orleans model was adjusted to match that of the HPMS data supplied by DOTD.

Table 2

The following table compares the specific VMT by functional class between LaDOTD's HPMS data and that of the calibrated New Orleans Model.

Consolidated Functional Class HPMS/ DOTD	VMT	Consolidated Functional Class NO TDM / 2002	VMT	Difference Between DOTD & NOTDM Num. Diff	Percent
IH/ Freeway	6,464,444	IH/ Expressway (1,8,9)	6,638,321	(173,876.93)	(2.69)
Oth. Prin. Art.	5,725,570	Principal Arterial (2)	6,496,095	(770,524.65)	(13.46)
Other Arterial (Min. Art)	3,174,685	Other Arterial (Major Art.) (3)	3,587,888	(413,202.75)	(13.02)
Coll. (Maj+Min. Coll.)	1,203,725	Collector (Minor Art + Coll.)(4,5)	996,924	206,801.51	17.18
Local	943,545	Local (6,7)	1,370,702	(427,157.31)	(45.27)
Total All	17,511,969	Total All	19,089,929	(1,577,960.14)	(9.01)

(Number in parenthesis are network codes)

VMT input by functional class was correspondingly adjusted and entered into the air quality analysis, as described in Chapter 3.

3.0 METHODOLOGY

3.1 Procedures For Determining Regional Emissions Analysis

A regional emission analysis must be conducted to satisfy the requirements of Section 93.118 of the conformity rule for ozone nonattainment and maintenance areas. Specifically the regional emission analysis is used to conduct the emission budget test and to determine any contributions to emission reductions. The procedures for determining regional transportation-related emissions are described in Section 93.122 of the conformity rule. The following sections discuss the milestone analysis years, scenario development, and a detailed description of the modeling processes used.

3.2 Analysis and Milestone Years

- Under Section 93.118(b) the conformity rule requires that a regional emissions analysis be performed for any years in the timeframe of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the timeframe of the transportation plan) and the last year of the plans forecast period. These periods are termed analysis years. In addition to the 2005 budget year, other analysis years selected for the regional emissions analysis are 2007, 2017 and 2027. These years were agreed upon as a result of the interagency consultation meeting on May 7, 2004.

The following is a description of the conformity analysis years:

1. The 2005 budget-year network is built from the current RPC travel demand model 2004 network of "all in-place regionally significant highway and transit services" and all regionally significant roadway, transit or other transportation projects contained in the Metropolitan Transportation Plan (including state and locally sponsored projects) expected to be complete and operational by 2005. There are no additional regionally significant transportation projects in the maintenance area that were not included in the long-range transportation Plan. No transportation control measures (TCMs) or "off model" projects are included in the 2005 analysis.

2. The 2007 transportation network is built from the current RPC travel demand model 2005 network of "all in-place regionally significant highway and transit services" and all regionally significant roadway, transit or other transportation projects contained in the Metropolitan Transportation Plan (including state and locally sponsored projects) expected to be complete and operational by 2007. There are no additional regionally significant transportation projects in the maintenance area that are not included in the long-range transportation plan. No transportation control measures (TCMs) or "off model" projects are included in the 2007 analysis.

3. The 2017 Action scenario was built from the 2007 action scenario to ensure that all facilities, services, and activities were included in the action scenario. All regionally significant roadway, transit, or other transportation projects to be completed and operational by 2017 (including state and locally sponsored projects) were included in the 2017 Action scenario. There were no additional regionally significant transportation projects in the maintenance area that were not included in the long-range transportation plan. No transportation control measures or "off model" projects were included in the 2017 analysis.

4. The 2027 tranportation network is built from the 2017 travel demand model network of "all in-place regionally significant highway and transit services" and all regionally significant roadway, transit or other transportation projects contained in the Metropolitan Transportation Plan (including state and locally sponsored projects) to be completed and operational by 2027. There are no additional regionally significant projects expected to be complete by 2027 that are not contained in the long-range transportation Plan. No transportation control measures (TCMs) or "off model" projects are included in the 2027 analysis.

3.3 Task Methodology

This is a summary of the methodology that was developed for estimating the mobile source emissions for the New Orleans nonattainment area. Each task takes into account the planning assumptions in effect at the time of this analysis.

Task 1:	*Area Boundaries*	Identify Federal Aid urbanized boundaries, metropolitan planning area boundaries and maintenance area boundaries
Task 2:	*Validating Vehicle Miles of Travel*	Develop baseline vehicle miles of travel by functional class and parish from the Highway Performance Monitoring System for use with the travel demand model.
Task 3:	*Transportation Planning Variables*	Determine current and projected input variables for the transportation model from socio-economic data aggregated by traffic analysis zone (TAZ).
Task 4:	*Transportation Plan Networks*	Develop plan network, to which to apply demographics, and land use forecast for each analysis year.
Task 5:	*Future Year Traffic Assignments*	Run travel demand model traffic assignment for each future year scenario to determine vehicle speeds and VMT by functional class.
Task 6:	*Transportation Model Growth Rates*	Determine annual average growth rates for each functional class in the New Orleans metropolitan area using transportation model projected VMT.
Task 7:	*Emission Summaries*	Develop mobile source emission factors for each Action Scenario.
Task 8:	*Total Mobile Source Emissions*	Determine the total mobile source emissions for the New Orleans maintenance area.
Task 9:	*Results*	Determine if projected emissions resulting from implementing the 2027 Metropolitan Transportation Plan are lower than emissions provide for in the applicable emissions budgets.

3.3.1 Area Boundaries

As described in Chapter 1, the New Orleans ozone maintenance area is comprised of four parishes as designated by the Environmental Protection Agency. These parishes are: Jefferson, Orleans, St. Bernard, and St. Charles.

The first step in the development of the mobile source emission estimates for the New Orleans ozone maintenance area was to identify the boundaries to be used. In order to facilitate the current analysis as well as enhance other planning efforts the RPC has expanded the metropolitan planning area covered by its long-range transportation demand model to cover the entire four-parish air quality maintenance area. There is no longer a "donut area" not covered by the model. All vehicle miles of travel and roadway speeds used in the analysis were developed using the transportation model.

3.3.2 Validating Vehicle Miles of Travel with Highway Performance Monitoring System

Total vehicle miles of travel for the year 2002 were estimated using Highway Performance Monitoring System (HPMS) data. This system was developed by the FHWA and is executed by DOTD. This program consists of a process of statistical sampling and analysis of highway system network data and traffic characteristics as prescribed by FHWA. Forty-eight hour sampling of traffic volumes are performed every three years at a sufficient number of locations to estimate the vehicle miles of travel on the state maintained system. The locally maintained system is sampled less often, but growth rates obtained from the sampling of the state maintained system are used to project the locally maintained system VMT when necessary.

To calibrate the model to produce estimates of VMT that are consistent with the HPMS data a model assignment is performed using networks and data consistent with the HPMS analysis year of the data provided, in this case 2002. Vehicle miles of travel are determined by multiplying the link length by the assigned volumes. The base year TransCAD VMT were comparable to the HPMS reported VMT within 9%, as described in Chapter 2. Each milestone year projected VMT was adjusted during the analysis by applying this index factor to the traffic assignment results.

3.3.3 Transportation Planning Variables

The transportation demand model relies on transportation planning variables aggregated in units called traffic analysis zones (TAZ). There are currently 548 traffic analysis zones in the New Orleans model study area. The input variables are based on demographic data such as population, households, income, school enrollment and establishment-based employment by category, and enplanements at Louis Armstrong New Orleans International Airport. The variables are then projected to the levels they are expected to reach in the respective milestone year.

In the case of trip production variables such as population and households, the variables are projected for each traffic zone by applying a shift-share calculation to the demographic projections for each of the subject parishes performed by Louisiana State University for the US Department of Commerce. Households are then indexed to population. Income is held constant since all dollar values in the model are in constant year dollars. An appropriate consumer price index (CPI) is then applied to all dollar values.

In the case of trip attraction variables such as employment and school enrollment the variables are collected from independent data sources. These are as follows:

- In the case of employment, RPC analysts extrapolated CTPP data between the 1990 and 2000 censuses, while using county level Woods and Poole projections to provide a control total for aggregated zonal files.
- School Enrollment was determined from actual enrollment data provided by the Louisiana Department of Education for the 2002-2003 school year. Enrollment was then indexed to population gains or losses within each TAZ.
- Because tourism is such an important part of the New Orleans economy, the Regional Planning Commission has developed a special model to account for tourist trips and trip making within the New Orleans region, particularly as they relate to Louis Armstrong New Orleans International Airport (LANOIA). The independent variable for this figure is the annual number of enplanements at LANOIA, as estimated by the Federal Aviation Administration and the New Orleans Aviation Board.

3.3.4 Transportation Plan Network Development

In order to complete a model run, the transportation planning variables must be applied to a specific transportation network reflecting the facilities expected to be in place and operational in the relevant analysis year. For each milestone year the RPC staff created a network by coding the transportation geometric modifications, additions, and service level changes expected as a result of the proposed projects expected to be operational in the analysis year. The Action Scenario networks developed in the transportation model included all regionally significant transportation projects from the Transportation Plan for Year 2027 (Financially Constrained)- Metropolitan New Orleans Area and each previously approved Plan. There are no regionally significant projects expected to be operational within the plan horizon that were not included in the plan. A map of all projects included in the plan and a listing of projects by plan state year are included in Appendix H.

3.3.5 Transportation Model Travel Assignments

An assignment is the process of estimating the volumes, speeds and levels of service that occur on each link of the network. The New Orleans Travel Demand Model uses the User Equilibrium method of assignment developed for the TransCad travel demand modeling software by Caliper Corp. User Equilibrium uses an iterative process to achieve a convergent solution in which no travelers can improve their travel times by shifting routes. In each iteration, network link flows are computed which incorporate link capacity restraint effects and flow dependent travel times[1.]

The practical capacity is the adjusted daily capacity based on a specific peak hour level of service by functional class. Using the networks developed for each milestone year a model assignment was performed to determine vehicle miles of travel (VMT) and link speeds by functional class for each analysis year.

[1] TRANSCAD: User Guide, Version 4.5 Page 185 Caliper Corporation, Newton MA.

3.3.6 Future Year Vehicle Miles of Travel

Milestone and horizon year vehicle miles traveled, within the New Orleans ozone maintenance area, were then estimated for each analysis year by multiplying the assigned traffic volume for each link by the length of the link in miles. The model VMT figure by functional class was then indexed to the HPMS data using the adjustment factors described earlier. Speeds for each milestone year for peak and off-peak travel are reported directly by the transportation model.

3.3.7 MOBILE6.2 Emission Factors

Composite mobile source emission factors were developed using the EPA's sixth generation of the MOBILE software, MOBILE6.2. MOBILE6.2 is an integrated set of FORTRAN routines for use in the analysis of the air pollution impact of gasoline– and diesel-fueled motor vehicles.[2] MOBILE input assumptions were determined in cooperation with DEQ, DOTD and RPC.

As part of the Regional Planning Commission's efforts to upgrade its modeling capabilities, RPC uses the PPSuite Software from Urbitran Associates for pre-processing and post-processing of inputs to and outputs from the MOBILE6.2 software. RPC believes the use of this emissions processing software significantly improves the accuracy of the region's on-road emissions inventories for ozone precursor pollutants.

In order to estimate the mobile source emissions for the New Orleans maintenance area for each analysis year, the following input variables must be estimated:

- Peak and off-peak vehicle speeds (miles per hour) by functional class as produced by the TransCAD/PPSUITE models;
- Composition of the vehicle fleet stratified by age and vehicle type;
- VMT mix fractions for each roadway functional classification;
- Environmental conditions (temperature, absolute humidity, etc.), and;
- Fuel volatility (RVP) specified for the summer ozone season (7.8 psi).

Climatological data were obtained from the NOAA Southern Regional Climate Center at Louisiana State University. The web address for the Climate Center weather data is:

[2] User's Guide to MOBILE 6.1 and 6.2 (Mobile Source Emission Factor Model). U.S. Environmental Protection Agency, Assessment and Standards Division, Office of Transportation and Air Quality, Ann Arbor Michigan.

http://www.srcc.lsu.edu/7100/ccd.html. These data are described as the "Normal Daily Minimum Temperature" and "Normal Daily Maximum Temperature" for locations throughout the State of Louisiana, between the years 1971 and 2000 (30 year timeframe). Minimum\maximum ambient temperatures for the modeled area are as follows:

Parish	Min. July Temp	Max July Temp.
Jefferson	74.2	91.1
Orleans	75.0	91.6
St. Bernard	73.5	89.5
St. Charles	72.0	90.8

The PPSUITE™ model uses the output of the travel demand forecasting assignments and the associated network data, and performs a number of tasks to analyze network operating conditions, compile VMT and speed estimates, process MOBILE6.2 input, and produce the MOBILE6.2 output over four distinct time periods of the day. The emissions output is summarized by PPSUITE™ in three different aggregation choices: facility type, time period, and by parish. The annual average daily VMT is multiplied by the respective MOBILE6.2 emission factors to determine the VOC and NOx emissions in grams per day. Daily motor vehicle emissions in grams is stratified by roadway classification, summed, and then converted to US tons per day for comparison with the motor vehicle emissions budgets. Appendix E provides a detailed overview of the methodology used by PPSUITE to determine emissions outputs.

3.3.8 Total Mobile Source Emissions

The total mobile source emissions for the nonattainment area were determined by summing the vehicle mile of travel for each functional class by parish and multiplying by the related MOBILE6.2 emission factor. Emission summaries by scenario and functional class are provided in Appendix F.

3.3.9 Analysis of Results

RPC then performed a comparison between the resulting total emissions for the New Orleans ozone maintenance area for each milestone year and the published emission budgets to

determine if the emissions from implementing the 2027 Long-Range Transportation Plan are lower than the applicable emission budget. This was done by totaling the individual parish emissions for each analysis year and converting them to emission budget units (tons per day) for comparison with the emissions budgets for 2005 (the last year of the maintenance plan with established motor vehicle emissions budgets). Detailed emissions summaries are provided in Appendix F.

Table 3

The table below summarizes the results of the regional emissions analyses and demonstrates that the fiscally constrained *New Orleans Area Metropolitan Transportation Plan for Year 2027* is in compliance with the conformity provisions of the Louisiana State Implementation Plan.

For Maintenance Area of Jefferson, Orleans, St. Bernard, and St. Charles Parishes

	Budget (TPD)		Model Output (TPD)		Daily**	Regionwide
Year	VOC	NOX	HC*	NOX	Regional VMT	Ave. Speed (mph)
2005	38.66	48.99	23.37	35.41	20,182,989	32.4
2007	38.66	48.99	20.07	29.04	20,201,303	32.5
2017	38.66	48.99	9.44	10.29	19,729,499	34.0
2027	38.66	48.99	7.15	6.35	21,135,347	34.5

* Proxy for VOC

** Peak ozone season VMT

4.0 INTERAGENCY CONSULTATION PROCESS

In keeping with the Environmental Protection Agency requirement that detailed interagency consultation procedures be established in the conformity SIP, an interagency consultation committee containing membership from DEQ, DOTD, FHWA, and the New Orleans MPO was formed to develop procedures that will resolve problems as early in the conformity process as possible and that will facilitate the development of approaches to maximize air quality and mobility. The interagency consultation process has been ongoing since the previous round of transportation plan updates and air quality conformity determinations with meetings becoming more frequent in the later part of calendar year 2003 to the present. Plan stage years were determined as a result of these meetings, specifically the meeting on May 7, 2004.

One of the primary elements considered during the more recent consultations was the issue of complying with the requirement to use the most recently available planning assumption data. For this reason the consultation committee worked to update several data sets. Among the most prominent of these were the Highway Performance Monitoring System (HPMS) data used to index VMT results from the transportation demand model, vehicle fleet age mix, vehicle fleet VMT distribution by functional class and baseline employment figures. In the case of population data, year 2000 census data pertaining to the Census Transportation Planning Package (CTPP) became available during the early months of 2004 and these data were incorporated into the analysis for calculating the HPMS index to the transportation model. New population projections were undertaken based on Census 2000 estimates, LSU Parish Population surveys, and as a control measure, Woods & Poole population forecasts.

During the data gathering process, RPC was advised that LSU had not updated it's 2020 population forecasts, nor would it in the foreseeable future. RPC therefore revised the parish population figures using the above sources as "benchmarks" for the analysis.

The consultation group met again on September 13, 2004 to discuss the draft report. Minor edits to the document were called for, as well as additional model documentation.

5.0 PUBLIC PARTICIPATION PROCESS

In order to provide all interested parties with the maximum opportunity to review and comment on the Air Quality Conformity Analysis of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) for the New Orleans maintenance area, distribution and availability of the analysis documents is being carried out in accordance with the RPC Transportation Public Involvement Policy (TPIP). This policy was developed to respond to the Intermodal Surface Transportation Efficiency Act emphasis on proactive efforts on the part of Metropolitan Planning Organizations to achieve early, meaningful involvement of the community in the metropolitan transportation planning process.

The Regional Planning Commission commitment to achieving this goal is reflected in its efforts at continuous improvement in its outreach efforts to other public agencies, public and private transportation provides, social service organizations and their constituencies, neighborhood and business associations, community leadership groups and the public at large. Copies of the TPIP and the affidavit of public participation are contained within Appendix G of this document.

The public comment period for this document ran from September 28, 2004 to November 9, 2004 with an opportunity for the public to present comments directly to the MPO Transportation Policy Committee at their regular monthly meeting scheduled for October 12, 2004 and at a public meeting held at the Regional Planning Commission on October 7, 2004.

Appendix A

Members of the Regional Planning Commission

The Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes was established in 1962 by Louisiana law and parish governing body authorization and has been in continuous operation to date.

The RPC is the designated Metropolitan Planning Organization (MPO) for the greater New Orleans and the Slidell and Mandeville/ Covington urbanized areas, and one of eight such planning bodies established for the state to satisfy federal and state requirements for regional comprehensive and economic development planning.

In its MPO role, the RPC also functions as a clearinghouse and coordinating agency for the dissemination of various federal and state transportation program funds utilized in the planning and implementation of local and regional transportation plans and projects. In these capacities, RPC provides strong and responsive leadership, as well as planning and technical assistance to area governments and various public and private sector organizations.

As a designated State Data Affiliate Center for demographic and economic information, the RPC functions as a prime source in the region for all data disseminated by the U.S. Department of Commerce.

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REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD AND ST. TAMMANY PARISHES

2004

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Appendix B

Conformity Determination Concurrence Letter

(to be included when received from EPA)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

November 15, 2004

Mr. William A. Sussmann
Division Director
U.S. Department of Transportation
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

Dear Mr. Sussmann:

This letter is in response to the draft conformity determination submitted by your office on behalf of the New Orleans Regional Planning Commission. The U.S. Environmental Protection Agency (EPA) received this package on October 8, 2004.

A new conformity determination is necessary for the New Orleans one-hour ozone maintenance area due to the expiration of the currently conforming Metropolitan Transportation Plan on November 30. Based on the report submitted to EPA, the estimated emissions for the updated Metropolitan Transportation Plan (Fiscal Year 2027) and Transportation Improvement Program (Fiscal Years 2005-2007) will be below the emissions budget in the applicable State Implementation Plan. We have reviewed this information in combination with the transportation plans and programs in fulfilling our responsibility in the interagency consultation process per 40 CFR 93.105. Based on our final review of the documents, we have no additional comments.

The criteria for review and interagency consultation process have been established by 40 CFR Part 93 Subpart A and guidance memoranda issued by the Federal Highway Administration and EPA for the transportation conformity determinations.

I appreciate your cooperation in consulting with us and ensuring we have addressed all provisions of the transportation conformity rule. If you have any questions, please feel free to contact me or Peggy Wade of my staff at (214) 665-7247.

Sincerely yours,

Thomas H. Diggs
Chief
Air Planning Section

cc: Mr. Ron Rebouche, Louisiana Department of Environmental Quality
Ms. Peggy Crist, Federal Transit Administration
Mr. Dan Broussard, Louisiana Department of Transportation and Development
Mr. Jeff Roesel, New Orleans Regional Planning Commission

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
5304 Flanders Dr. Suite A
BATON ROUGE, LOUISIANA 70808

November 19, 2004

IN REPLY REFER TO
New Orleans Conformity

Mr. Johnny B. Bradberry
Secretary
Department of Transportation
and Development
Baton Rouge, Louisiana

Dear Mr. Bradberry:

We have determined that the New Orleans Metropolitan Area 2027 Metropolitan Transportation Plan and the FY 2005-2007 Transportation Improvement Program (TIP) meets all of the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990. The Plan and TIP conformity determination and the procedures used to make this determination are in accord with the provisions of the transportation conformity rule (40 CFR Parts 51 and 93).

The Federal Highway Administration (FHWA) is acting as executive agent for the Federal Transit Administration (FTA) on Plan and TIP air quality conformity determinations. Accordingly, this letter will serve as the joint FHWA/FTA conformity determination. Please provide copies of this joint conformity determination to the Regional Planning Commission and the Louisiana Department of Environmental Quality.

Sincerely yours,
/s/ William A. Sussmann
William A. Sussmann
Division Administrator

Enclosure

cc: w/enclosure
Ms. Peggy Crist
FTA-Region 6

Mr. Thomas Diggs
EPA-Region 6
JCS/pbk
s:/general working/ 6711-00.041119.jcs.doc

Reading
P & R

Appendix C

Metropolitan Transportation Plan
and
Transportation Improvement Program

Metropolitan Transportation Plan
New Orleans Urbanized Area

Prepared by

Regional Planning Commission

October 12, 2004

Metropolitan Transportation Plan
New Orleans Urbanized Area

Fiscal Year 2027

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Chapter 1

Introduction and Overview of the Planning Process

Introduction

A transportation system is a global term describing the network of travel modes for people and goods movement. The nature of the system is to cross local, state and national jurisdictions creating a complex, interconnected network of facilities requiring an immense investment from various funding sources. Transportation needs tend to result in exceptionally large infrastructure projects taking a long time to plan, construct, and administer. The transportation system fulfills a public service, requires public revenues to build and maintain, and is, therefore, a shared public asset.

Because the transportation system is a public asset, the role and involvement of the federal government in transportation planning and implementation has always been large. Significant federal legislation, the Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA, was passed as a comprehensive transportation bill, funded at $155 billion for six years through September 30, 1997. Reauthorization of the bill was suspended with a six month Continuing Resolution when basic precepts concerning balancing the federal budget and unequal state apportionment's surfaced. The new bill, The Transportation Equity Act of the 21st Century, nicknamed TEA-21, was approved in March 1998 and authorized through fiscal year 2003. TEA-21 exceeded the previous funding level of ISTEA authorizing $214 billion over the life of the Act and validated a continuing central role for Metropolitan Planning Organizations (MPOs) and a financially constrained Metropolitan Transportation Plan.

The successor bill to TEA 21 is presently under consideration by Congress. The TEA-3 reauthorization bill (termed SAFETEA by the Senate or TEA-LU in the House) reaffirms the underlying tenets of the two previous transportation bills while expanding the growing national emphasis on global economic competitiveness through new or improved transportation connections to port and intermodal terminals and increasing attention for a more efficient national freight rail system. TEA-3 will also integrate transportation safety (i.e., Safety Conscious Planning) into the metropolitan planning process with emphasis on vehicle crash reduction and improved pedestrian and bicycle safety. TEA-3 will link transportation planning, database systems and evaluation, and deployment of Intelligent Transportation System (ITS) technologies with Homeland Security preparedness and response. It is anticipated that TEA-3 will cover the six year period FY-04 through FY-09, pending agreement among the Administration and Congress on the level of funding between $275 billion and $318 billion.

The scope of projects included in this MTP (formerly called the Long Range Plan) is based on historic revenue levels. The MTP cannot designate a spending program larger than the funds reasonably expected to accrue over the next 20 years. It is hoped that this extensive documentation of the planning process employed by the Metropolitan Planning Organization (MPO) will provide an improved mechanism for public understanding and therefore enhance the public's ability to participate in the planning process.

Transportation Philosophy in ISTEA

The significance of ISTEA and TEA-21 was in their comprehensive nature. ISTEA introduced and TEA-21 upheld a re-directed federal, state and regional program emphasis by the incorporation of institutional change. It was a purposeful transition for transportation users and providers. Formerly an inflexible, categorical funding strategy existed, conceptually and fiscally separating highway and transit systems. The two bills encouraged flexibility in funding across traditional categories and agencies formed in previous decades when other needs, distinct for those periods, were in focus. They also moved to encourage flexible funding within regions in order to address the specific concerns of communities. In particular, the new comprehensive view promoted improved operational strategies, intermodal solutions to problems, safety requirements, traffic monitoring and management systems, bicycle and pedestrian facilities, high occupancy vehicle lanes and roadway enhancements. It also encompassed traditional highway building and maintenance issues.

Early transportation philosophy was dominated by large highway construction projects, especially when the construction of the interstate system was a priority. The shift in emphasis found in ISTEA demanded more interaction with the Clean Air Act of 1990 and the Americans with Disabilities Act of 1990 (ADA). Each of these new federal laws played a role in setting the performance standards for air quality and meeting transit requirements of disabled Americans under ISTEA.

In addition, for the first time diverse transportation interests also clamored for representation. ISTEA culminated the growing cognizance that the transportation environment was made up of wide-ranging interests and needs. As a result of the emphasis placed on reducing pollution and increasing alternatives to the automobile, ISTEA endorsed transit projects and issues. Demonstrating long-term credibility of the concept, TEA-21 again supported and enacted similar language. Consideration of preservation and identification of used and unused rights-of-ways for future transit corridors; the establishment of a methodology to expand and enhance transit services; and capital investments resulting in increased security for transit systems were all emphasized.

We recognize today that resources are limited and improved management of existing systems can effectively add capacity to transportation networks. While six new management systems were recommended, TEA-21 mandated that MPO's develop only one, a Congestion Management Plan. Today, the Regional Planning Commission (RPC) is working to produce a Pavement Management Plan and has informally, but no less rigorously, effectuated plans and projects for Intelligent Transportation Systems (ITS) and Intermodal Transportation Systems. For example, the RPC, in a joint effort with the Louisiana Department of Transportation and Development (LaDOTD) has conducted a region-wide rail network analysis that has resulted in identifying operational and physical problems in the New Orleans Rail Gateway and may lead to a new Rail Coordination and Communication Center. Architectural design is underway to construct an Intelligent Transportation System Operations Center for the New Orleans regional highway network that will integrate ITS architecture and communication protocol to provide traffic management, traveler information, emergency vehicle priority systems, and improve commercial vehicle operations.

While ISTEA incorporated a new planning paradigm of fifteen metropolitan planning factors, TEA-21 condensed them into seven essential nuggets in order to make them more user friendly (see Appendix A). The planning factors are established as an integral piece of the selection and criteria policy framework used to guide the parameters of any project evaluation.

Ultimately, it was recognized that for the U.S. to compete effectively in the fluctuating world market, financial accountability and constraint, cost effectiveness, community support and extensive community input must be mandated. The link to economic development considerations established under ISTEA was continued under TEA-21.

The Metropolitan Planning Organization

Under federal requirements, a MPO must be designated for each urbanized area (UZA) with a population of 50,000 persons or more. These MPOs play an integral role in regionally implementing the strategies contained in TEA-21. They provide the vehicle to ascertain regional problems, analyze alternatives, and facilitate community involvement when resolving difficulties. Finally, they contribute information to state and federal transportation agencies, furnishing critical feedback in a reiterative communication loop so further enhancements can be made.

The Transportation Policy Committee (TPC) of the RPC is the MPO for the New Orleans, Slidell, and Mandeville-Covington urbanized areas. There are ten urbanized areas in the state of Louisiana and eight MPOs designated by the governor. The RPC is the only MPO in the state representing three urban areas.

Although the RPC must consider the wider needs of a multi-modal system, their primary responsibilities are highway, transit, and transportation management planning with congestion and air quality performance considerations. Nationally, vehicle miles traveled (VMT), especially for discretionary trips, has doubled in 30 years, from 1 trillion miles in 1960, to 2 trillion miles in 1990. With this kind of dramatic increase in traffic, it is critical to encourage transit usage and apply skillful management strategies to the elements that influence these figures.

The RPC, as MPO, is mandated to assess the needs and deficiencies of the region with direction from public officials, citizens, modal representatives, local planning departments, and the LaDOTD. The formal Commission membership consists of a combination of public officials and citizen members of the five participating parishes (Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany), and the Secretary of LaDOTD.

The Commission also hosts a policy group called the Transportation Policy Committee (TPC), that wields final decision-making authority concerning federal transportation programs. The RPC broadened the Transportation Policy Committee in 1991, adding significant modal representatives to provide for a broader constituency on regional transportation issues. In addition, St. Charles Parish joined the Transportation Policy Committee in May 2001 and St. John the Baptist Parish joined in January 2002. The eastern edge of St. Charles Parish had been included in the 20 year urban forecast area for many years because of its steady rise in population. St. Charles Parish continues to be represented by the MPO in Houma, Louisiana, South Central Planning and Development Commission, for all other regional planning needs. Other members include representatives from various transportation modes: port, aviation, passenger rail, freight rail, trucking and transit, along with current Commission members.

The RPC retains a professional staff with expertise in transportation planning, program management, air quality conformity analysis, environmental planning, and geographic information systems. The staff works closely with the Commission to formally evaluate the transportation needs of the urban area and make recommendations to the TPC. RPC staff also facilitates community input, assists in project management, and adheres to and guides the metropolitan planning process outlined in TEA-21.

The RPC undertakes its role in the planning process through a contractual relationship with the LaDOTD and several funding administrations within the U.S. Department of Transportation. The tasks to be undertaken in this relationship are defined in a Unified Planning Work Program (UPWP) prepared each year by the RPC staff.

The UPWP provides a summary of all federally-funded transportation planning activities within the region. Tasks listed within any study design may be carried out by any of the participating agencies and/or their consultants, and may respond to specific problems or to broad policy issues. The UPWP considers a range of possible responses to transportation deficiencies with an emphasis on balanced, financially feasible solutions.

Statutory Authority for Plan Development

A major component established by ISTEA (1991) and preserved by TEA-21 is the statutory thrust to grant the local MPOs with decision-making authority, legally empowering them with decisive planning and coordination abilities. MPO activities and responsibilities are undertaken pursuant to 23 CFR 450.

The MPO is authorized to act as the focal point, judging the viability of plans, regulating funds, and ranking projects with a broad brush planning approach. Although previously enabled to adhere to a regional perspective, the expanded responsibilities include programming (identifying and prioritizing) all projects in the UZA.

The RPC has direct programming supervision of an annual allocation of approximately $12 million dollars in Federal Highway Administration (FHWA) funds, with similar amounts of $10 to $12 million dollars from the Federal Transit Administration (FTA) formula funds. In addition to these recurring funds, other discretionary or selective funds are also programmed when available. By law, the MPO must program all TEA-21 funds targeted for the urbanized area. They must also identify and analyze the impacts of all regionally significant projects funded through state and local sources such as the Louisiana Transportation Trust Fund, state and local general funds, and toll collections or local bond issues.

Each year, states, and, in turn the MPOs throughout each state, receive a commitment or obligation of the federal government to pay through reimbursement of the federal share of project costs. There is a cap on reimbursable amounts, called an obligation ceiling. The funds that are obligated must be used or they may possibly be lost. If scheduled project phases are delayed for any reason, the planned MPO allocation remains with the LaDOTD. At the LaDOTD's discretion, they can raise their own obligation ceiling for the year using MPO funds, or they may allow the MPO to roll it into later years.

Substantial changes of responsibility for MPOs occurred in the areas of Congestion Management Air Quality (CMAQ) and the Surface Transportation Program (STP) funds. Functioning essentially as block grants, the MPO is allowed to program a substantial portion of the STP funds which is the largest single source of discretionary funding for urbanized areas outlined in TEA-21. STP funding can be applied to projects that cross the historic separations in highway, transit, and non-motorized transportation, promoting flexibility in the selection of projects in the region.

In addition, ten percent of STP funds are designated for transportation enhancement activities. Enhancement activities are applicable to non-traditional, transportation-related projects. Eligible categories were expanded from 10 to 12 under TEA-21. The LaDOTD has chosen to administer this fund source as a state-wide competitive program. Recent changes in the application process mandate coordination with the MPO. Eligible projects include provision of facilities for pedestrians and bicycles, safety and educational activities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites; tourist and welcome center facilities, landscaping and scenic beautification, historic preservation, rehabilitation and operation of historic transportation buildings or structures, preservation of abandoned railway corridors, control and removal of outdoor advertising, archaeological planning and research, mitigation of water pollution due to highway run-off or reduction in vehicle caused wildlife mortality while maintaining connectivity, and establishment of transportation museums. Our region has successfully pursued funding for numerous bicycle path projects over the last 10 years.. The STP allocation is, therefore, the best reflection of the local priorities and needs in politically diverse regions.

Metropolitan Transportation Plan

There are two complementary planning documents to meet the MPO responsibilities to prioritize projects in the urbanized area. The first, required pursuant to 23 CFR 450.322, is the Metropolitan Transportation Plan (MTP). It is the chief legal document reflecting the resources, the fundamental planning process, and the selection of projects for the region. The MTP describes the long-term transportation needs and goals over the next 25 years. The second, the Transportation Improvement Program, or TIP, details funding and programming for the first three to five years of the plan. The RPC reviews the MTP every three years, and the TIP is completed (revised) bi-annually.

The MTP is a 25-year forecast of transportation improvements and projected funding in the MPO urbanized area. It incorporates policy considerations and related long term impacts. Discussions with parish officials and planning departments encompass land use changes, population growth and density patterns, and commercial and residential zoning questions. Any effects, achieved or desired, resulting from improved transportation system management, are also carefully included when writing the MTP. Being fiscally constrained, the MTP must be revised every three years so those incoming or newly identified projects can rotate on to the list if they are deemed a high priority. All regionally significant projects are identified in the plan regardless of their funding source, and, in many cases, projects are funded with combinations of state, federal, and local funds.

The TIP for the New Orleans UZA is a bi-annual update of the first five years of the MTP. This provides an immediate map for upcoming projects and follow-up phasing. It is a baseline, specifically for the first three years, while years four and five, although not mandated for inclusion except by local initiative, give an outline of projects in the pipeline. It is the opinion of the Commission that the inclusion of these future projects is warranted to best inform all stakeholders well in advance of potential start dates. No project will be accepted into the annual TIP unless it is first on the MTP.

Projects which surface from local parish initiatives often overlap high priority deficiencies discovered in RPC evaluations for the MPO. Should similar parish and MPO priority projects exist, trades can be worked out between the RPC and parish programs to improve the implementation schedules for regionally significant projects. Often locally funded projects can move faster than those requiring federal funds. Thus, it is paramount that the MPO and parishes interact cooperatively, cultivating a good relationship to move high priority projects quickly. As always, all regionally significant projects are reflected in the TIP and MTP documents.

The Metropolitan Planning Process

La DOTD and MPO Responsibilities

The LaDOTD has oversight of the Louisiana transportation system, directing allocations to highway, port, aviation, transit, and rail programs plus related public works projects, such as levee buildings. The entire LaDOTD budget is an amalgamation of multiple federal and state funding sources. Modal funding distributions and allotments within modal categories, as well as urban area allocations, are determined by a mixture of funding formulas set out by TEA-21 and limited by obligation ceilings at the federal and state level.

Federal dollars flowing to Louisiana are called federal-aid funds and in general are used to repair and maintain the National Highway System and the Interstate System. Also funded are programs designated for certain categories and types of projects. These include the Highway Bridge Program, the Congestion Mitigation and Air Quality Improvement Program and the Surface Transportation Program whose program further breaks out statewide and urban funding categories.

Just as the LaDOTD has authority to plan and administer programs and projects on the state level, the MPO has a special role to guide funds and prioritize transportation projects at the regional level. A mutually cooperative relationship is required between the LaDOTD and the MPO in order to fulfill

each of their responsibilities under the TEA-21 Act of the 21st Century and the state priority program established by Act 334 of the Louisiana Legislature. The LaDOTD approves the final disbursement of MPO funds, while each MPO of over 200,000 in population, called a Transportation Management Area (TMA), must concur on the state programming of the National Highway System and Bridge and Interstate Maintenance funds in their respective region.

Participation from All Sectors

To arrive at a successful product, community input and increased representation from all sectors are required. The RPC has been purposively inclusive, undertaking pro-active outreach to groups traditionally involved in the planning process, as well as providing educational brochures and instruction for participants new to the process. The RPC also makes extensive use of print and electronic media, including cable broadcasts of critical public meetings, to keep the community informed about transportation issues. Opportunities for public comment are provided at regular RPC meetings, and additional public meetings are also held in response to specific problems in order to allow comments from as many persons as possible. This fluid approach has proven successful in meeting the TEA-21 mandates for an enhanced public participation process in which the public has the opportunity to put forth positions that will be considered and valued during critical decision making.

Environmental Justice Considerations

By involving a broad spectrum of the population in the planning process, the RPC is attempting to promote environmental justice as an outcome of the plan. It is important to balance all factors when reviewing a project. One of the major criticisms of transportation system growth is that transportation infrastructure is highly detrimental to the quality of life in the neighborhoods and sub-communities impacted by a facility, while the benefits of that facility often flow to other stakeholders. Often the poorest neighborhoods in a community are disproportionately affected in this way. The goal of the environmental justice concept is to ensure that no communities are sacrificed for the good of others.

Introduction of a Project

In concert with TEA-21 mandates to standardize the review process for new projects, a set of steps to identify an issue or possible problem area has evolved. In addition to internal studies to identify problems and devise solutions, new projects in need of evaluation generally come to the attention of the RPC through three avenues. These avenues are: the public involvement process in which citizens communicate either directly with the RPC staff or through their elected official; technical input from public and private transportation providers or agencies through frequent meetings with RPC staff; or as the result of various outside studies which are initiated for tangential purposes, such as real estate or economic development. Outside studies often identify possible transportation system deficiencies. The nature and scope of a problem determines the agency that has jurisdiction over it. Many times a cooperative inter-agency collaboration must exist in order to solve a transportation problem. If a problem comes directly to the RPC, a determination of the appropriate lead agency is made immediately and the responsible agency is contacted.

Project types might include a tangible repair such as an overlay, a micro-resurfacing of a roadway, a bridge replacement, an added lane, or improved turning radii for trucks. It may also include a less tangible improvement that also upgrades traffic flows and decreases congestion. These types of projects include traffic signal upgrades, incident management techniques to rid corridors of breakdowns which slow traffic, or installation of cameras to remotely view and then direct traffic by communicating best routes with variable message signs or over the radio.

Other alternative solutions are often sought in an Environmental Impact Statement (EIS) or a less intensive evaluation called an Environmental Assessment (EA). Both of these analyses incorporate essential steps formerly carried out in the Major Investment Study (MIS), rolled together in TEA-21. An EIS is used to analyze potential growth and development and a range of impacts associated with proposed transportation alternatives. The EIS measures cultural, social, ecological and fiscal impacts. Public participation is invited and encouraged to help identify important environmental issues related to the proposed alternatives and to suggest

alternatives which are more economical or which have less environmental effects while achieving similar transportation objectives. Burgeoning corridors such as the corridor between the Louis Armstrong New Orleans International Airport and the Central Business District where a current EIS/EA is being conducted are targeted because of the range and magnitude of transportation problems associated with the corridor. The goals outlined by the seven MPO planning factors require the MPO to work toward relieving congestion and to enhance safety, economic development, and provide integration and connectivity of the transportation system, across and between modes, for people and freight.

Transitioning under ISTEA

Significant transitional issues in regard to MPO adaptation of the new role and responsibilities set out in ISTEA and TEA-21 are well behind the RPC. The member parishes have continued to develop a close partnership with the RPC and a trust derived from mutual benefits accrued from coordinated planning. For example, land use planning and mapping are being carried out in individual parishes and largely funded by RPC state planning capital. RPC is directing the scope of the project so that a multi-parish data base will eventually be knit together into a broad, well functioning whole. Under a broad-based planning paradigm, projects chosen for inclusion in the MTP optimize solutions for regional problems. More and more projects are evaluated in terms of long-term, multi-parish regional needs.

Data and Evaluation Issues

Whether dealing with existing project proposals or developing new ones, identifying the proper solution to a transportation problem requires fundamental or basic data collection. The development, manipulation and dissemination of data is an on-going task in the Unified Work Program. The RPC continues to advance original data research, collect new existing data sets, and formulate management strategies to make the data available to appropriate parties. In addition, the RPC staff creates needed subsets of original data by building effective composite images with a mosaic approach. Aerial photographs and satellite imagery help to substantiate current and anticipated land uses and put into perspective the pertinent nature of certain problems.

The RPC maintains an on-going reconnaissance and transportation surveillance effort. In the field, they observe and collect various data including intersection-turning movements, the number of vehicles, and classification of vehicles. It also includes availability and timeliness of transit services, ridership, and signal phasing.

Socio-economic data obtained from the U.S. Census Bureau accounts for age, population and income level. The RPC uses the U.S. Census data to assist in monitoring the number of driving-age persons, number of cars per household, and number of households per census tract. Each of these points of data contributes to determining the origin, destination, frequency, and mode of person trips. Complex or unique problems may require supplementary data collection related to the impacted transportation facilities.

Among the tools used to analyze the compiled data is a computerized transportation demand model. Transportation demand modeling is becoming increasingly sophisticated as computer technology improves. This tool allows RPC staff to simulate existing and projected traffic volumes and transit ridership for various transportation scenarios. Over the last several years, the RPC has begun integrating and populating a new modeling data base that links data tables to a regional map base. It is a Geographic Information System (GIS) program specifically designed for transportation modeling efforts called TransCad. The RPC has also conducted extensive travel surveys in order to amass up-to-date data on typical travel patterns. The aggregate information assists the RPC in finding appropriate transportation solutions.

Transportation models aid in evaluating the complex interactive impacts of multiple project "packages." Frequently the best or most cost-effective solution may be to improve a related facility other than the one on which the problem occurs. Transportation modeling provides the ability to project the adequacy of the existing transportation system in an ever-changing environment and realistically evaluates solutions for comparison with other projects competing for available resources.

The Interconnected Nature of Management Systems

The relatively new congestion management system (CMS) has gathered comprehensive congestion measurements (travel time data, level of service, volume to capacity ratios, speed) and linked it with existing roadway segments in a geographic information data base. Performance objectives were identified and procedures outlined to "grade segments" and to better see and understand identified segments or corridors that are congested with varying degrees of deficiencies. Data is continuously collected around the region and input into to the model. CMS is only one tool to identify problems in the highway network.

CMS goals include reducing congestion; reducing the percentage of freight movements in congested corridors; maintaining or reducing vehicle miles traveled; minimizing non-recurring congestion; and improving air quality.

An integral strategy to reach CMS goals includes the development of an Intelligent Transportation System (ITS). Early efforts were initiated with an Early Deployment Strategic Plan in 1997–98, through a variety of pre-implementation activities designed to coordinate institutional efforts and begin project level implementation. Incident management is also a component of the ITS. Any vehicle breakdown will adversely impact traffic flows. Incident management seeks to quickly remove impediments to avoid subsequent or heightened congestion.

The Intermodal Management System (IMS) is made up of numerous components. The RPC initially conducted a systematic evaluation of the National Highway System (NHS) routes and the connected NHS intermodal connectors. These are essentially highway connections between intermodal freight and passenger terminals and the larger highway system that met federal criteria demonstrating certain freight movement volumes per day or passenger emplanements and deplanements per day.

A survey tool to better monitor and understand freight movements is also planned. Together this data will form the basis for capacity analysis, understanding impacts on highway systems of projected multi-modal freight volume increases and provide detailed project specific information for improved connectivity between modes. Intermodal and Intelligent Management Systems are being coordinated with the CMSs Plan.

Air Quality Considerations

One of the most significant roles of computer modeling in the transportation planning process is the development of the Air Quality Conformity Analysis of the MTP and TIP. In the conformity analysis, cumulative mobile source emissions impacts of all projects proposed for inclusion in the MTP are analyzed regardless of funding source. The mobile source emissions must not exceed federal performance standards set by the 1990 Clean Air Act Amendment (CAAA) and the National Ambient Air Quality Standards (NAAQS). The CAAA mandates that each urbanized area demonstrate a reduction in mobile source emissions, however small, in order to be in compliance. Ultimately, non-compliance may affect the amount of federal transportation funding received.

The Louisiana Department of Environmental Quality (LaDEQ), continuously monitors local air quality at regional stations. Each conformity analysis requires the estimation of total mobile source emissions. Of particular interest to New Orleans are smog precursors of hydrocarbon (a proxy for VOC) and oxides of nitrogen (NOx).

Projects listed in the MTP must be evaluated prior to being adopted, approved and accepted in any air-quality nonattainment or maintenance areas.

Vehicle miles traveled per parish by functional class of roadway and by condition were first estimated. Grams of hydrocarbon and oxides of nitrogen emissions per mile of vehicle travel were then estimated using the EPA's MOBILE 6.2 model. These numbers were compared to emissions budgets established in the State Implementation Plan (SIP). The results were favorable and demonstrated a significant reduction in both pollutants measured (VOC and NOx).

The New Orleans UZA is currently designated as an air-quality maintenance area for ozone in accordance with the National Ambient Air Quality Standards (NAAQS) as promulgated in the Clean Air Act Amendments of 1990 (CAAA). This designation means that the area has met the standards,

but because of previous problems, organized efforts to monitor and maintain air quality must be continued.

The MTP documented in this report has been determined to be in conformity with the SIP and the NAAQS standards. Copies of the full Air Quality Conformity Analysis report are available from the Regional Planning Commission.

Further Technical Advisement

During this data collection and analysis process, the proposed packages of projects are presented to the RPC Technical Advisory Committee (TAC) for consideration. The TAC is composed of transportation professionals from the seven participating Transportation Policy Committee (TPC) member parishes, the RPC, the LaDOTD personnel, and other technical persons linked to transportation planning in the region. The TAC is a source of supporting technical expertise and information, as well as a liaison between RPC staff and the elected officials of their respective jurisdictions.

Understanding a Timeline, Maturity of Project and Phasing Considerations

Among the issues considered jointly by the RPC staff and the TAC are a project's conceptual feasibility, probable funding sources, a lead agency, and scheduled timelines. In examining a probable timeline, one must note the type of project under consideration. Different projects inherently possess different "maturity levels." Different types of projects require greater or lesser amounts of time and attention, depending on the type of work and the magnitude of the project.

Transportation Systems Management solutions are typically less complicated, require comparatively less money, have a short implementation cycle, and are, therefore, easier to implement. A large construction project, such as a major bridge, may require ten years of staged planning and engineering and ten years of continuous phased construction. Each plateau and associated cost is summarized in the MTP and considered against other desired or previously scheduled projects. A more modestly scaled project is appropriately shorter and possibly less costly, although the average project life span of any construction project is eight to ten years from the time the initial concept is introduced to completion. Project selection is complicated by fiscal constraints when phasing multiple projects over multiple years. Any difficulty can have multiple or compound effects on existing and future projects, especially when projects are complex or require long term phasing.

All findings are presented to the TPC for an informal consensus. After review, the TPC may be of the opinion that more conceptual work is needed, or they may ask for feedback on the preferred solution from professional organizations and the community. If it is in the best interest of the project to gain political consensus or wide public support before placing it in the MTP, the TPC may pursue stronger concurrence from the community.

Placing A Project in the MTP, the TIP, and STIP

Once the project meets all the criteria for acceptance in the MTP, a formal vote by the members of the TPC is taken and the project is officially amended into the Plan. Should it fall anywhere in the first five years of the MTP, it is also incorporated into the TIP document. To be included, it must meet eligibility requirements for federal funding, fall within the projected budget for future program years, adhere to the seven planning factors mandated by TEA-21, and meet local guidelines. By the time a project is included in the TIP, it will have obtained the consensus of numerous public bodies and will have been considered extensively in light of the entire network of needs in the region.

The TIP is the foundation for all regional projects proposed for implementation in the coming year and must be submitted to the LaDOTD for inclusion in the State Transportation Improvement Plan (STIP). The LaDOTD must resolve any conflicts between regional TIPs and coordinate the STIP with the Act 334 Priorities Program. If the LaDOTD does not concur with the TIP, a negotiation period may result. The STIP may be approved without projects from a particular MPO, but LaDOTD cannot modify a submitted TIP without MPO concurrence. All effort is made to reach an agreed-upon list of projects acceptable to both parties.

The STIP is the LaDOTD's document that identifies and establishes the state's needs-list for all transportation modes. It is not fiscally constrained but

does prioritize projects within each modal category. MPO Transportation Improvement Programs are adopted in their entirety into the STIP, therefore, leaving local priorities intact. In some cases state level priorities coincide with projects in the Metropolitan Planning Organizations' Long Range Plans. The first STIP was completed in 1995.

The STIP is the official Long Range Plan for the State of Louisiana. It assists the State in estimating future funding required under various scenarios and identifies planning issues for further exploration. For example, the State recently participated in the Latin America Trade and Transportation Study (LATTS). It was a multi-state evaluation of the impact of growing Latin American trade on the Southeast United States transportation system (rail, maritime, and highway). Future demand and the capacity, or lack thereof, to accommodate traffic was analyzed. It is also a good example of a transportation planning analysis that was appropriate only at the state level.

Safety Conscious Planning

The metropolitan planning process is placing increasing emphasis on transportation safety. A Safety Advisory Committee was formed by RPC and LaDOTD District 02 to identify data needs, review accident information, and to develop countermeasures for addressing the high incidence of vehicular, pedestrian and bicycle accidents occurring in the region.

Key elements of RPC's Safety Conscious Planning Program include: (1) research and public education to inform motorists and cyclists about safety procedures and laws; (2) pilot programs to address high vehicular crash locations; (3) expanded consultation and stakeholders to provide for involvement of community groups, special interests such as the Metropolitan Bicycle Association, and (4) planning and enforcement agencies; and planning and implementation of traffic calming measures to reduce vehicular conflicts with pedestrians and bicyclists.

An RPC review of crash data obtained from LaDOTD and the Highway Safety Commission indicated abnormally high levels of pedestrian and bicycle accidents involving vehicles occurring in the New Orleans area. Safety Advisory Committee members include state and local police, emergency services, local traffic departments, MPO and national safety council members, among others.

Various sub-committees are being formed in order to expand the consultation process with appropriate agencies and organizations and to formulate effective Transportation Systems Management countermeasures. In addition to geometric or traffic operational improvements, it is anticipated that public education programs will be increasingly emphasized to properly inform drivers, bicyclists, and pedestrians about safety policies and procedures. Safety projects will continue to be added to the MTP and TIP based on needs analysis and as recommended by the Safety Advisory team members.

Smart Growth

How the RPC Embraces the National Trend

Smart Growth, as defined by the Smart Growth Network, is development that serves the economy, community, and environment. Smart growth evolved as both a social and fiscal response to the impacts of unplanned development on local and regional infrastructure and quality of life. Smart growth is an outcome-oriented movement that applies sustainable, equitable development principles to current development practices. These development principles include the belief that communities should strive for: mixed land uses; compact building design; mixed housing opportunities including styles and levels of affordability; walkable neighborhoods; distinctive, attractive communities with a strong sense of place; preservation of open space, environmentally sensitive land, and culturally significant areas/buildings; reinvestment in existing buildings/communities and balanced regional development; mixed transportation options; fair, cost-effective development options; and active citizen participation in the development process.

Many smart growth principles naturally align with the RPC's mandate and general philosophy, which strive to achieve comprehensive, sustainable development. The RPC is currently working on projects and programs that complement each of the ten smart growth principles. The section below describes each of the ten smart growth principles and RPC projects/programs that complement the growing interest and attention given to living and growing in a smart, sustainable manner.

Principle 1
Mixed Land Uses

The RPC addresses mixed-use development by providing land use planning services to various local governments. In 2001, the RPC assembled a land use plan for the Metairie CBD emphasizing clustered, mixed-use, compact development in the downtown area. In 2002, the RPC also assembled a land use plan for St. Bernard Parish that emphasized the significance of preserving environmentally sensitive areas. The RPC also assisted the parish in preparing a land use plan that avoided over development and incompatible land uses.

Principle 2
Compact Building Design

In 2003, the RPC initiated the Orleans Neighborhood Business Development (ONBD) program, a Main Street type initiative, which emphasizes the importance of preserving and rehabilitating New Orleans' traditional business districts with an emphasis on compact, walkable neighborhoods. The RPC has also studied the feasibility of developing compact Transit Oriented Developments (TODs) along major transportation corridors. TOD design has been incorporated into discussions concerning light rail development linking the CBD to the Louis Armstrong New Orleans International Airport.

Principle 3
Mixed Housing Opportunities Including Styles and Levels of Affordability

The RPC does not directly address housing initiatives but does support the development of a SMART Commute program in New Orleans. Through SMART Commute, homeowners receive mortgage incentives if they reduce automobile dependency (one automobile per household) and purchase a home located in close proximity to a transit stop. The RPC also supports HANO's, and various housing agencies/organizations, efforts towards creating more mixed-use and mixed income housing projects through various federal programs.

Principle 4
Walkable Neighborhoods

The RPC encourages the development and preservation of walkable neighborhoods by addressing pedestrian concerns in various transportation programs and plans. Currently, the RPC is developing and planning bicycle corridors throughout the five parish region. Bike lanes, through RPC's urging, are now being incorporated into regional recreation and downtown plans. Also, the RPC's recent Camp Street extension, which focuses on lane narrowing and signalization, encourages and facilitates pedestrian activity in the heart of New Orleans' CBD.

The RPC is also addressing the need to enhance neighborhood walkability by studying a potential riverfront streetcar extension plan. This proposed extension would help strengthen the connection

between the Lower Garden District and the CBD. Many of RPC's transportation initiatives also include landscaping (Claiborne Avenue, I-10, the airport access road, Belle Chase Highway, etc.) as a means of enhancing both community aesthetics and general perception of neighborhood walkability.

Principle 5
Distinctive, Attractive Communities with a Strong Sense of Place

Distinction is at the core of the RPC's comprehensive planning initiatives. The RPC strives to preserve regional cultural identity and New Orleans' unique, walkable building patterns and architectural heritage. All RPC transportation and community plans address local concerns and strive to provide transportation options that enhance a community's overall health and sustainability.

Principle 6
Preservation of Open Space, Environmentally Sensitive Land, and Culturally Significant Areas/Buildings

The RPC utilizes advanced GIS planning and aerial cartography to ensure the preservation of environmentally sensitive areas. The RPC is also at the forefront of utilizing advanced GIS technology to allow for the development of more sustainable land use planning at the local level. GIS information is further used to help guide sustainable economic development initiatives for the five parish region.

Principle 7
Reinvestment in Existing Buildings/ Communities and Balanced Regional Development

The RPC comprehensively addresses community concerns at a regional level through a variety of initiatives. The RPC's transportation focus has grown to address many environmental and economic issues with an emphasis on community-oriented economic development and sustainable, cost-effective growth. RPC strategies focus on the need to grow in a manner that does not significantly stress existing infrastructure, that conserves ecologically sensitive areas, and that remains cost-effective (limits sprawl).

Principle 8
Mixed Transportation Options

The RPC, through an array of transportation studies, advocates the need to develop mixed transportation options. The RPC researched the feasibility of developing a light rail system connecting the downtown to the New Orleans airport. The RPC has also researched the feasibility of developing high speed trains to connect the north and south shores and the greater tri-state area. The RPC has further studied and offered solutions to improving existing heavy rail lines to enhance access and service to manufacturing bases and ports in a manner that complements the natural environment and residential growth.

Principle 9
Fair, Cost-Effective Development Options

The RPC does not directly engage in real estate development or construction projects, but the Commission, through comprehensive planning, encourages cost effective practices. The RPC supports the development of plans that reduce sprawl and utilize existing infrastructure. New highway development addresses the use of fewer, narrower lanes to keep costs low and to avoid a negative impact on the local environment and community. Light rail development has also been proposed as a low impact transportation option that becomes more affordable over time (minimal community impact and low maintenance cost). Comprehensive planning ensures that RPC proposals remain fair, sustainable and cost effective for future generations.

Principle 10
Active Citizen Participation in the Development Process

The RPC encourages public input at all phases of a project's development. Many RPC projects, such as the ONBD program, require active civic engagement. The RPC firmly believes that local communities should participate and helps direct the planning process. In fact, the ONBD program is guided by a multi-party task force composed of individuals from the not-for-profit, for profit, and public sectors. The RPC also supports CBNO/MACs initiative to facilitate enhanced civic engagement in the policy making process. The RPC firmly believes that strong, organized community groups result in a more organized, effective planning process.

The RPC could be labeled as a "smart" MPO as the organization addresses all ten smart growth principles. Recent attention to smart growth is encouraging, but such discussion must continue to evolve within both the private and public sectors. In the meantime, the RPC will continue to provide and guide smart, sustainable projects at both the local and regional levels.

The New Orleans Urbanized Area

Community Characteristics (Attributes/Constraints)

The New Orleans metropolitan area, including St. Tammany, is comprised of a historically significant central city surrounded by contemporary suburban areas with a total population of about 1.3 million people. Growth in the region is presently slow (about 0.5% per year). The census indicates that the most dramatic population shift occurred in St. Tammany Parish between 1990 and 2000, growing by nearly 47,000 individuals. Orleans and Jefferson parishes experienced minor changes with Orleans losing approximately 12,000 and Jefferson gaining approximately 7,000 persons. Plaquemines and St. Bernard parishes each experienced small increases, approximately 1,200 and 600, respectively, while St. Charles Parish, an outer ring suburb on the south shore, gained approximately 5,600 persons. This snapshot indicates that Orleans Parish is encountering the same fundamental problems all central cities are up against. While host to the bulk of the unique cultural character that the region is known for, it suffers from deteriorating infrastructure due to its age. It is also home to a disproportionately large low income population. The 2000 census ascertained that the state of Louisiana has the highest rate of poverty in the nation. Principle industries include tourism, health care, maritime port, and petro-chemical.

The CBD and its adjacent historic district, the Vieux Carre, are vital centers for both business and tourist activities and are the scene of significant activity at all hours of the day and night. Travel in these areas, as well as many of the other older areas of the community, is very pedestrian oriented. The area also contains large amounts of green space, not only in traditional settings such as local parks, but also in numerous large medians, levees, and urban wildlife preserves. The citizens are very conscious of the history, culture, and ambiance of the community and are very protective of the city's unique character. For this reason, historic and green space preservation are often considered more important factors than economic development and improved travel.

The location of the New Orleans region along the Mississippi River near the Gulf of Mexico has shaped two extensive and interdependent transportation gateways (other than highway) through the urbanized area. Maritime and rail systems converge, producing significant multi-modal interactions and operations. Multiple ports, the Gulf Intracoastal Waterway barge traffic, and the man-made Mississippi River Gulf Outlet, designed to reduce vessel transit time from the Gulf of Mexico to New Orleans, are all inside the jurisdiction of the MPO. In response to maritime development, a parallel expansion of the railroad industry has equipped the New Orleans region as the origination point for six Class I railroads, one regional short line railroad, and the only publicly owned railroad in the state of Louisiana, the New Orleans Public Belt Railroad.

In addition, one surface passenger rail line (Amtrak) serves the New Orleans region, stopping at the New Orleans Union Passenger Terminal near the CBD. Ever-increasing air transportation demand captures high cost/low weight cargo and high-speed passenger travel at the Louis Armstrong New Orleans International Airport. The trucking industry, with direct access to the Interstate highway network, services port, rail, and aviation connections at intermodal terminals and has the unique ability among freight transport to make doorstep deliveries outside terminal facilities. Both port and aviation networks are actively pursuing Latin American trade and the expansion of north/south hemispheric markets.

The large number of natural and man-made bodies of water in and around the New Orleans metropolitan area serve as a natural restraint on urban sprawl and provide special challenges to the growth of the transportation system. Many of the congestion problems in the area are related to bottlenecks created by the small number of facilities crossing water features.

New Orleans is a very transit-oriented city when compared to cities of comparable size. Light rail operates in a limited capacity along three routes in the New Orleans region - the Riverfront Streetcar running between the Convention Center and the French Quarter; the St. Charles Avenue line, in continuous operation since the mid 1800's and the Canal Streetcar line running from the foot of Canal Street to the cemeteries. The re-establishment of the Desire Streetcar is also in the works. A major investment study has been completed and the project is now in its second year of an Environmental Impact Statement.

Bus transit service operates in four of the five parishes of the MPO - Orleans (Regional Transit Authority), Jefferson (Louisiana Transit – Eastbank and Westside Transit –westbank), St. Bernard (St. Bernard Urban Transit) and Plaquemines (service provided by Westside Transit). The Regional Transit Authority has the distinction of having one of the largest riderships per population in the nation. In a significant turning point for the region, the RPC successfully influenced enactment of the first cross-parish all day bus pass and establishment of connecting cross-parish bus routes between Orleans and Jefferson parishes. Commuter patterns indicate growing linkages between New Orleans East and job centers on the eastbank of Jefferson Parish such as Elmwood Business Park, East Jefferson Hospital, and Lakeside Shopping Center and on the westbank, Avondale Industries. These desired origins and destinations are basically rewriting historic commuter patterns that formerly directed routes to downtown locations.

Goals and Objectives of the Urbanized Area

The RPC authorized a public participation outreach effort during 1997-98. The effort strove both to be an evaluative tool to determine the best way to effectuate public participation and also to synthesize current goals and objectives held by various participants. Users, providers, and transportation technical advisory personnel were surveyed. Findings indicated several things. Technical personnel and providers of transportation perceive a greater public dissatisfaction than the public reports. Also, goals and objectives identified in the planning process relate strongly to the character of parish communities, not necessarily identical across the region.

Findings reflected the diversity between the two largest parishes. Orleans Parish residents are more strongly in favor of improved transit provision and maintenance of local streets. Jefferson Parish residents emphasized greatest concern with coordinated land use and transportation development in burgeoning areas and improving key intersections to smooth traffic flow for suburban commuters. Although Jefferson Parish residents also voiced some transit concerns, the issue was less compelling in relationship to job provision and finding work that pays a living wage. While Jefferson Parish is a suburban community with higher income levels, Orleans is made up of lower income groups and a larger minority population having greater transit needs.

The existing variable community characteristics motivate a broad-based approach designed to guide long-range planning at the system level. Constant feedback from the community, local planning officials, the business community, and federal, state or local initiatives which involve transportation solutions, such as Welfare-to-Work, shapes the goals and objectives in this plan. In this way, broad direction for individual projects is a result of a community-wide effort.

A system level assessment must be guided by the goals and objectives, including the seven planning factors mandated by TEA-21, to decide transportation strategies and measures. As always, regionally significant projects require focused technical evaluation to ascertain system-wide impacts of potential air quality changes and to determine system sufficiency. The RPC strives to employ community goals in an enhanced planning process to develop outcomes that successfully address viable community needs.

Principle goals in relationship to transportation are identified below.

Goal 1

Repair and maintain the existing highway and transit infrastructure. Manage the transportation system to mitigate traffic congestion through infrastructure improvements that make the best use of the existing system by allowing traffic to flow better and through measures that encourage people to travel by means other than the single-occupant

vehicle. Promote non-motorized modes of travel to reduce congestion.

Goal 2

Develop and fund an intermodal transportation system that strives to support and promote economic development goals.

Goal 3

Provide improved transportation services to persons with limited mobility, including the disabled, the poor, those in isolated communities, and other persons without convenient access to or financial ability to operate automobiles.

Goal 4

Develop and manage the transportation system with recognition of the need to avoid adverse effects on human health, the environment, and energy consumption. Work to preserve the unique culture of the region.

Goal 5

Work with the state of Louisiana and nearby regions to encourage a diverse choice of options for travel beyond the New Orleans region, including air, high-speed rail, bus, and auto transportation modes.

Goal 6

Promote and fund the development and deployment of intelligent transportation management including incident management techniques and procedures to reduce congestion on the transportation system throughout the metropolitan area.

Program/Project Selection Criteria

Project selection criterion or standards used by the RPC to evaluate a particular solution (or alternative solutions) actually represent a process, not a quantifiable list of parameters. The criterion used is dependent on the problems presented. ISTEA helped to establish clear air quality and noise level performance standards, yet most criterion can not be expressed easily in data points; i.e., improving the quality of life. Alternative solutions may also have different goals in mind. For example, one solution may promote economic development and potential job growth while another may benefit an at-risk population in the city. In other words, juxtaposed goals can influence the criteria used.

For this reason, the criterion used is actually a series of questions which not only relate to problem identification, but also to the capacity of perceived solutions to resolve a problem. The process must also take into consideration the impact on the entire transportation program and its dynamics.

A rough outline of the project evaluation prioritization process is listed below.

1. Has the concern expressed over a problem been echoed generally through the community, or does it come from a particular interest group?
2. What persons or groups are in opposition (to proposed solutions) and why?
3. Does the project clearly address the problem being identified?
4. Is the problem a dynamic one? In other words, is it actually more than one problem? Does it need to be addressed by a series of inter-related solutions?
5. If a problem requires implementation of multiple solutions, should they be implemented simultaneously or in phases?
6. Is implementation feasible? (Politically, fiscally, environmentally)
7. What other projects already underway might currently address the problem, in whole or in part?
8. Have there been similar problems elsewhere with applied solutions that demonstrate project worthiness?
9. What financial resources exist to solve the problem?
10. What are the financial constraints? Can they be resolved by phased implementation?
11. What are the potential impacts (fiscal, social and environmental) of possible solutions?
12. What are the potential impacts if the problem is not addressed?

There are a tremendous number of needed projects with limited resources that are variable from year to year. The project determinations are made, there-

fore, within a dynamic system, responding to deficiencies in the transportation networks identified through technical study, and to community needs identified through participatory political processes.

As events occur over the course of time and the region matures, the planning process will reflect modification of factors shaping the planning criteria. Legislated changes in policy and funding, technological advancements and new relevant information are constantly blended into current considerations. Additionally, input from the Transportation Policy Committee representatives, the technical advisory committee, the RPC staff and the public participation process helps bring the best criteria into focus.

Financing Projects in the New Orleans Urbanized Area

Federal and state moneys are the primary source of funds for proposed transportation projects in the New Orleans urbanized area. Federal transportation funds are created by a nationwide fuel tax of 18.5 cents per gallon. Louisiana's federal apportionment fluctuates annually but is approximately $230 million for roadway transportation infrastructure.

Federal dollars flowing to Louisiana are called federal-aid funds. They are designated for certain categories of roadway and types of repairs. These include repair and maintenance of the National Highway System, the State Highway System and the Interstate system. They also fund the Overlay Program, Federal Bridge Replacement program, and Surface Transportation Program.

Transportation Management Areas (populations over 200,000) receive a formula apportionment of Surface Transportation Funds (STP) which are divided into STP flex funds and greater than 200K funds, sometimes called "attributable funds." Greater than 200K funds are programmed directly by the MPO for their urban area and the match is provided by local government. STP flex funds are distributed statewide. They are coordinated by LaDOTD with the concurrence of MPOs when it is spent in MPO urban areas and the local match is provided by the LaDOTD.

The state of Louisiana is required to commit their own funds, usually 10 to 20 percent of the federal contribution, for certain programs. This contribution is called the "local match" and ranges from $40 to $45 million per year. In Louisiana, the local match is one of many costs paid by the Louisiana Transportation Trust Fund, the principal state transportation funding source created through a constitutional amendment in 1989 and funded by a permanent 16-cent tax on gasoline and special fuels statewide. The Louisiana Transportation Trust Fund is augmented with revenue from tolls, permits, vehicle registration fees, and bond sales. As a state constitutional amendment, the trust fund is protected from being used for other state needs, dedicating the revenue to transportation-related programs and projects only.

Approximately $390 million is available in the state's Transportation Trust Fund annually. It is the foundation of many state transportation programs and includes funding for infrastructure improvements by contributing to the highway priority program, the ports priority program, the parish transportation fund, the mass transit fund, and the state flood control and aviation programs. It also funds traffic control functions of the state police and operating expenses for the LaDOTD.

A new State Intermodal Transportation Plan (SITP) was completed in 2003 with new guidelines developed through the state planning process. The SITP prioritizes multi-modal projects and outlines four primary categories in the regular program: (1) Preservation includes bridges and related work on the state system; (2) Operations includes motorist assistance, Intelligent Transportation Systems, rest area maintenance and operations, traffic control devices and weight stations; (3) Safety refers to highway and rail crossing safety; while (4) Capacity refers to any project which adds lanes to the system rather than management of the existing system. In the 2001-02 fiscal year, projects "let-to-construction" (reaching full maturity with all design, engineering, right-of-way and utility issues resolved and going to bid for construction work), totaled $525 million in the regular program.

Other categories of projects include the Transportation Infrastructure Model for Economic Development of 1989 (TIMED) program, demo or high priority program, enhancements, and urban system greater than 200K program (including congestion management air quality for urban areas that are in the non-attainment category).

The Capital Outlay Program is a state fund supported through the sale of general obligation bonds which raises up to a statutory cap of $200 million each year. It is designed as a discretionary fund for all categories of capital infrastructure improvement. There is an application process on a project by project basis. Often the Capital Outlay Program supplements large, costly projects which otherwise have a funding shortfall. The state legislature has historically included transportation projects among the other requests, but a move has been suggested to eliminate transportation projects from Capital Outlay eligibility.

The state general fund also contributes to the overall cost of the transportation system. It makes a non-federal match requirement for the Louisiana Airport System Plan and helps to fund the state highway program directed by LaDOTD. State general fund revenues are also used to supplement federal funds in the overlay and other maintenance programs.

Municipalities use local tax dollars and general revenue bonds to finance, maintain, and build local streets. They are also the recipients of some state and federal moneys through the parish transportation fund. Because smaller local roads are not eligible for federal funds, the MPO may only program funds for local streets if they are categorized as an urban collector or above and therefore eligible for STP attributable funds.

State and Local Funding Efforts (Non-Federal)

Also contributing to capital infrastructure in the region are four short term funding initiatives not associated with federal aid. They each include regionally significant transportation projects in the New Orleans area and therefore must be reflected in the MTP. The associated planning process for these groups of projects are independent of the RPC but coordination with the RPC is still needed to monitor federal Air Quality Conformance standards which are effected by any new capacity projects.

Two initiatives are state level programs. These include the (TIMED) and the Crescent City Connection (CCC) Mississippi River Bridge tolls. The state TIMED program established a constitutional amendment in 1989 to build 16 projects statewide with a statewide four cent fuel tax. TIMED projects were selected on the basis of advancing economic development statewide. Most TIMED projects were large scale endeavors, not otherwise affordable through existing means. The program gained passage by roughly distributing the dollar amounts of projects equally over all legislative districts of the state.

Included in the list of projects were major improvements to seven state or national highways and four New Orleans roadways not on the state system. Also included was the reconstruction of three bridges (two in New Orleans), capital investments in the Port of New Orleans ($100 million), and the Louis Armstrong New Orleans International Airport ($75 million). Nearly $1.4 billion dollars worth of projects were originally estimated, but that estimate proved to be grossly insufficient. After considerable debate, a new bill was introduced and passed in 1998 to indefinitely extend the four-cent fuel tax in order to complete only the original sixteen projects. The tax generates approximately $52 million per year. The revenue is eligible to be bonded after 2005.

The largest inaccuracies when estimating project costs in the New Orleans region were bridge related. Widening of the Huey P. Long Bridge from four to six lanes was originally estimated at $60 million and is now estimated at $220 million. Construction of the Florida Avenue Bridge was originally estimated at $32 million and is now estimated at $129 million. The Florida Avenue Bridge continues to be stalled due to unresolved community issues while the Huey P. Long Bridge is in the design and engineering phase.

As many TIMED projects were comparatively small and not on the state system, the local parishes became the lead agencies. These projects were easier to implement than the high cost, large-scale highway or bridge projects in the program. New Orleans has enjoyed successful implementation of all or part of six of the projects, the most productive implementation schedule across the state.

The port and airport TIMED projects were accomplished as a part of their well organized, five-year capital building programs. Listed as a separate highway project, the Tchoupitoulas Corridor, a dedi-

cated truckway inside the Port of New Orleans, is complete. It is a National Highway System intermodal connector. The cost of the Earhart Boulevard reconstruction project went from $10 million to $20 million. Several segments are complete and several await resolution of local real estate and environmental issues before construction can begin.

Earhart will continue to be supported by STP greater than 200K funds from the MPO to continue work. In Jefferson Parish, an extension of the Westbank Expressway from Ames Boulevard to Avenue D is complete and a few segments along West Napoleon Avenue are finished.

Construction of the Crescent City Connection (CCC), a parallel span of the Mississippi River Bridge, was authorized in 1976 along with the establishment of the Mississippi Bridge Authority in Act 402 of the state Legislature. Over the last 22 years, numerous amendments have expanded the allowed amounts for general obligation and revenue bonds to pay for the increased cost of the bridge, and in 1988, the scope widened to include the extension of the West Bank Expressway, considered an approach to the bridge. In addition, amendment 36 in 1994 considerably broadened the scope of projects allowed for funding through CCC tolls. Projects paid for out of toll receipts are mainly directed at bridge maintenance or to improve westbank deficiencies directly and indirectly connected with the bridge. The state Legislature approved a bill to extend tolls on the CCC from June 30, 1999 forward. Debate over the burden on toll users and setting project priorities was resolved when constituents were allowed to form an oversight committee to monitor and give input in the selection process.

High Priority Funding

High priority or demo funds for particular projects were authorized for Louisiana and other states in the TEA-21 bill. These projects may or may not have wide-spread local consensus and community support. The amount authorized often provides a small percentage of the overall project cost. In general High Priority projects support innovative, or unique projects that may meet many planning factors but may still be outside mainstream projects. For example, $1 million was dedicated to the initial planning for the Louisiana High Speed Rail Corridor in TEA-21. This has opened the door for further funding to upgrade railroad crossings in Louisiana.

The two local funding initiatives for local streets include a Jefferson Parish referendum called *Jeff 2000* which raised $51.5 million in January 1998 for major street work and the *Rebuild New Orleans Now* referendum of Orleans Parish which designated $47 million in July 1995 for major street reconstruction. A second Orleans Parish bond referendum passed in 2000 raising $100 million. General obligation bonds were sold in each case to support the cost of the capital projects to be completed in five year programs. Jefferson Parish went through a lengthy public outreach process to identify and set priorities for projects. In both parishes, most projects selected are major roadways which are eligible for MPO STP greater than 200K funds but have gone unfunded due to the massive number of critical projects which rank higher.

In making funding projections for the 2001 MTP, the RPC assumed that there would be very few, if any, new funding sources available. The program, therefore, is limited to what could reasonably be funded given historic funding levels from federal, state and local sources. A full effort was made to identify funding sources (federal, state or local) and/or categories for funding (STP flex, STP 200K, STP enhancement, federal bridge replacement, etc.) for each project in the MTP in order to provide as much information as possible.

Rail Gateway Program of National Significance

The New Orleans Rail Gateway is a Rail Gateway of National Significance. The New Orleans region hosts the second largest number of Class I and regional rail services in the U.S. This situation exists because the Huey P. Long Rail bridge is one of only five railroad crossings of the Mississippi River. As a major interchange location for rail traffic, the RPC brought rail transportation concerns into the forefront of planning. The RPC forecast dramatic growth in rail traffic region wide that will ultimately impact the community. In addition, we identified various choke points, system problems and dangerous intersections through multiple studies completed since 1996. As a result, we now have a better understanding of Rail Gateway problems, both capital and operational, and more comprehensive data and potential solutions than ever before.

In response to growing concerns here and in other major rail cities, a new funding program in T-3 has been proffered to address Rail Gateways of National Significance. The RPC will work to develop a program of rail projects that meets the eligibility requirements named in the legislation and find consensus among the RPC's Rail Advisory Committee (consisting of local officials, transportation agencies and community) and the railroads. Essentially, the RPC will develop a Regional Rail Transportation Improvement Program to help mitigate and manage the escalating congestion in national rail traffic and its ripple effect in moving people and freight.

Financial Constraint

The MTP represents a comprehensive and solid program of transportation improvements which is both financially achievable and structured to demonstrate measurable results.

Comprehensive

The New Orleans Metropolitan Transportation Planning Process continues to emphasize rehabilitation of the existing transportation network. About 70% of all projects implemented under ISTEA and TEA 21 were reconstruction, rehabilitation, or Transportation System Management (TSM) types of improvements. RPC's new Regional Overlay Program exemplifies this commitment to more effective use of the region's transportation resources to pro-actively support community sustainability and regional smart growth.

Some new capacity projects will continue to be needed as the metropolitan area continues to expand and to link together major economic centers. In general, however, the MTP was developed to incorporate a balanced approach with consideration and funding being earmarked for both roadway rehabilitation and transit improvements, including bus maintenance facilities, bus replacement, expanded park-n-ride, and regional rail initiatives.

Attention in the MTP is also being given to traffic signalization and operational improvements intended to achieve greater operating efficiency without adding lane capacity. Examples include the LaDOTD Traffic Signal Replacement and Upgrade Program along state routes and the installation of ten closed loop traffic signal sub-systems in Jefferson Parish. Other efforts include the replacement and computerization of the traffic signal system in Orleans Parish.

The Plan also reflects a new commitment to better traffic management and transportation system security with the formation of an eight-parish Incident Management Task Force to guide the evaluation and selection of various operational improvement measures, including deployment of state-of-the-art Intelligent Transportation System measures to increase operating efficiency and communication across modes and among various agencies. These on-going studies are being closely coordinated with the traffic signal system re-design efforts to ensure maximum advantage and cost-effective system applications.

Intermodal

The MTP was developed through consultation and coordination with the state, local transit operators, the port, airport, rail and trucking interests throughout the region. Priority was given to projects which would facilitate connectivity between modes, i.e., the Tchoupitoulas corridor project, Peters Road extension, Earhart ramp connectors, and replacement of the rail-highway bridge at Almon-

aster. The objective is to implement projects that will enhance the overall economic competitiveness of the region and nation.

RPC also has been pursuing the development of an enhanced rail-freight element to the MTP through consultation with various rail/freight operators in the region.

Quality of Life

The MTP is also reflective of efforts to enhance the quality of life for local residents. New pedestrian sidewalks along I-10 East service road, US 90 and LA 39 and landscaping along I-10 are contained in the plan. High priority is also being given to implementation of the adopted Metropolitan Bicycle Path Plan. Transportation projects that have been implemented under ISTEA and TEA 21 have been consistent with RPC's overall commitment to context sensitive planning and design and building a more sustainable region.

Financially Achievable Plan

In accordance with the requirements of the Metropolitan Transportation Planning Process, the MTP must be financially viable. In developing the MTP, extensive consultation took place between the New Orleans MPO and LaDOTD, especially with the federal aid urban and capital programming divisions. Emphasis was placed on the development of a single, agreed upon set of project priorities. Basically, the status of each individual project in the overall state program was reviewed as to its financial requirements and implementation status. Based on this review, selected projects were agreed upon for advancement, some were eliminated, other local conforming priorities were added. In every case, careful attention was given to the financial capacity of the state or region to carry the projects through to completion. Under the urban program, it was agreed that $20 million annually (consisting of $16 million federal and $4 million of local match) would be used for programming purposes.

It was also recognized that some additional funding would be available from non-federal sources, including the TIMED, the cash portion of the Transportation Trust Fund, toll extensions on Greater New Orleans #2 Bridge, and from State bond moneys. The ceiling imposed by the State Legislature on the bonding capacity of the State and the limited amount of cash made available for new construction under the Louisiana Highway Trust Fund were taken into account as part of this decision-making process.

An analysis of the region's funding history demonstrates a gradual strengthening of its funding capacity due largely to an increase in federal-aid funding to Louisiana as a result of ISTEA and TEA 21. Prior to ISTEA, the New Orleans region received between $34-$36 million annually for highway construction and about $20 million annually for mass transit. Under the ISTEA program (1992-1997), the New Orleans urbanized area averaged $40.9 million annually for highways and approximately $30 million for transit.

As federal funding increased under TEA 21, the region's implementation program expanded to approximately $74.4 million annually for the four-parish area of Jefferson, Orleans, Plaquemines and St. Bernard. The funding experience over the entire ISTEA and TEA 21 period (1992-2004) resulted in an average annual construction expenditure of $58.9 million. The complete financial history by parish under both ISTEA and TEA 21 is detailed in the attached charts. Information is also presented for St. Charles and St. John parishes which became members of the New Orleans MPO in 2001 and 2002, respectively. The proposed Metropolitan Transportation Plan was coordinated with LaDOTD and is financially constrained based upon recent funding levels achieved under ISTEA and TEA 21.

Financing Transportation Improvements
Under ISTEA (10/1/91 - 9/30/97)

		Federal		State					
		STP Urban	Other Federal	Overlay	Bonds	Cash	TIMED	Tolls	Total
FY-92	Jefferson	---	7,082,268	5,845,644	3,592,501	---	---	---	16,520,413
	Orleans	---	1,288,486	2,560,386	37,232,716	---	---	---	41,081,588
	Plaquemines	---	---	1,665,103	---	---	---	---	1,665,103
	St. Bernard	---	---	---	---	---	---	---	---
									59,267,104
FY-93	Jefferson	3,605,656	---	119,510	---	---	15,341,757	---	19,066,923
	Orleans	981,423	2,404,244	---	---	---	---	---	3,385,667
	Plaquemies	---	1,616,176	---	---	---	---	---	1,616,176
	St. Bernard	1,287,976	---	---	---	---	---	---	1,287,976
									25,356,742
FY-94	Jefferson	1,997,510	3,459,187	3,150,827	---	---	---	---	8,607,524
	Orleans	6,246,134	970,536	1,797,394	---	465,116	---	---	9,479,180
	Plaquemines	---	---	---	---	---	---	---	---
	St. Bernard	171,479	---	996,423	---	---	---	---	1,167,902
									19,254,606
FY-95	Jefferson	---	6,164,223	3,737,355	---	3,281,404	10,209,685	---	23,392,667
	Orleans	3,374,564	2,679,122	3,376,985	--	--	20,00,000	---	29,430,671
	Plaquemines	---	9,526,260	923,923	---	---	---	---	10,450,183
	St. Bernard	---	197,772	---	76,409	---	---	---	274,181
									63,547,702
FY-96	Jefferson	6,069,357	3,410,866	---	---	---	---	---	9,480,223
	Orleans	7,422,306	3,139,701	---	1,662,150	---	7,248,000	992,810	20,464,967
	Plaquemines	---	5,050,654	---	---	---	---	---	5,050,654
	St. Bernard	---	7,815,577	---	---	---	---	---	7,815,577
									42,811,421

Financing Transportation Improvements
Under ISTEA (10/1/91 - 9/30/97)

		Federal		State					
		STP Urban	Other Federal	Overlay	Bonds	Cash	TIMED	Tolls	Total
FY-97	Jefferson	629,238	21,301,661	1,697,942	---	1,251,810	---	2,357,615	27,238,266
	Orleans	---	1,751,574	---	---	---	---	2,226,491	3,978,065
	Plaquemines	418,184	---	---	---	---	---	---	418,184
	St. Bernard	73,863	---	382,320	3,178,319	---	---	---	3,634,502
									35,269,017

Financing Transportation Improvements
Under TEA 21 (10/1/97 - 9/30/04)

		Federal		State					
		STP Urban	Other Federal	Overlay	Bonds	Cash	TIMED	Tolls	Total
FY-98	Jefferson	3,062,820	5,807,810	1,688,061	---	6,192,082	---	3,565,319	20,316,092
	Orleans	6,890,792	7,860,695	2,055,644	---	540,677	---	---	17,347,808
	Plaquemines	---	1,969,761	---	---	---	---	---	1,969,761
	St. Bernard	2,865,291	11,578,103	3,750,534	7,310,996	276,315	---	---	25,781,239
									65,414,900
	St. Charles	---	1,137,000	---	---	136,000	---	---	1,273,000
	St. John	---	---	213,000	---	140,000	---	---	353,000
									67,040,900
FY-99	Jefferson	2,971,789	27,747,946	2,324,466	---	819,546	---	549,333	34,413,080
	Orleans	8,013,075	7,370,436	---	---	376,005	---	9,559,032	25,318,548
	Plaquemines	---	1,909,845	625,351	72,400	184,410	---	---	2,792,006
	St. Bernard	---	97,267	---	---	2,843,580	---	---	2,940,847
									65,464,481
	St. Charles	---	10,601,000	---	---	---	---	---	10,601,000
	St. John	---	2,269,000	---	609,000	30,000	---	---	2,908,000
									78,973,481
FY-00	Jefferson	5,051,384	7,462,605	---	---	---	---	1,375,004	13,888,993
	Orleans	1,098,304	9,199,010	---	---	---	---	21,792,000	32,089,314
	Plaquemines	163,063	8,419,333	---	---	---	---	---	8,582,396
	St. Bernard	---	1,985,390	---	---	459,000	---	---	2,444,390
									57,005,093
	St. Charles	---	4,483,329	280,877	---	80,212	---	---	4,844,418
	St. John	---	3,422,653	---	---	---	---	---	3,422,653
									65,272,164

Financing Transportation Improvements
Under TEA 21 (10/1/97 - 9/30/04)

		Federal		State					
		STP Urban	Other Federal	Overlay	Bonds	Cash	TIMED	Tolls	Total
FY-01	Jefferson	18,478,140	7,189,186	---	---	4,183,314	---	---	29,850,640
	Orleans	4,755,127	74,478,054	---	---	710,323	---	2,385,555	82,329,059
	Plaquemines	---	3,818,243	---	---	---	---	---	3,818,243
	St. Bernard	---	3,452,378	---	---	199,228	---	---	3,651,606
									119,649,548
	St. Charles	---	276,419	---	---	---	---	---	276,419
	St. John	---	7,993,278	---	---	104,780	---	---	8,098,058
									128,024,025
FY-02	Jefferson	4,905,402	40,170,845	---	3,114,428	---	---	---	48,190,675
	Orleans	78,776	4,453,522	---	---	---	---	---	4,532,298
	Plaquemines	240,164	3,759,555	---	---	---	---	---	3,999,719
	St. Bernard	1,848,836	1,363,528	---	878,328	---	---	---	4,090,692
									60,813,384
	St. Charles	---	3,246,382	---	---	387,464	---	---	3,633,846
	St. John	---	3,101,333	---	---	398,605	---	---	3,499,938
									67,947,168
FY-03	Jefferson	8,687,687	8,817,061	---	---	---	37,318,682	---	54,823,430
	Orleans	2,538,074	4,969,672	---	---	522,838	---	---	8,030,584
	Plaquemines	3,440,826	6,407,214	---	---	19,015	---	---	9,867,055
	St. Bernard	178,302	263,945	---	---	---	---	---	442,247
									73,163,316
	St. Charles	---	288,482	---	---	---	---	---	288,482
	St. John	---	2,235,400	---	--	--	--	---	2,235,400
									75,687,198

Financing Transportation Improvements
Under TEA 21 (10/1/97 - 9/30/04)

		Federal		State					
		STP Urban	Other Federal	Overlay	Bonds	Cash	TIMED	Tolls	Total
FY-04	Jefferson	1,162,666	5,444,262	---	---	---	---	---	6,606,928
	Orleans	---	50,995,752	---	---	248,513	10,178,134	5,715,041	67,137,440
	Plaquemines	---	---	---	---	---	---	---	---
	St. Bernard	1,500,000	4,332,751	---	---	---	---	---	5,832,751
									79,577,119
	St. Charles	---	1,172,202	---	---	---	---	---	1,172,202
	St. John	---	7,909,762	---	---	---	---	---	7,909,762
									88,659,083

TEA 21 Total (4 Parish Area)	**521,087,841**
Average Annual Construction	**74.4 M (1998-2004)**
ISTEA + TEA 21 Totals (4 Parish Area)	**766,563,854**
Average Annual Construction	**58.9M (1992-2004)**

Chapter 2

The following pages provide a description, by category, of the projects contained in this plan. In addition to a general description of each category, further information is provided on project purpose and need, limits and scope, community issues, and sources of funding. Where appropriate, specific projects within the category are identified. Major projects are described and discussed in detail.

Overlay Projects on Major Roadways

Description

Overlay is the process of putting down a thin protective surface (usually asphalt) over a roadway that has begun to deteriorate from traffic and weather exposure, thus preserving the surface and improving drivability.

Limits and Scope

Overlay projects are an ongoing item in the Metropolitan Transportation Plan (MTP) and are included in the plan on an annual basis. Locations are chosen based on data from the LaDOTD highway needs assessment and from parish pavement management programs. Because overlay projects are preventative in nature, identification of projects is a short-term process. Specific sites are identified in the TIP covering years 2004-2007 where that information was available. Beyond 2007, program listings reflect only proposed funding allocations. Specific sites are to be determined through the TIP development process on a bi-annual basis.

Purpose and Need

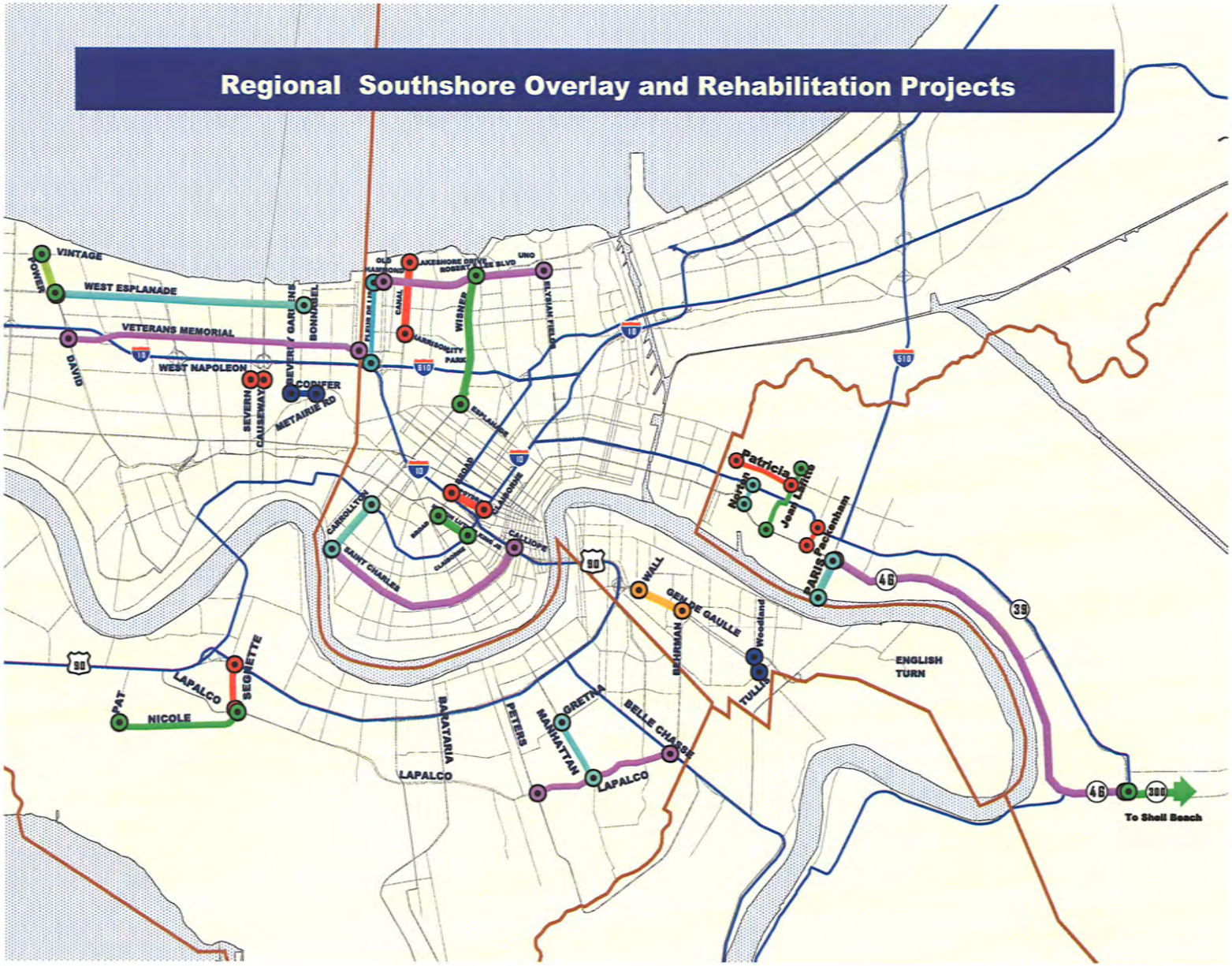
Overlay projects are a critically important tool in the effort to maintain our existing roadways in a condition of peak operating efficiency. These projects are quick and relatively inexpensive, taking only a few weeks or months to complete. More importantly, if maintenance is delayed until the roadbed is seriously deteriorated and reconstruction is required, the direct construction costs will be six times the cost of a timely overlay. In addition, there is the cost in user delay during the lengthier reconstruction process. Overlays are one of the most cost-effective of transportation infrastructure maintenance projects.

Community Issues

Most of the overlay projects in the region are conducted on state routes using federal funds. These funds cannot be used for projects on local streets where the need for pothole repair and overlay is critical. Further, few of the local jurisdictions have any continuing funding for these local projects. In order to remedy this situation, RPC initiated a pilot program in 2003 in Jefferson and Orleans parishes to address overlay needs on major arterial streets that are non-state highways. Fifteen major streets were included in the program, representing a capital investment of nearly $60 million. This program is part of the region's new commitment to address system preservation needs in a more timely manner.

Financing

It is anticipated that all of the overlay projects in the MTP will be funded using federal formula funds with match coming from LaDOTD on state routes and from the respective parishes on major roadways that are not state routes. Annual future year allocations from the formula funds are expected to average about $10 million per year.


Regional Southshore Overlay and Rehabilitation Projects
VINTAGE
POWER
WEST ESPLANADE
VETERANS MEMORIAL
DAVID
WEST NAPOLEON
SEVERN
CAUSEWAY
CORFIFER
METAIRIE RD
BONNABEL
OLD HAMMOND
LAKESHORE DRIVE
ROBERT E LEE BLVD
UNO
CANAL
WISNER
CITY PARK
ELYSIAN FIELDS
ESPLANADE
ROAD
CLAIRBORNE
CARROLLTON
SAINT CHARLES
CALLIOPE
WALL
GENERAL DE GAULLE
BERRMAN
Woodland
TULANE
Patricia
Nelson
Jean Lafitte
Peckenham
PARIS
ENGLISH TURN
To Shell Beach
LAPALCO
SEGNETTE
PAT
NICOLE
BATAFARIA
PETERS
GRETNA
MANHATTAN
BELLE CHASSE
LAPALCO
LAPALCO

Reconstruction / Rehabilitation Projects

Description

Reconstruction involves the demolition of the existing road surface that is beyond repair, re-stabilizing or replacing the roadbed and foundation, and rebuilding the road surface with appropriate materials (e.g. concrete). Reconstruction is usually undertaken when overlay is inadequate to meet the problem, and further deferral of maintenance would result in the road reaching the limits of drivability.

Limits and Scope

Reconstruction / Rehabilitation Projects can often be lengthy, rivaling the time necessary for actual construction of the road. Most of the listed projects are anticipated to have relatively short completion times. Projects that add capacity during the reconstruction are identified in the section on highway capacity increases.

Purpose and Need

Because of unstable soil conditions throughout the region, heavily trafficked roadways, particularly those roads that carry a high volume of heavy truck traffic, suffer severe damage under normal wear and tear. The roadways identified in this section have deteriorated beyond the point where simple overlay or light rehabilitation would be useful. Projects are identified from the LaDOTD Highway Needs Assessment and local parish maintenance evaluations.

Reconstruction Projects
Patricia/Genie
Packenham/Jackson
Robert E. Lee Blvd.
Martin Luther King Blvd.
Poydras St. (Claiborne - Broad)
N. Peters/Chartres
Earhart Blvd. (CBD - Jefferson Parish Line
Fleur De Lis (I-10 to Hammond Highway)
Jean Lafitte Blvd. (LA 46 to Florida Canal)
LA 3060 (US 90 to LA 18) Relocate/Reconstruct
Woodland Dr. (Tullis to DeGaulle)

Community Issues

There have been no community comments received on these smaller reconstruction projects, even those involving capacity increases. In general, however, there has been continuing discussion about the following issues:

1. The length of time it takes to get a project through the program to construction
2. The construction impacts and phasing of projects
3. The project prioritization and selection process

These issues are being addressed in our ongoing liaison with LaDOTD and the parish traffic and public works staffs. RPC's work in prioritization based on need was recently enhanced through the citizens-based Comprehensive Planning Process being undertaken in Jefferson and Orleans parishes. Community-based focus group meetings were conducted to proactively solicit citizens input into the land use and transportation elements of the individual parishes as well as RPC's Regional Comprehensive Plan. This interactive process between local neighborhoods and planners resulted in a more complete and updated set of transportation improvement needs and priorities for the regional community.

Financing

Reconstruction projects are funded from multiple sources as individual construction projects. Most funds come from federal formula funds with state or local match depending upon whether or not the road is on the state maintenance system. There is currently no recurring funding dedicated to the reconstruction category.

Highway Safety/Hazard Eliminations

Description

Safety and Hazard Elimination Projects address several aspects of safety, including accident prevention, crime prevention, accident response, and investigation. The projects in the current plan are mostly low-cost efforts to improve visibility at critical locations; provide advisory and warning signs to aid motorists in negotiating difficult or confusing roadway segments; and mechanisms for reducing the delays, congestion, and secondary accident potential after an accident has occurred. High traffic volume corridors, i.e., I-10 West and I-10 East, are benefiting from Motorist Assistance Patrol (MAP) programs that are designed to reduce traveler delay through improved response time to breakdowns or incidents. MAP services include on site traffic safety management, motorist assistance, removal of stalled vehicles, and re-institution of normal traffic flow conditions.

In addition to incident management, traffic safety and operations are becoming an increasingly important part of RPC's overall transportation program. In cooperation with State Farm Insurance Company, RPC has completed traffic safety studies for ten high accident locations in the region. RPC is presently working with LaDOTD and the Louisiana Highway Safety Commission on collecting and analyzing traffic data and safety concerns for abnormal intersections, including locations involving vehicular and pedestrian or bicycle accidents.

Purpose and Need

In addition to the obvious financial and human costs of accidents to individuals, the cost to the state and the region from accident claims is excessive. Reducing accident potential is necessary from a risk management standpoint. From a systems standpoint, delays and economic impacts associated with accidents have been identified nationally as one of the most serious impediments to goods movement and other commerce. The economic health of the region is also affected by high insurance rates due to an extraordinary claim rate on auto accidents.

Limits and Scope

Safety/Hazard Elimination Projects
I-10 West (I-610-St. Charles Line) Lighting
LA 406 at English Turn Pkwy. (roundabout)
Veterans Blvd. Lighting
US 61 @ LA 3224 (Hemlock)
Poydras St. (Claiborne - Broad)
US 90B/Tchoupitoulas Ramp Reconstruction
I-10 West Motorist Assistance Patrol
I-10 East Motorist Assistance Patrol
LA 46 Grade Separation (Arabi)

Community Issues

The business community has identified incident management, including accident prevention, as one of the most important transportation priorities in the region.

Hurricane evacuation is a major consideration in the New Orleans area. RPC is a member of the Southeast Louisiana Emergency Management Task Force that has responsibility for evacuation planning for hurricanes, homeland security, or other emergency management situations. RPC is working with this Task Force, the LaDOTD, and local parishes to plan and implement signage, surveillance, communications, and geometric improvements that will better inform motorists as to conditions and add capacity to the system in evacuation scenarios.

Financing

Most of the financing for this category of projects comes from either federal interstate maintenance funds, or from state and local sources.

Proposed English Turn Roundabout at Woodland Highway (LA 406)

Intermodal Facilities

Description

TEA-21 calls for increased attention on the interaction between modes of transportation in regard to both passengers and freight. In this effort, several Congressional earmarks for the development of intermodal facilities have been received. The Port of St. Bernard has undertaken improvements to its facilities to provide for more efficient freight handling, and the City of New Orleans has developed a master plan for enhancing the Union Passenger Terminal in its role as an intermodal passenger terminal.

Purpose and Scope

Many of the most pressing and costly problems associated with the transportation system have to do with locations where modes meet and transfers of goods or people must take place. Proper provision of facilities at these critical locations can significantly improve mobility and economic competitiveness.

Limits and Scope

Intermodal Facilities
Port of St. Bernard (Phase 2) Intermodal Freight Terminal
Union Passenger Terminal Intermodal Terminal

Financing

There are no TEA-21 funding categories specifically for Intermodal projects. In each case identified here, funding was obtained through earmarked demonstration project funds.

Union Passenger Terminal, New Orleans

Chalmette Terminal and Industiral Park
St. Bernard Parish

Transit Preventive Maintenance

Description

Formerly covered by federal operating assistance, preventive maintenance is a program to maintain transit vehicles in revenue service by performing routine maintenance, parts replacement or refurbishment prior to major equipment failure.

Limits and Scope

Each of the transit providers in the region programs a portion of their Section 5307 formula funds for preventive maintenance. The scale of this expenditure is determined by the individual transit properties.

Purpose and Need

The climate, street conditions, congestion and heavy transit passenger loads in the metro New Orleans area are very hard on transit vehicles. In order to avoid major equipment failure, it is necessary to provide routine, but often extensive maintenance to vehicles, vehicle parts, tires, etc. in order to keep the transit fleets operating effectively.

Community Issues

Reliability of the bus fleet is an often-cited issue in discussions with transit patrons, and is a determinate factor in the decision to use the transit mode. This is particularly true of low and moderate-income commuters using the transit system for job access.

Financing

Formerly covered by transit operating subsidies from federal sources, preventive maintenance efforts are now considered a capital expense. The local transit operators routinely program a portion of the FTA Section 5307 formula funds, available to the New Orleans urbanized area each year, for preventive maintenance of their revenue fleet. Preventive maintenance funding in a typical year averages about $6 million.

Transit Bus Replacement Program

Description

Public transit operators throughout the urbanized area have made a concerted effort to upgrade their fleets by replacing a large percentage of their aging buses. Although progress has been made, this is an ongoing process. A permanent fixture of this transportation plan is a systematic replacement program intended to maintain and improve fleet operations.

Limits and Scope

Buses will be replaced system-wide on all transit systems in the urbanized area. Retirement of old buses and assignment of new buses will be carried out in accordance with Federal Transit Administration guidelines on bus life cycles and allowable spare bus ratios.

Purpose and Need

Especially in this climate which is very hard on vehicles, all of the public transit fleets experience, as their vehicles age, an increasing number of breakdowns with resultant loss of service, higher maintenance costs, and deteriorating quality of service.

Bus replacement has been cited by the Technical Advisory Committee as one of the most important transportation priorities in the region if we are to continue to serve our transit-dependent population and attract the numbers of discretionary riders necessary to support the various transit systems.

Community Issues

Transit riders have complained for years about inferior and aging equipment and the resultant interruptions in service. Non-riders cite lack of bus reliability as a major deterrent to using the transit system.

Financing

Transit capital funding traditionally comes from the Federal Transit Administration - Section 5307 formula funds and Section 5309 discretionary funds. Typically, a combination of these funds has been necessary to finance major bus replacement. In recent years, formula funds have remained relatively stable, but availability of discretionary funds has diminished.

Under TEA-LU, traditional highway funds can be flexed to transit purposes, and the New Orleans area was among the first to take advantage of these provisions. Flexing of STP funds from highway to transit for the purposes of bus replacement is anticipated throughout the life of the plan.

Transit Capital Facility Investment

Description

The various transit providers throughout the New Orleans UZA have developed Capital Facility Management and System Maintenance Plans. The projects identified in this section are maintenance and other facilities that support the operation of the various transit systems in the region.

Limits and Scope

The region has recently completed a series of investments in major capital facilities. Current project relate mostly to construction of upgrade of SIS or other maintenance facilities in conjunction with the Canal and Desire Streetcar Projects.

Purpose and Need

Modern, state of the art maintenance facilities are vital in the transit providers efforts to maintain a modern transit fleet and maintain peak efficiency.

Community Issues

Transit maintenance facility site selection is critical with regard to neighborhoods and surrounding land uses. Care must be taken to locate and design the facility in such a way as to minimize the negative impacts on surrounding neighborhoods. However, attention must also be paid to positive impacts as well. These maintenance facilities are job sites and can provide employment both directly on site, or in spin-off businesses such as grocery stores and lunchrooms.

Financing

The RTA facilities identified are construction of new maintenance facilities and are funded through Section 5309 formula and discretionary funds. The Jefferson Parish projects are additional improvements to existing facilities and are funded through Section 5307 formula funds.

Facilities in Planning Stages include

1. A major transit terminal is being planned for the eastbank of Jefferson Parish. The proposed location for the facility is at the intersection of Airline Drive (US Highway 61) and Causeway Boulevard. The terminal will serve as a transfer point for passengers on four of the six eastbank bus lines. It will also serve as a park and ride facility and will offer transit riders services such as childcare, social services and a police substation. Proposed retail facilities include a news stand, dry cleaner, bank branch or ATM, drug store, and fast food outlets. Funding for the project is through Sections 5307 and 5309 funds.
2. A transit terminal at Carrollton and Claiborne Avenues in the uptown neighborhood of New Orleans that will consolidate transfer opportunities for JeT's Kenner Local, RTA's St. Charles Streetcar, Tulane, S. Claiborne and Leonidas bus lines
3. A transit terminal in the northern section of the New Orleans CBD and medical districts that will consolidate transfer opportunities for RTA, Jefferson and St. Bernard transit lines.

Canal Streetcar Project, New Orleans Proposed Transit Terminal

Transit Connectivity

Description

The MTP promotes the development of a comprehensive transportation system. One of the highest priorities of the RPC over the life of the 2025 transportation plan is to promote improved transit connectivity across jurisdictional lines. The long-range goal is to foster the development of a truly regional system that provides transit patrons a seamless ride whatever their destination.

Limits and Scope

Current activities to promote inter-parish transit coordination and connectivity include the one-day ride bus pass that has matured from a demonstration project to a permanent service, and reconfiguration of routes to facilitate transfers between systems, particularly on the westbank between Plaquemines and Jefferson parishes and between Jefferson and Orleans parishes. Future activities will focus on regional traveler information services, and improved coordination of system schedules, hours, and fare structures. The focus is not so much on a single regional operator as it is on institutional cooperation and consistency across operators. The goal is to provide a seamless regional system that has an overall identity regardless of ownership or operator.

Purpose and Need

The area of greatest need for transit connectivity is in the area of job access and reverse commute. Many low and moderate income, transit-dependent citizens remain unemployed because they live in areas where jobs are scarce. These individuals desperately need reliable, inexpensive, and appropriately scheduled transit service to suburban job centers.

Community Issues

Issues raised by transit patrons trying to move across parish lines include:

1. Poor system connectivity at jurisdictional boundaries
2. The inordinate travel time and circuitous routes created when transit operators plan in isolation instead of regionally
3. The lack of late night suburban service. Suburban bus lines are useful if you want to shop in a store that closes at 9:30 PM, but not if you have to close up, clean up and leave nearer 11:00 PM
4. Some areas of the region have no transit service at all.

Financing

At the current time in conjunction with the transit operators and local parishes, the RPC has been programming formula regional and local planning funds to examine these issues with the local governments providing match.

In the case of implementation, the cost of the improvement is very small or even provides an improvement in cost effectiveness that cancels out the new costs. In cases where significant funds are necessary to implement a strategy, such as funds to purchase revenue vehicles, the RPC works with the transit providers through the transit technical advisory committee to program formula, competitive, or discretionary funds. In the three years since the last plan update, expenditures for inter-jurisdictional connectivity, job access, and reverse commute projects have averaged about $250,000 per year from combined sources.

Transportation Enhancements

Description

TEA-21 sets aside a percentage of the formula funds allocated to each state for use on projects that improve the functionality of non-motorized modes such as bicycles and pedestrians as well as improve the aesthetic appearance of roadways and other transportation facilities. These projects are developed primarily by citizens' groups and proposed for funding by LaDOTD from the available enhancement funds on a competitive basis. The RPC assists with project identification and development.

Purpose and Need

One of the major criticisms of transportation system growth is that the transportation infrastructure is highly detrimental to the quality of life in the neighborhoods and sub-communities impacted by a facility, but the benefits of that facility often flow to other stakeholders. One has only to examine the history of the Treme community and the impacts of the Claiborne Avenue/I-10 alignment for a prime example.

The Transportation Enhancement Program is a pilot program to demonstrate that it is in the community's best interest, both socially and economically, to include in its overall strategy projects that mitigate the detrimental impacts of transportation infrastructure, or even more aggressively, projects that enhance economic potential and quality of life, not just for the users and beneficiaries, but for the sites through which they travel. A prime example of

Tammany Trace Rails to Trails Project, St. Tammany Parish

New Basin Bike Path, Segment 4, Orleans Parish

such a project is Tammany Trace, which is not only considered a community aesthetic asset, but has prompted economic development along its route.

Community Issues

The enhancement program is a major tool for promoting non-motorized travel that reduces vehicle miles travelled (VMT), improves air quality and promotes quality of life.The enhancement program has strong advocates among the transit community, bicycling and wheelchair community, and neighborhood and business organizations.

The enhancement program is not popular with highway traditionalists who feel it takes away from road projects needed for economic productivity of the highway system. This is currently a minority position, however, and the enhancement program is a popular component of TEA-21.

Examples of transportation enhancement projects undertaken by the Regional Planning Commission.

Limits and Scope

Enhancement Projects
I-10 East Landscaping (I-510-Read), Ph. 1
I-10 East Landscaping (Read-US 90), Ph. 2
Louis Armstrong New Orleans International Airport at Veterans Blvd.
I-10 East Service Road Sidewalks
Terry Parkway Landscaping
LA Highway 21 Landscaping
Claiborne Avenue Streetscape
Museum District Streetscape

Financing

The projects listed in this category are funded on an 95% federal, 5% local basis with the match coming from the sponsor (e.g. the local parish) or from the community organization proposing the work. Some projects that are not successful in the competition for enhancement funds, especially strong projects that were eliminated strictly on the basis of funding availability, may still be eligible for funding with regular STP formula funds.

Environmental Impact Studies

Description

Environmental Impact Studies (EIS) are planning efforts carried out under guidance from the National Environmental Policy Act (NEPA). In the context of transportation policy and planning, the NEPA process is designed to help a community create a climate for open public dialogue using objective technical data in order to reach a consensus on the most environmentally sound and cost effective means of accomplishing community goals in a transportation corridor.

The EIS considers multiple alternative travel modes at varying expenditure levels and attempts to build a community consensus on a preferred alternative. The action of completion in an EIS is called a Record of Decision.

Limits and Scope

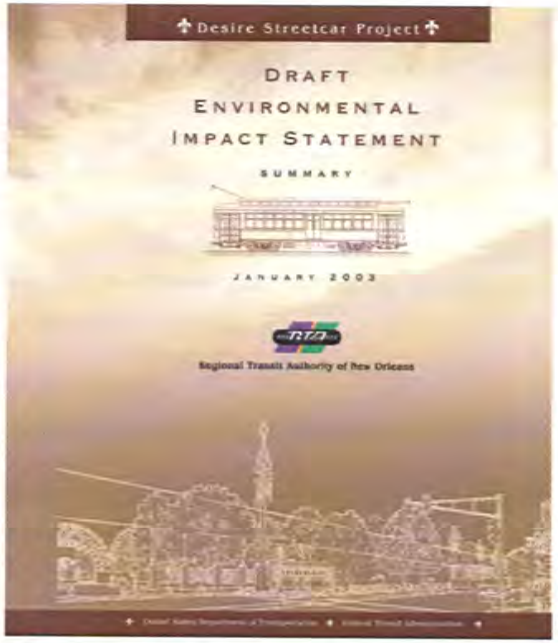
In the current plan, there are four corridors that have been programmed for EISs under the NEPA process. The East-West Corridor which includes New Orleans, east Jefferson Parish, and the eastbank of St. Charles Parish, will analyze alternative solutions to problems associated with travel between the Louis Armstrong New Orleans International Airport and downtown New Orleans, and the Desire Corridor which will examine mobility issues in the downriver area between the CBD and the Inner Harbor Navigation Canal, and the Florida Bridge Project which is described separately in a later section. The LaDOTD is also conducting an EIS on the I-49 Corridor in west Jefferson and St. Charles parishes, which is described in another section. Other EISs will be undertaken as systems planning efforts reach a point where they are appropriate. Examples in this category include the extension of Peters Road/LA 3017 to LA 23; the extension of Howard Avenue to provide transportation service to the New Orleans Union Passenger Terminal; and a proposed bridge crossing of the lower Harvey Canal.

Environmental Impact Studies
East-West Corridor (Airport to CBD)
Desire Streetcar Project
Interstate 49
Florida Avenue Bridge
Almonaster Bridge Replacement
Peters Road Extension to LA 23
Lower Harvey Canal Crossing
Howard Avenue Extension to NOUPT

Purpose and Need

Each of the corridors for which an EIS is being considered has exhibited significant, long term traffic problems or some other deficiency in transportation service. The East-West Corridor between the Mississippi River and Lake Pontchartrain is the most heavily traveled corridor in the region and exhibits some of the most complex travel patterns, including heavy reverse commute volumes, nontraditional peaking characteristics.

EAST-WEST CORRIDOR
From Downtown To Louis Armstrong International Airport



Desire Streetcar Project

Peters Road Project

The Desire Corridor is a distressed urban corridor with a highly transit dependent population who are vocal about improved transit mobility and connectivity.

The Florida Corridor is heavily congested with level of service F conditions made worse by bridge openings at the IHNC.

Interstate 49 is an interstate commerce link and potential relief valve for traffic throughout the metro area.

The replacement of the Almonaster Bridge which is a multi-modal facility servicing commuters, port facilities, intermodal rail terminal, and transcontinental freight rail movements.

The extension of Peters Road/LA 3017 is to add a hurricane evacuation route to the transportation network serving Plaquemines Parish. This project will also provide needed access to Alvin Callendar Naval Air Station and support business expansion, port and industrial development on the lower Mississippi River.

The lower Harvey Canal crossing environmental assessment will evaluate the benefits, costs, and impacts associated with widening the existing Lapalco Bridge versus a new bridge facility and crossing location.

An environmental document for extending Howard Avenue from Loyola Avenue to the vicinity of the Superdome and Sports Arena in downtown New Orleans was recently completed.

Each of these corridors has been studied at length, with a variety of highway, transit, and transportation systems management solutions being proposed. The proposed EIS activities will further refine this earlier work and provide decision makers with the information they need to proceed in an optimum way.

Community Issues

EIS are planning efforts designed to identify and take into consideration community issues through an open public involvement process. The most significant community issue will be to properly identify and inform the various stakeholders who may have an interest in the study or its outcome to insure that the study outcome properly represents community interests.

Financing

The East-West Corridor EIS is budgeted for about $1.5 million with most of the money coming from traditional federal formula funds usually used for implementation. Some highway priority discretionary funds are also included in the budget. The Desire Corridor MIS is funded with approximately $2.5 million dollars from a Congressional earmark being administered by FTA. The Howard Avenue and Harvey Canal crossing environmental documents will cost about $300,000 apiece.

Intelligent Transportation / Incident Management System Deployment

Description

The RPC in conjunction with the LaDOTD has developed an Intelligent Transportation System Early Deployment Strategic Plan that proposes the use of high-tech communications, surveillance and computing equipment to improve the operational capacity and efficiency of the existing freeway system.

Limits and Scope

The ITS Early Deployment Strategic Plan focuses primarily on the freeway system including I-10, I-12, and the Pontchartrain and Westbank Expressways in Orleans, Jefferson and St. Tammany parishes. The primary goal of the study is to improve operational traffic flow in the region and support efforts to improve incident identification, response and management on the freeway system. Elements proposed include variable message signs, video surveillance cameras, and a computerized freeway/ incident management center. Details of the ITS deployment are contained in the ITS Strategic Deployment Plan, copies of which are available from the RPC.

Purpose and Need

In various public meetings, particularly with business leaders, the problem of congestion on the freeway system particularly during accidents and other incidents was cited as among the highest transportation priorities in the region. The problem was further identified through technical fieldwork in conjunction with the Congestion Management Systems data collection, which showed severe congestion bottlenecks on the freeway system. In addition, the region has experienced several serious weather related incidents, particularly fog, which resulted in fatal multi-car collisions. ITS technology has the potential to aid in all of these areas. The need is particularly critical in the I-10 construction areas, and in fog prone areas around and across Lake Pontchartrain.

Financing

Funding for ITS deployment is to be provided through both STP flex funds controlled by the state as well as greater than 200K urban formula funds. There is also the possibility of congressional demonstration project funding that could accelerate phasing of the project. Non-federal match would come from both state and local sources.

variable message sign

Dectors providing updated, volume, speed and occupation information.

incident management center

Metro Bikeway System

Description

The RPC has developed and is promoting a comprehensive Metropolitan New Orleans Bicycle Path Plan that emphasizes path locations to encourage commuting by non-motorized means. High priority has been given to serving the university community, and other student populations that traditionally have a high level of non-recreational bicycle use.

Limits and Scope

Although the intent is for a more comprehensive plan, present funding limitations require that we focus on a few limited segments. Completed sections include bicycle routes along the Mississippi River levee from Harahan to uptown New Orleans and part of the lakefront route in Jefferson Parish.

Purpose and Need

Motorized travel is subject to congestion that hinders economic vitality, contributes to air pollution, and consumes non-renewable fossil fuels. By encouraging the use of non-motorized travel for commuter and other trip purposes, some of these impacts can be mitigated. At the same time, facilities also have a secondary purpose as recreation facilities that improve the quality of life.

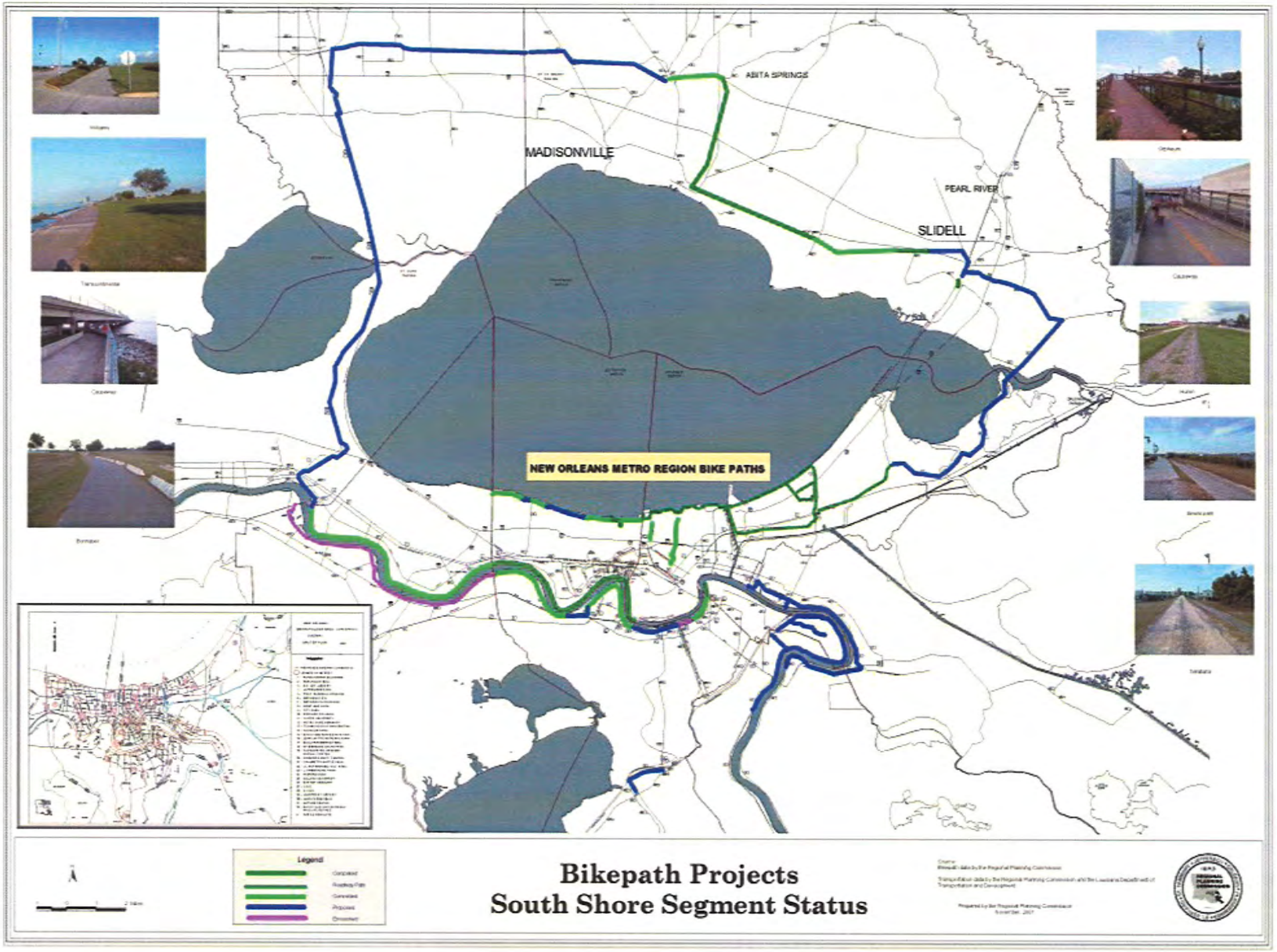
Community Issues

Response to proposals for bike paths in the region has been generally positive. The Metropolitan Bicycle Association, universities, health organizations, and neighborhood associations have networked with the city of New Orleans and RPC in developing a regional Bicycle Master Plan. In the case of some projects, particularly along the river levees, residents have expressed concerns about the impacts to their neighborhoods due to increased bicycle and pedestrian traffic moving through the area, as well as the impacts of vehicular traffic accessing the bicycle path. The concerns raised were considered in deciding whether to proceed with the projects, and these issues will be addressed in the development of operation and maintenance plans for the specific facilities.

Financing

Bikeway projects are sometimes funded with greater than 200K urban funds, but more typically they are funded with transportation enhancement funds administered by LaDOTD. These funds are competitive in nature and limited in availability, but by working with community groups, the RPC hopes to continue to be successful in pursuing a reasonable program of bike related projects.

Bikeway Systems
St. Charles Bike Path, Phase B
New Basin Canal Bike Path
Jefferson Parish Westbank Levee Bike Path
Gretna Bike Path-Westbank River Levee
Wisner and Marconi Bike Paths
St. John Bike Path
St. Bernard Miss. River Bike Path
Plaquemines Miss. River Bike Path


ABITA SPRINGS
MADISONVILLE
PEARL RIVER
SLIDELL
NEW ORLEANS METRO REGION BIKE PATHS
Legend
Bikepath Projects
South Shore Segment Status

Computerized Traffic Signal Upgrade and Replacement

Description

The MTP contains several projects related to the replacement, upgrading, and computer coordination of traffic signals throughout the region, particularly in Orleans Parish. These projects will allow for the proper timing of lights to improve intersection operation throughout the day, the progression of signals along a corridor to promote traffic flow during periods of heavy demand, and the ability to selectively control signals or groups of signals to meet the unusual demand due to special situations such as weather emergencies, accidents, or construction blockages elsewhere in the system.

Limits and Scope

Signalization Projects
Jefferson/Belle Chasse Signals
Jefferson Signal & Systems Upgrade
New Orleans Traffic Signal System (433)
Regional Traffic Management Center
Gretna/Metairie Signals

Purpose and Need

One of the largest impediments to smooth traffic flow in the region, particularly in the CBD, is ill timed and poorly coordinated traffic signals. Traffic congestion and significant delays are being experienced on facilities that theoretically have the capacity to handle the demand. Because of aging equipment and budget constraints, keeping traffic signals operating properly at a minimum acceptable level has taken priority over optimizing traffic flow. The result is severe congestion on arterial and collector streets during peak travel periods along with the resultant economic and environmental impacts. In the CBD, it has often been necessary to employ police officers to manually direct traffic at critical intersections. Because they are dealing with far fewer signals and a less dense street network, the suburban parishes and LaDOTD have had better success at keeping pace with the need. Therefore, the emphasis of the current effort puts the highest priority on the CBD and central city. However, it is also necessary to address the continuing needs of the suburban parishes.

Community Issues

Traffic congestion due to poor signal timing and intersection progression in the CBD was one of the highest priorities identified by the Transportation Committee of the city of New Orleans' Comprehensive Planning Study.

It has been noted in the general literature that improving signal coordination increases capacity and promotes increased driving. Locally, however, the signal situation is so bad that no one has supported the relevance of that argument. The incremental speed increases in the highly congested CBD would certainly not be enough to encourage latent demand, but would, nonetheless, be beneficial to air quality and mobility.

One issue that has been raised by the community is the issue of compatibility of signal hardware with the aesthetics of historic neighborhoods. Careful consideration is being given to these issues. Solutions have apparently been found in the Poydras and Canal Street Corridor. The RPC has been working with historic groups and neighborhoods to select a signal pole and pedestal base that is unique to New Orleans and appropriate for these districts. A consensus demonstration project is being implemented at the Camp and O'Keefe streets off-ramps on the edge of the historic warehouse district. This prototype, if successful, may become the model for other historic areas in the city.

Financing

Financing for these signal improvements comes primarily from federal formula funds received by the urbanized area with match coming from the owner of the signals, which, in most cases, is the local parish in which they are located. Some projects are eligible for 100% federal funding, provided that only signal hardware and software are upgraded, and no geometric improvements are undertaken in conjunction with the upgrade.

Examples of traffic signal improvements

Howard Avenue at Carondelet Street, New Orleans

before

after

Magazine Street at the D-Day Museum, New Orleans

before

after

Transportation System Preservation

Description

Transportation System Preservation projects are miscellaneous interventions to perform preventive or corrective maintenance on the existing transportation system. They generally do not involve capacity increases or changes to the character of the roadway.

Limits and Scope

Transportation System Preservation Projects
US 90 Crescent City Connection Painting and Structural Repairs (ongoing tasks)
Interstate Guardrail Program Rehabilitation District 02
Gen. DeGaulle Cross Drain Improvements
Arterial Streets Overlay Program

Purpose and Need

Preventive and corrective maintenance on existing roadways is important because if maintenance is deferred, the increase in cost for full reconstruction can be geometrically larger than the cost of early intervention. National statistics have shown that a delay of one year in performing needed maintenance can increase the cost of the repair six-fold.

Community Issues

Although preventive maintenance has been identified as a high priority, it has been noted on numerous occasions by policy makers and the general public that maintenance needs far exceed the available budget.

In an effort to help address this deficiency, the RPC has initiated the Urban Arterial Overlay Program to establish credibility with the public by addressing deteriorating street conditions in a more timely manner.

Financing

Funding for these maintenance projects comes primarily from federal sources associated with the classification of the roadway in question. Most interstate projects are funded with interstate maintenance funds. Roadways on the National Highway System are funded from the NHS category, and the remainder of roadways are funded from the federal formula funds for areas over 200,000 in population.

Earhart Boulevard Reconstruction

State to S. Dupre	*Fern to State*	*Hamilton to Fern*
$8.1 M (Let 10/03)	*$2.1 M (Let 1/04)*	*$5.1 M (Let 9/05)*

Transportation Systems Management Projects

Description

Transportation Systems Management (TSM) projects are low cost, non- construction or minimal construction road projects designed to correct problems and improve operations at specific locations, particularly intersections. Because of their low cost and targeted scope, TSM projects can usually be implemented quickly to provide a short-range solution to a problem, while longer-term solutions to underlying causes can be worked out. Typical TSM projects are traffic signal improvements at individual intersections, turning-lane additions, lane re-striping, etc.

Limits and Scope

Transportation Systems Management Projects
LA 45 Barataria at Patriot Intersection Improvements
Claiborne/Carrollton/Tulane Signal Improvement
Destrehan at Lapalco Intersection Signalization
US 90B at Manhattan Boulevard
Hemlock at US 61
US 90 at I-310
Almedia Road at US 61
I-10 at Loyola Interchange

Left Turn Lane at West Judge Perez Drive and Packenham in St. Bernard Parish

Purpose and Need

The street system in the New Orleans urbanized area is constrained by a large number of water bodies. These include the Mississippi River whose winding path tends to twist the city's streets out of a standard grid pattern, as well as many drainage and navigation canals that restrict the number of through streets. The result of this topography is that traffic in the New Orleans metropolitan area is characterized by localized, peak hour congestion at specific hot spots where a limited number of streets cross water features. Additional capacity is not feasible in most cases. Therefore, operational solutions are necessary to reduce conflicts and optimize traffic flow.

Community Issues

In many cases where congestion is localized, drivers divert to neighborhood streets, creating a safety and quality of life problem. TSM projects must be designed in such a way that they encourage drivers to travel predominantly on the major arterials designed to carry the majority of the traffic.

Financing

TSM projects are generally funded through federal formula funds attributed to urbanized areas over 200,000 in population with the match coming from the owner of the facility in question.

Bridge Replacement / Inspection

Description

Bridge replacement is a specific TEA-21 funding category that is administered by LaDOTD. The projects are identified primarily through the LaDOTD preventive maintenance program. Many of the items identified are funding categories that will be applied to multiple bridges for either inspections or a particular repair.

Limits and Scope

Bridge Replacement/Inspection Projects
Bridge Safety Inspections: 4 major bridges; 5 movable bridges; 3 long bridges and inspect complex structures
Off System Bridge Replacement
Bridge rail and guard rail upgrade; Program/rail replacement
I-10 Lake Pontchartrain Bridge Rehabilitation
Almonaster Bridge at IHNC Bridge Replacement
US 90 Bridge at Rigolets Span and Approach
US 90 Bridge Span and Approach at Chef Pass

Purpose and Need

Nationally, bridge maintenance and safety has been identified as one of the most significant infrastructure challenges facing transportation planners. The ages and particularly high number of bridges in the New Orleans area make the problem even greater.

Community Issues

When bridges are being repaired, they significantly disrupt traffic flow on major arteries. Efforts must be made in the construction plan to mitigate delays. Because of the dense development around bridges in this area, land use and environmental impacts are often of critical concern.

Financing

Most of the funding for this category comes from federal bridge replacement funds provided under TEA-21 with some supplement from other state and federal sources.

New Construction / Capacity Increases

Although the primary emphasis of TEA-21 or its successor legislation is a focus on maintaining and improving the operation of the existing transportation system, there are situations in which construction of a new roadway or expansion of an existing one is the most logical solution to a transportation problem. New capacity is warranted when it completes a logical component without which the transportation system cannot operate properly; when it eliminates bottlenecks or safety hazards; and finally, when all reasonable transportation systems and transportation demand management efforts have not proven effective in dealing with the problem.

Additional capacity has been proposed very sparingly. Given that this is a twenty-five year transportation plan, the identified capacity increases are a modest menu of road widening and new roads that address specific needs. Of the projects listed on the following pages, the new roadways complete segments of projects already partially completed under previous plans, such as Morrison and Lake Forest. Most of the other projects eliminate bottlenecks or address specific operational or safety problems not addressable through other means. In most cases the widening is in already developed areas currently experiencing heavy traffic delays and will not encourage additional development.

The primary community issues related to these projects are impacts on adjacent land uses and the potential for increased traffic through adjacent neighborhoods. The RPC works closely with neighborhood groups to address these issues, including exploring alternative solutions.

Almonaster Bridge Replacement

Description

Conceptual design plans to replace the existing Almonaster Bridge would widen the bridge to accommodate four vehicle lanes from two, provide a bicycle path and pedestrian walkway, as well as accommodating existing freight rail (two tracks). A new vertical lift span bridge with a 126 foot height and 200 foot width would replace the current bascule design extending over the Inner Harbor Navigational Canal (IHNC). Current shoulder widths on the bridge and approach roads are inadequate. The primary benefit of its replacement is in economic development from improved multi-modal freight activities and improved access to jobs.

Limits and Scope

Almonaster Boulevard is a four lane divided highway narrowing to two lanes at the bridge. Significant redesign of approach lanes from France Road on the west to beyond Jourdan Road on the east is included in the design to adapt it into a continuous divided four lane. The bridge services maritime and rail needs as well as vehicular traffic. Navigational vessel clearances for height and width are important. The proximity of the bridge to Interstate 10 and to Jourdan Road down ramps prevents the new design from being a high rise, fixed span or mid-rise bridge.

Purpose and Need

Thr existing Almonaster Bridge is a critical choke point in vehicle, rail and maritime movements. It is a vital component of the New Orleans Rail Gateway, providing access for almost all east-west railroad freight movements in the southern United States with the exception of that percentage of rail cars diverted onto the New Orleans Public Belt Railroad. The New Orleans Business and Industrial District (NOBID), east of the bridge with over 100 businesses, is hindered landside by one lane vehicle capacity eastbound over Almonaster exiting Interstate 10. Also, to the east is the CSX railroad intermodal facility. Vehicles must cross two CSX mainline rail track and two rail spur alignments, which are frequently blocked by train building activities between the CSX intermodal facility and the bridge.

The span is the narrowest point on the IHNC at 96 feet making it the choke point for maritime movements along the IHNC. Numerous bridge openings, an average of twenty-one per day, further impede vehicle and rail traffic. The facility is long past its design life as mechanical and electrical systems are in need of work. The existing bridge is 84 years old and has a sufficiency rating of 47 out of 100.

Community Issues

The project has broad support by the community (residential and freight interests) because it greatly improves both auto and truck traffic flows. The design completely separates main line track movements from vehicle traffic along Almonaster Avenue. Economic development should be enhanced due to better auto and truck access to NOBID and Port related facilities on France and Jourdan Roads servicing the IHNC.

Replacement of the bridge will improve train transit time. This will shorten the time vehicles wait at rail crossings, especially for north-south vehicle movements at Louisa Street. The proposed design, with continuous four-lane vehicle access from I-510 to Faubourg Marigny, provides an alternative route for I-10 traffic, decreasing congestion on the Interstate. The bridge is so important to intercity and freight rail that the track can only be out of service for 24 to 48 hours during construction and will have to be built off site.

To address future community needs for non-motorized transportation facilities to access job sites in the area, bicycle and pedestrian lanes were included in the design to service New Orleans East, the NO-BID industrial area, and the low-income public in the immediate area. Exclusive transit lanes were considered during the early design phase, but later fell out due to geometric problems, high cost, and lack of connectivity to Chef Highway and potential transit dependent areas.

Financing

Because of the intermodal nature of the project, the state has listed it as a Tier I high priority project in the State Intermodal Transportation Plan. Almonaster Boulevard is on the National Highway System but is not a state route. Therefore it is ineligible for state funds.

The state has currently committed $20 million in the federal bridge replacement category and an additional $5 million has been programmed from STP urban funds (greater than 200K). The remaining funds will come from local sources such as the city of New Orleans and the Port of New Orleans. Efforts are underway to increase the level of federal participation through formula grant programs and congressional reauthorization of the transportation bill.

existing bridge

proposed bridge

Canal Streetcar Project

Description

The Regional Transit Authority (RTA) has completed the construction of the Canal Street corridor. The project runs in the median of Canal Street from a connection with the existing Riverfront Streetcar line at the foot of Canal Street to the cemeteries area of the city of New Orleans, a distance of just over 4 miles. A spur line connects to the Canal line at Carrollton Avenue and proceeds north approximately 2 miles to a terminus at the intersection of North Carrollton Avenue and Esplanade Avenue.

Limits and Scope

Supplemental activities for the Streetcar project include the improvement of operational features related to the interconnectivity of the streetcar line to the rest of the transit system. This could include modifications to transfer facilities, operations and maintenance venues, and improvements to the operations as it relates to vehicular traffic.

Purpose and Need

Canal Street is in need of an aesthetic and economic development boost. One of the proposals arising from the effort to meet these needs was to eliminate noisy, polluting, buses and replace them with streetcars. The advantage would be a clean-running, economical, handicapped-accessible service that would support rather than conflict with the proposed redevelopment of Canal Street as a low-rise hotel and small storefront corridor. In addition, the shift to streetcars has provided the RTA with a cost-effective way to meet its requirements in regard to vehicle replacement, alternative fuels, and fleet accessibility.

Community Issues

There has been a tremendous ground swell of grass roots community support for the return of the streetcar to Canal Street. Proposals for modern, low floor light rail vehicles raised during early planning phases were met with hostility and quickly became politically unfeasible.

Financing

Financing has come from congressionally sponsored 5309 discretionary earmarks at 80% federal participation with local match from taxes generated from the hotel/motel tax within the city of New Orleans.

Desire Streetcar

Description

This project involves construction of a streetcar line along the median of N. Rampart Street / St. Claude Avenue with supporting feeder bus service.

Limits and Scope

The Desire Streetcar Line will run along N. Rampart Street from Canal Street to McShane Place and then along St. Claude Avenue from McShane Place to Poland Avenue. Collateral changes to the St. Claude, Desire, Almonaster, and Louisa buses are provided for in the project with maintenance activities to take place at a retrofitted Randolph facility.

Purpose and Need

The corridor in question is one of the historic streetcar corridors in the region. The adjacent community is highly transit dependent. Existing bus routes have high ridership throughout the day. The area also hosts several regional facilities including the Port of Embarkation and the New Orleans Center for the Creative Arts (NOCCA), a regional magnet high school. The corridor is also highly congested and the urban context makes capacity increases to streets unlikely. Several historic districts border on the Desire Streetcar route. The proposed streetcar line would also support changing land use patterns in the area, including a proposed cruise ship terminal near Poland Avenue and the Mississippi River. An alternative to auto travel is necessary.

Issues and Expected Outcomes

The purpose of the project and the need of the community are to optimize transit service in the corridor. This project is designed to accomplish that task, but it should also have positive ancillary land use and economic development impacts in terms of community revitalization.

Financing

Financing for this project is similar to the Canal Streetcar project with federal funds coming primarily from Congressional earmarks and matching funds expected to come from the hotel motel tax. Recent changes to federal participation in new transit starts have changed the funding ratio from 80% federal/20% as demonstrated for the Canal Streetcar, to 60% federal/40% local for subsequent new start projects. The total cost estimate for the Desire Streetcar project at this time is $110 million.

Riverfront Streetcar Upriver Extension

Description

This project proposes the extension of the Riverfront Streetcar Line to approximately Jackson Avenue in the Lower Garden District in the upriver direction and to Poland Avenue in the downriver direction.

Limits and Scope

The upriver project entails extending the line approximately one mile to a terminus at Jackson Avenue using existing rail rights-of-way, or a new right-of-way, to be determined from planning study. Similarly, the downriver portion would extend approximately two miles, using existing or new rights of way, again to be determined from a planning study.

Purpose and Need

Either extension will allow the Riverfront Streetcar to better serve the convention center, port facilities, cruise terminals, and several mixed use developments of combined commercial, residential and hotel uses that are being undertaken and developed in the area.

Issues and Expected Outcomes

The primary issues involve competing development plans related to convention center and port expansion. Coordinated planning will be necessary to keep this a viable project.

Financing

Financing is expected to come from a combination of federal rail modernization formula funds, other transit formula funds and from private sources through public private partnership efforts. Initial cost estimated for the project is $10 million.

East-West Corridor Transit Project

Description

This project provides a fixed guideway transit improvement between Louis Armstrong New Orleans International Airport and the central business district of New Orleans.

Limits and Scope

The East-West Corridor project is currently in the Environmental Impact Statement process. Several technologies are being reviewed, including commuter rail, light rail, and bus rapid transit. All options entail the use of a fixed guideway over part, if not all, of a proposed alignment.

Purpose and Need

The corridor between eastern St. Charles Parish and the New Orleans CBD is arguably the most congested in the state of Louisiana. Although the I-10 widening project will relieve a great deal of existing and future congestion, it will not, in itself, be enough to accommodate the projected growth of VMT in the corridor, particularly in specific market segments, such as tourism. The East-West Corridor project presents an excellent opportunity not only to alleviate congestion in the corridor, but also to leverage the investment to affect positive change in land use, density and curtailing sprawl.

Community Issues

The primary issues involve the competitive nature of funding, potential environmental justice issues (that can be positively dealt with in a win-win for all involved), and potential right-of-way issues for some alignment alternatives.

Transit oriented development policies are being developed by RPC and local participating governments to further support this proposal for major transit capital investment in the corridor. The proposed project is consistent with Jefferson Parish's plan for a major new bus terminal at U.S. Highway 61 and Causeway Boulevard. The proposed fixed guideway project could be further enhanced through the possible future consolidation of the Jefferson and RTA bus transit systems into a single operating entity to achieve lower systemwide operations and maintenance costs and greater efficiency.

Commuter Rail

Financing

Financing is expected to come from a combination of federal new starts, congressional earmarks, state of Louisiana capital outlay funds, highway formula funds (flex), other transit formula funds and from private sources through public private partnership efforts.

Light Rail

Bus Rapid Transit

Earhart Ramp Connector to US 61 and US 90

Description

Two ramp connections are proposed to enter and exit Earhart Boulevard, the only limited access elevated expressway connecting Orleans Parish and Jefferson Parish besides Interstate 10. The connectors would be built near the Orleans/Jefferson boundary west of the 17th Street Canal. A westbound ascending connector would proceed from Airline Highway (US 61) near the west end of LaBarre Business Park to merge with Earhart, near Cold Storage Road. The second ramp would exit Earhart at nearly the same point, descending to the west side of the 17th Street Canal on Dakin Street in Jefferson Parish and proceed to Jefferson Highway (US 90) south. Both ramps were foreseen but not funded in the initial design of Earhart when ramp stub-outs were built to accommodate future construction.

Limits and Scope

Although stub-out connectors were constructed on Earhart in recognition that this effort would take place as funding was available, the design was not finalized. Connector design is complicated by two railroads, a major gas line and metering facility and industrial property constraints. The parish is working to provide a major local arterial (four-lane divided roadway) from Jefferson Highway to Airline Highway along Dakin Street in coordination with design of these ramp connectors and to address extensive flooding and drainage problems at LaBarre Business Park. The new parish roadway, included in this plan as the Dakin Street Extension, would provide egress and ingress into LaBarre Business Park and provide entrance and exit to the proposed Earhart ramp connectors.

Purpose and Need

Earhart is underutilized at this time, lacking good north-south feeders. Airline Highway (US 61) and

Jefferson Highway (US 90) are heavily congested serving industrial, commercial and residential activity. Improved access to Earhart Boulevard would greatly alleviate traffic on these alternative routes and would particularly address commercial vehicle trips between Elmwood Industrial Business Park and clustered businesses along US 61, US 90 and truck trips on I-10. US 61 accommodates westbound traffic originating from I-10 and the CBD on the east which could be relieved by Earhart Boulevard as a secondary route with the construction of an access ramp from Airline to Earhart. In addition, LaBarre Business Park is located directly north of Earhart Expressway but lacks direct access except by circuitous routes via Airline Highway to Carrollton or to Clearview Parkway.

Community Issues

The elevated, limited access portion of Earhart Boulevard terminates in the Hollygrove/Carrollton neighborhood directly west of 17th Street Canal between Airline Highway and Jefferson Highway. The Hollygrove/Carrollton neighborhood is impacted by numerous cut through trips seeking a shorter route to or from Earhart Boulevard from US 61 and US 90. Exits and entrances to Earhart are limited. Carrollton Avenue is the first major arterial on the eastern end of the elevated section but is congested and requires a longer trip length to use, encouraging neighborhood cut throughs. Westbound traffic is restricted to two exits between Carrollton and Clearview Parkway. The first exit design goes southbound only (to Jefferson Highway) at Deckbar Street. The second exit design goes northbound only (to Airline Highway) to Cleary. There are no eastbound exits between Clearview Parkway and the Carrollton intersection. Because entrance is limited to Carrollton, Clearview Parkway, and the western terminus at Dickory in Harahan, distant locales, it encourages cut through trips in the Hollygrove/Carrollton neighborhood. The construction of the access ramps would redirect these trips, taking through trips off neighborhood streets, and providing a faster, easier route to Earhart between Carrollton and Clearview Parkway.

Financing

This US 61 and US 90 ramp connectors are estimated to cost $16.65 million dollars. National Highway System federal-aid funding is planned with a local match coming from parish sources.

Florida Avenue Bridge and Boulevard at the IHNC

Description

The Florida Avenue Bridge and Boulevard project calls for the construction of a major four lane, fixed span bridge across the Inner Harbor Navigation Canal (IHNC/Industrial Canal) in the Florida Avenue right-of-way. Access to the bridge on the east side of the canal will be at Caffin and Tupelo streets, and on the west side at Alvar/Louisa Street.

Limits and Scope

The project has been going through the environmental assessment process as defined in 23 CFR 771, with the US Coast Guard as the lead federal agency. The current consensus for the project involves a four lane, fixed span bridge over the IHNC, between Alvar and Caffin avenues. The four lane section will continue to Tupelo Street. At Tupelo Street, the roadway will taper to two lanes and continue to Paris Road (LA 47) in St. Bernard Parish.

A future extension of this project is envisioned by St. Bernard Parish that includes extending the roadway south and east from LA 47 to Colonial Boulevard, near the Violet Canal. This roadway is currently envisioned as a two lane arterial roadway

Purpose and Need

The primary traffic corridor connecting St. Bernard Parish to New Orleans by way of the 9th Ward is heavily congested. The primary impediment to traffic is the limited number of bridge crossings at the IHNC. The current Florida (Avenue) Bridge is a substandard, at grade crossing that must open repeatedly for all marine traffic, no matter how small the vessel. This new bridge would provide a third arterial connection across the bridge to deal with recurring peak-hour congestion and provide additional capacity in the event of a hurricane evacuation.

Community Issues

Many citizens in the communities of St. Bernard Parish and in the Lower 9th Ward in Orleans, geo-

graphically east of the IHNC, have voiced support for a high-rise bridge. Such an asset will not be affected by marine traffic, and would provide a secure route for hurricane evacuation despite the heavy marine movements that take place when a hurricane threatens.

Residents of the neighborhoods that would be impacted by the bridge structure are mixed in their response to the project. Some residents believe the high level bridge would adversely affect the neighborhood. Others believe it will improve access to their community.

Financing

Currently identified funding for the Florida (Avenue) Bridge comes from the TIMED program. The cost estimate for the project as described is approximately $150 million.

The extended roadway to Colonial Boulevard would be paid for with Parish funds, with some funding provided through the STP>200K program.

Lake Forest Boulevard

Description

Lake Forest Boulevard is a minor east-west arterial in New Orleans East traveling south of and parallel to Interstate 10. This project involves eliminating a gap in the existing roadway between Bullard Road and I-510. The incomplete roadway section is about 0.3 miles. The roadway would remain a 4-lane divided minor arterial.

Purpose and Scope

This project would eliminate an existing bottleneck and unpaved section of Lake Forest Boulevard between Bullard Road and the I-510 Interchange.

Community Issues

This project was identified through RPC's community based planning program. It will eliminate a deficiency in the existing street network. Minor traffic increases could result from the connection which services the local community, including a secondary connection with Six Flags Theme Park.

Financing

The project is programmed for financing with federal urban formula funds with local match being provided by the city of New Orleans.

I-10 East Widening, Elysian Fields to Bullard; Twin Span

Description

The widening of the I-10 between Elysian Fields and Bullard Road, including the high rise bridge over the IHNC is a project that will alleviate a severe traffic bottleneck that has hampered mobility in the eastern corridor for many years. The project entails widening the high rise bridge to an eight lane section. A related improvement includes eliminating the bottleneck at the I-10 twin span bridge by widening it from four to six lanes.

Limits and Scope

Limits for this project entail widening the Interstate mainline from six to eight lanes between Elysian Fields Avenue and Bullard Road, a distance of approximately 8 miles. A related improvement includes eliminating the bottleneck at the I-10 twin span bridge by widening from four to six lanes for a distance of about five miles.

Purpose and Need

The purpose of this project is to alleviate severe congestion and improve access to the urban area to and from the east. Typical weekday traffic totals over 150,000 for a 24-hour period, and recurring delays in the a.m. and p.m. peaks are significant with cars backed up for miles. The a.m. peak movement, when even the slightest incident (e.g. stalled car) can effectively shut down the interstate for more than six miles, is particularly critical. Due to the grade of the bridge, (a substandard 6% for an interstate highway), and the severe grade of the Downman and Louisa on ramps (over 7%), traffic is severely hindered, and levels of service of the roadway diminishes very quickly. Moreover, both on-ramps serve the industrial land uses associated with the IHNC. A high number of heavy trucks entering the highway at very steep grades causes safety problems as trucks merge into traffic in addition to the upstream effect of vehicles on the mainline slowing down precipitously to allow heavy vehicles onto the roadway. Furthermore, levels of traffic remain high in the off-peak direction during peak hours, as well as during the midday and evening off-peak times.

Community Issues

Virtually all community input concerning this project thus far acknowledges the fact that this project is extremely important and that efforts to relieve congestion in the corridor should be given a high priority. However, a number of issues would need to be addressed, such as noise and air quality impacts to nearby residents.

Financing

The RPC is in the process of determining funding sources for this project. RPC believes that a number of financial resources can be utilized for the project, including the possibility of toll collection. It is for this reason that this project is considered financially constrained. This project is included in LaDOTD's Transportation Master Plan as a "Priority A" mega-project. Preliminary cost estimates for this project as provided by LaDOTD are $185 million. Cost to widen the twin span over Lake Pontchartrain is estimated at $150 million. It is anticipated that a study to examine alternative financing methods for both - the I-10 high rise and twin span widen/safety project - will be initiated by the MPO in fiscal year 2005-06.

West Napoleon Avenue Completion

Description

This project is a TIMED project designed to facilitate the completion of West Napoleon Avenue, a partially constructed east-west minor arterial in east Jefferson Parish. The roadway currently exists only as a series of disconnected four lane sections divided by a drainage canal.

Limits and Scope

Completion of West Napoleon Avenue requires construction of new roadway segments between David Drive and Williams Boulevard on the west end of the project and between Severn Avenue and Clearview Parkway near the east end of the project.

This project is under construction at this writing and is expected to be operational no later than April of 2006.

Purpose and Need

Currently, the entire east Jefferson corridor is congested. West Napoleon would not only provide a parallel alternative to I-10 for local trips, but would also provide alternative access to major regional facilities such as Lafreniere Park.

Community Issues

The project is expected to greatly enhance mobility within east Jefferson Parish. The project was identified by area residents in the *Jefferson 2020* program as a high transportation project priority.

Financing

This project is proposed for funding through the TIMED program, which has incorporated a full funding guarantee into the recent legislative extension of the gasoline tax.

Causeway Boulevard Widening

Description

The current plan calls for lane additions and geometric improvements to several sections of Causeway Boulevard to improve traffic flow and level of service particularly during peak hour.

Limits and Scope

The project limits of the widening project run from US 61 to West Napoleon Avenue. This project is being proposed by Jefferson Parish to alleviate existing congestion in the corridor.

Purpose and Need

Causeway Boulevard is a major north-south arterial running from Lake Pontchartrain to the Mississippi River in east Jefferson Parish. From the lake to Airline Drive, the roadway operates at a level of service of F during peak periods, and sometimes during off peak travel as well.

Issues and Expected Outcomes

The primary issues relate to neighborhood impacts of the widening and increased traffic on adjacent neighborhoods and businesses. However, the projects have been endorsed by the Jefferson Chamber and Business Council.

The roadway widening is under design as part of a parishwide bond issue. Additionally, the proposed Earhart/Causeway Interchange will further increase traffic on Causeway Boulevard which traverses a mixed commercial / residential community that may be resistant to the proposed road widening along Causeway.

However, because Causeway is a state route and is one of the region's most important north-south arterials, the project is expected to be advanced.

Financing

A portion of Causeway from Veterans to West Napoleon will be included in the I-10 Causeway Interchange reconstruction project. The section from West Napoleon to US 61 will be funded with local parish funds, and possibly STP>200K.

LA 3154 - Relocated Hickory

(Gardner to Mounes/Mounes to LA 48)

Description

LA 3154 is the perpendicular western terminus of Earhart Boulevard and services the Elmwood Industrial and Business District. When Earhart Boulevard was built (a limited access elevated expressway connecting Orleans and Jefferson parishes), a portion of LA 3154 or Hickory Lane, was moved slightly east and widened to a four lane divided roadway. The initial widening stretched from Airline Highway ¼ mile north of Earhart Boulevard and approximately ¼ mile south ending at Gardner Road. This project is now addressing the final segments of widening and extending LA 3154 south, one segment traversing two lane Hickory and one segment in a new alignment from approximately Mounes Street to Jefferson Highway.

The segment from Gardner Street to Mounes Street has been constructed and is open to traffic at this time. Mounes was extended approximately 200 feet to intersect with Dickory.

Limits and Scope

This full reconstruction and extension of LA 3154 will offer a new four-lane, divided roadway between Jefferson Highway and Airline Highway, providing a new north-south alternative route for truck and commuter traffic. The project will join new Hickory on the north end and proceed south along the currently open utility right-of-way to Jefferson Highway. The majority of the land has been acquired by LaDOTD and plans are being updated. The proposed route would provide separation from existing local streets that currently connect to the existing route.

Purpose and Need

Elmwood employs over 28,500 persons and 1,200 businesses. It is a vital hub for commercial and industrial development, providing a large tax base for the state of Louisiana and Jefferson Parish. Demands on this route have grown in proportion to the build out in Elmwood, expected to reach capacity in two years. The current roadway is inadequate for increasing travel demands and may actually encourage out migration of business to St. Charles Parish or St. James Business Park.

Concurrently, Jefferson Parish is extending Mounes Street to LA 3154 (located midway between Earhart Boulevard and Jefferson Highway) as part of their major street bond issue, to open another western arterial for Elmwood traffic. Importantly, the capacity increase will substantially reduce congestion on Clearview Parkway, operating at Level of Service F during a.m. and p.m. peak periods. Clearview is currently the primary route into and out of Elmwood and the only arterial for north-south movements across the Mississippi River in Jefferson Parish.

Community Issues

The four laning of these segments will especially benefit Elmwood Industrial Park with an improved route but could also increase the volume of commercial vehicle trips near the neighboring community of Harahan to the west of LA 3154. The Clearview corridor carries 18% commercial vehicle traffic, reflecting the commercial-industrial nature of Elmwood. Relocated Hickory Street will divert a great deal of the commercial vehicle traffic from Clearview Parkway. Plans are also being developed in partnership with the community to rehabilitate Old Hickory with minor lane widening, drainage and lighting to enhance its new function as a minor arterial serving local land use.

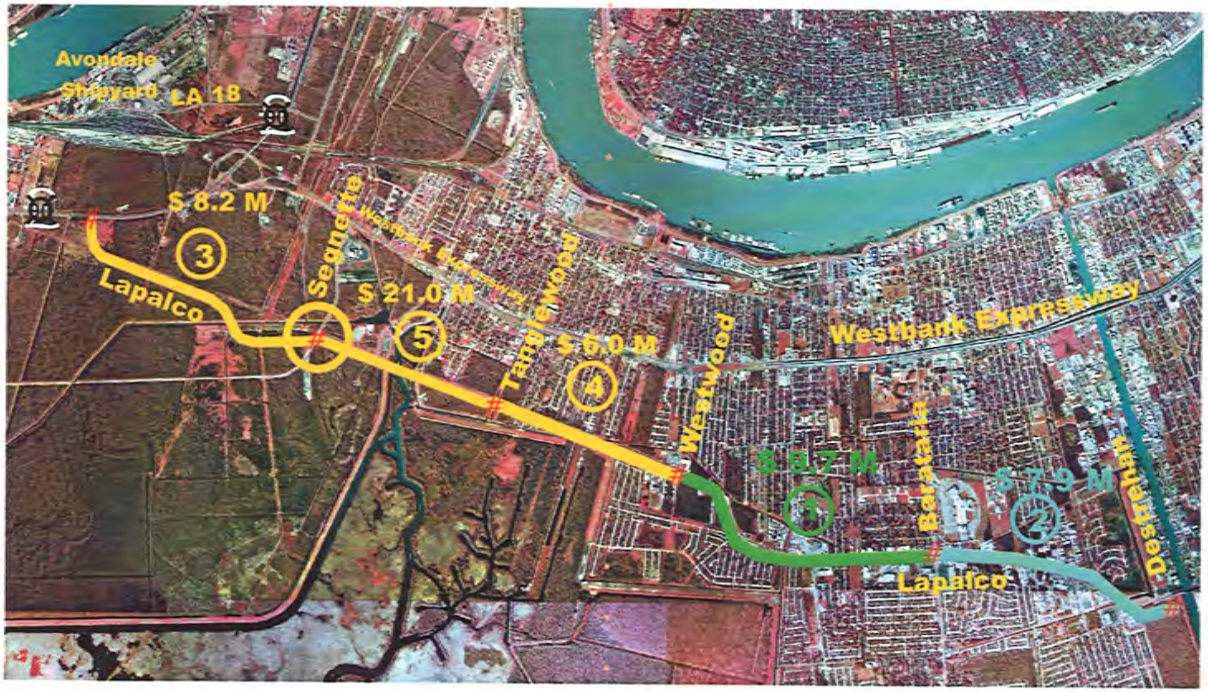
Financing

State capital outlay bonds and state cash from the highway trust fund gasoline tax receipts are targeted to redesign and reconstruct LA 3154.

Lapalco Widening

Description

Lapalco is a principal arterial providing east-west access between Algiers, on the westbank of Orleans Parish, and the western portion of Jefferson Parish at US 90. Lapalco Boulevard is an at-grade roadway with 34 signalized intersections over the 14.18 miles between its intersection with DeGaulle at Behrman, and Lapalco at US 90. Lapalco is a six-lane, divided roadway on the eastern half to Barataria Boulevard. Lapalco serves as a parallel east-west arterial to the Westbank Expressway (US 90B), servicing the lower portions of west Jefferson Parish and Algiers. It is heavily developed with commercial and retail activities. Ultimately, this is a phased effort to widen all the four lane sections of Lapalco to six lanes, and two lane sections to four lanes.



Limits and Scope

The phases identified for reconstruction in the current plan are the western portion of Lapalco. They include (from east to west):

The intent of the project is to upgrade these four lane sections to six lanes. The bridge widening will probably occur last and very late in the plan because of costs.

Lapalco Widening - Project Phases
Destrehan to Barataria - completed
Barataria to Westwood - completed
Westwood to Tanglewood
Widening of the Lapalco Bridge across Bayou Segnette (Tanglewood to Segnette)
Segnette to US 90 (to be let FY 04)

Purpose and Need

Current congestion on Lapalco is growing due to increased westbank development and the nature of the roadway as a major east-west arterial, only one of three crossing the Harvey Canal. This upgrade and widened segments will provide improved access for points west of the region experiencing heavy growth from oil and gas offshore exploration and continued residential expansion.

Community Issues

Minor impacts are expected during the construction phase but the RPC and Jefferson Parish will continue to address any community concerns as the project proceeds.

Financing

This project is will be funded with STP greater than 200K funds targeted for the urbanized area. Lapalco has also been included in the RPC high priority funding package for congressionally earmarked discretionary funds.

Kenner/Airport North-South Roadway

Description

This new roadway to connect north Kenner to Airline Highway would be located just east of the Jefferson-St. Charles Parish line. The roadway would be located partially on Louis Armstrong New Orleans International Airport (LANOIA) property and could utilize the existing tunnel under the east-west runway extension.

Limits and Scope

The roadway would be a 2-lane arterial running from Veterans Boulevard on the north to Airline Highway on the south. There are a number of questions about whether the Transportation Safety Administration (TSA) would allow general traffic under an active runway, given the ongoing threat of terrorism.

A north-south connection between Veterans Boulevard and US 61 is nonetheless envisioned. Another option under consideration involves possible long-term conversion of the existing Airport Access Road entirely for pubic use. This concept is tied to on-going airport master planning efforts that envision a possible north side terminal with improved access via the I-10 at Loyola Drive interchange.

A related improvement involves the widening of Veterans Boulevard from two to four lanes between Loyola Drive and the levee rcad.

Much of the planning for this roadway is obviously contingent upon planning efforts and initiatives of LANOIA.

Morrison Road Extension and Gannon Canal Bridge

Description

Morrison Road is a minor arterial roadway providing east-west travel in New Orleans East on the north side of Interstate 10. Morrison is a four-lane divided arterial from Downman Road to east of Bullard Avenue. East of Bullard, the road is two lane to Gannon Road, where it ends. Morrison Road is then re-established at Paris Road. The project section is currently two lanes. This project proposes the completion of Morrison Road as a continuous roadway from Downman Road to Paris Road.

RPC has deemed this roadway as not regionally significant for the purposes of air quality conformity.

Limits and Scope

Currently Morrison Road is a divided roadway with a one-way traffic lane on either side of the Morrison Canal until it reaches the Gannon Canal where the southern half of the roadway terminates. The northern half proceeds eastward as a two way road. The project proposes to bridge the Gannon Canal on the south side and continue the south roadway eastward to the Vincent Canal.

Purpose and Need

The proposed roadway section would provide for improved east west access in the heavily congested I-10 corridor in New Orleans East and provide for the next phase of the completion of the street system in New Orleans East as originally described in the city of New Orleans' Major Thoroughfare Plan.

Financing

Proposed financing for this project is to use federal aid urban formula (>200K) funds with local match from the city of New Orleans for engineering and construction.

Interstate 10 Bottleneck Elimination & Interchange Reconstruction

Description

The I-10 widening is a bottleneck elimination project on the primary western access route to the New Orleans urbanized area. The project effectively adds an additional through travel lane in each direction from the Metairie Road interchange in Orleans Parish to the Veterans Interchange in Jefferson as well as provides for redesign and reconstruction of the Bonnabel, Causeway, and Williams Boulevard interchanges.

Limits and Scope

Project Phases
I-10/I-610 at 17th St. Canal - completed
I-10 Williams Interchange - completed
17th St. Canal to Metairie Road - completed
I-10 Causeway to 17th Street Canal (let FY 2005)
I-10/Causeway Interchange
I-10 Widening Causeway to Clearview - completed
I-10 Widening Clearview to Veterans (let 2010)
I-10 Widening Veterans to Williams (let 2012)

Purpose and Need

The purpose of this project is to alleviate severe congestion and improve access to the urban area from the west. At the project location, Interstate 10 is the most heavily traveled roadway in the state of Louisiana. Typical weekday traffic totals over 170,000 for a 24-hour period, and recurring delays in the a.m. and p.m. peaks are significant with cars backed up for miles. The a.m. peak movement, when even the slightest incident (e.g. stalled car) can effectively shut down the interstate for more than six miles, is particularly critical.

Furthermore, levels of traffic remain high in the off-peak direction during peak hours, as well as during the midday and evening off-peak times. Projected increases in CBD commuter demand as well as the growth of commercial activity in East Jefferson point to worsening conditions and increased congestion unless efforts are undertaken to eliminate the bottleneck. The segment from the 17th Street Canal to Metairie Road also has drainage components critical to prevent flooding during hurricane evacuation. Significant pumping capacity has been added to alleviate flooding of the Interstate at this location, complete with a new, elevated pump station.

Community Issues

Virtually all community input concerning this project acknowledges the fact that this project is extremely important and that efforts to relieve congestion in the corridor should be given a high priority. However, various neighborhood groups living near the project area have expressed concerns about construction impacts, and post project impacts to neighborhoods adjacent to the redesigned interchanges, particularly at Bonnabel Boulevard.

Specific comments have been received regarding concerns over increased traffic in the Bonnabel neighborhood after project completion. Residents feel that increasing traffic, most of which is perceived as overflow from Causeway Boulevard, will deteriorate the quality of the neighborhood. However, planned improvements to the Causeway Boulevard interchange, including direct fly-over ramp connections to and from mainline I-10, would be expected to mitigate a significant part of the problem at Bonnabel. Discussions with the neighborhood associations in the area are continuing.

Comments have also been received from residents of the Lakewood South neighborhood concerning conctruction impacts on their access routes, principally the section of hte service road knows as Academy drive, LaDOTD has been advised of these issues and will examine the problem and include appropriate mitigation in the construction plan.

As part of mitigation of this capacity improvement, sound walls are being constructed along some parts of the interstate to shield sensitive receptors from adverse impacts related to noise that can rationally be attributed to the improvement. Community input, by way of a Technical Advisory Committee, were solicited by the RPC to help guide design criteria of the sound walls. Sound walls now contain modest design elements and enhancements that make them more aesthetically pleasing than were originally planned. Landscaping adjacent to the sound walls is also under development.

Financing

Financing for the remainder of this project is expected to come from NHS funds controlled by the LaDOTD. Funding availability may be hampered by the fact that LaDOTD has only about $70 million dollars annually for new capacity projects statewide. Several of the phases of this project are estimated at $45 million each with some of the interchange work expected to be even more.

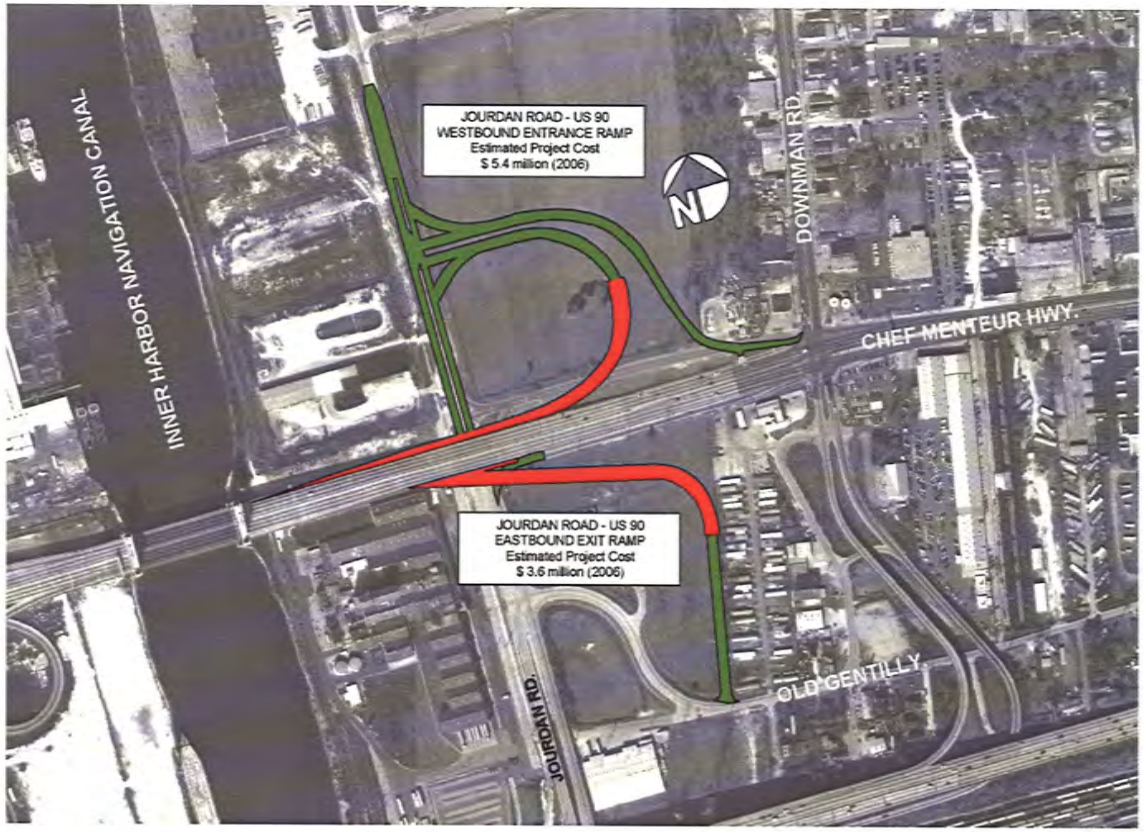
US 90 @ Danziger Bridge

Description

Located along the Inner Harbor Navigational Canal (IHNC) in New Orleans East is a district of intense industrial and port use, with associated freight and vehicular movement. The roadway system encompasses US 90 (Chef Menteur Highway), the mid-level Danziger Bridge on US 90, the Interstate and I-10 high rise bridge, Almonaster Boulevard and the low rise Almonaster Bridge, France Road, parallel and to the west of IHNC, Jourdan Road, parallel and to the east of IHNC, and Downman Road parallel and to the east of Jourdan Road. Trucks account for between 13 to 21% of the traffic stream. The present roadway system design has major defects east of the IHNC given the need for and the lack of direct access to either I-10 or US 90 from Jourdan Road. Vehicles westbound generally take a circuitous route to I-10 proceeding from Jourdan Road to US 90 East to Downman to I-10 West.

Limits and Scope

An up-ramp connector is proposed off Jourdan Road to US 90 (Chef Menteur Highway) between the Danziger Bridge and Downman Road to improve westbound access. Another down-ramp is proposed which would address eastbound traffic from US 90 to the Jourdan Road vicinity, virtually allowing the same circulation as mirrored west of the IHNC. Very little range existed in selecting ramp placement due to physical constraints on available land and the ascending height of the bridge going west over the IHNC.



Danziger Bridge Access Improvements - Jordan Road Port Terminal

Purpose and Need

The greatest need for vehicle and truck movements is to the west either on US 90 or I-10. Presently, US 90 is not a viable route for westward movement from Jourdan Rd. It acts as a major connector for most heavy industrial traffic either generated from the New Orleans Business and Industrial District (NOBID), the Inner Harbor Navigational Canal

(IHNC), the CSX railroad intermodal facility, or businesses north of US 90 along the IHNC. Presently westbound traffic from Jourdan Road to US 90 is hampered by an indirect, inadequate, and awkward route. Westbound traffic must enter US 90 bridge traffic on an incline, by doing a U-turn from a two lane service road after a complete stop. Trucks suffer severe turning and acceleration constraints with the present geometry. The configuration is perilous to on-coming, high-speed vehicles as well as truck drivers and is compounded by the potential for a large scale accident if the cargo is a hazardous substance.

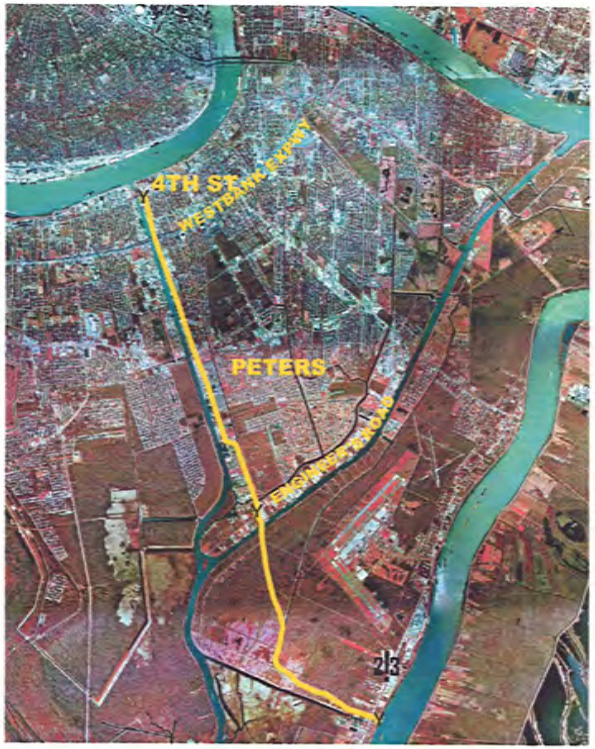
Issues and Expected Outcomes

Other possible solutions to westbound traffic problems entail much greater investment of public dollars on other roadways and bridges and would still provide only indirect access to Jourdan Road. Ramp connectors are the least costly and best alternative to address the identified problem.

Improved access would not have any significant changes on residential communities nearby except to lessen the danger to drivers traveling west over the Danziger Bridge on US 90 as Jourdan Road truck traffic enters traffic flows with more ease. Also, businesses and employees working in the area would benefit from better westbound access with improved travel time. This project resolves travel demands for one of the regions' most heavy industrial areas.

Financing

The ramp connectors are to be financed from state capital outlay and federal-aid funds with local match. Exact funding breakouts are not identified yet but the project is presently estimated at $5 million.



Peters Road Corridor

Description

Peters Road is a north-south minor arterial along the Harvey Canal serving an industrial area that produces heavy truck volumes. There is also some residential access and a riverboat casino that generates substantial trips.

Limits and Scope

1. Peters Road widening to three lanes between US 90B and the Bayou Barataria Bridge.
2. Peters Road / WB Expressway Interchange
3. Peters Road Extension to LA 23 with Bridge

Purpose and Need

Traffic volumes exceed capacity and the highly variable mix of vehicle types and the proximity of other modes such as railroads that affect access to adjacent land uses make improvement to Peters Road essential for commercial and safety reasons.

Issues and Expected Outcomes

This series of projects is designed to increase capacity, reduce turning movement conflicts and improve access to the industrial corridor especially for large trucks.

The proposed bridge and extension into Plaquemines Parish will allow for a better land use distribution of business, commercial and residential uses thus reducing conflicts. The new bridge and extension will provide new and more secure access to Alvin Calendar Naval Air Station. It will also become part of the New Orleans region hurricane evacuation route system.

Financing

These projects will be funded with a combination of federal formula, congressional high priority, state and local funds including, in some cases, tolls from the Crescent City Connection bridge. The US Economic Development Administration, with Jefferson Parish, is also funding some ancillary sewer improvements required by the roadway widening.

Earhart Corridor

Description

The Earhart Expressway is a controlled access, non-interstate freeway serving east Jefferson Parish. The program described here is a series of interchange additions and improvements concluding with the upgrade of US 61/Airline Highway into St. Charles Parish, thus allowing it to function as a truly regional facility.

Limits and Scope

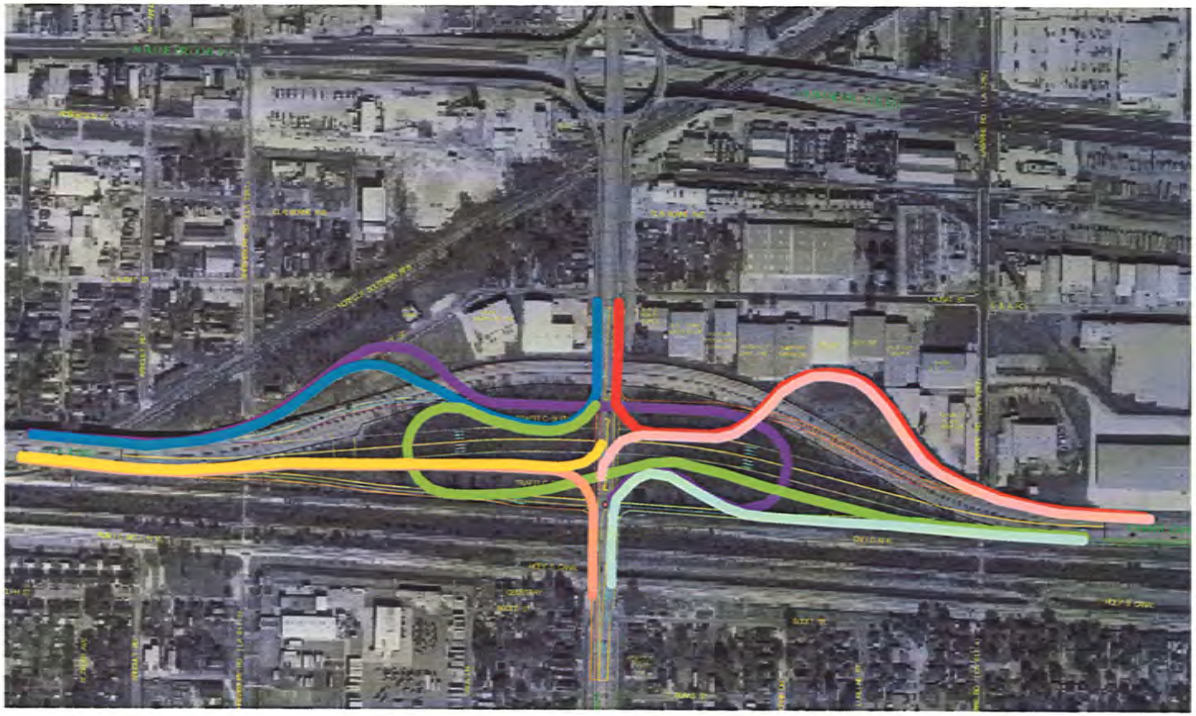
A number of projects are being considered for the Earhart Corridor to improve access and connectivity:

1. A new Interchange at Causeway Boulevard
2. A new Interchange at Lead Street
3. Ramp connections at Dakin Street and at L&A Road
4. A new Interchange consisting of a flyover ramp at Hickory Avenue connecting Earhart to US 61 to the west

Each of these project concepts is being examined in the East-West Corridor EIS to determine their environmental impacts and cost effectiveness. The outcome of the EIS will affect project design and implementation.

Purpose and Need

The Earhart Expressway has excellent potential to serve as a congestion relief valve in the heavily congested East Jefferson Corridor. It is also valuable to truck movements in the region because of its proximity to the Elmwood Business Park and various intermodal facilities. The facility is underutilized, however, because of poor access. The proposed projects work together to optimize various aspects of the corridor.



1. The Causeway Interchange will provide connectivity for regional commuter trips now captive to I-10. The project is currently being studied as to basic feasibility. A preferred alternative(s) will be presented to

the public in Summer, 2004 as a possible Environmental Assessment.

2. The Lead Street Interchange will provide access to the growing industrial activity in Elmwood.
3. The US 61 flyover ramp at Hickory will provide continuity to the east-west flow that is choked off now at the Hickory Ave. terminus of the facility. This project is part of the East-West Corridor EIS.
4. Connector ramps at Dakin Street and at L&A Road will facilitate better access by way of the Earhart Expressway between two large commercial and light industrial areas, the L&A Business Park and Elmwood Industrial Park.

Issues and Expected Outcomes

This series of projects has strong support from both the business community and the local governments, particularly in Jefferson Parish. It is generally recognized that Earhart is an underutilized asset in our toolbox for improving freight movement and commerce in the region.

There are competing interests that must be considered and addressed, however. The negative impacts of the project relate primarily to construction impacts and to increased traffic on approach arterials.

The Causeway Interchange will increase traffic on Causeway Boulevard which traverses a mixed commercial / residential community that is resistant to proposed road widening along Causeway.

The western flyover ramp to US 61 will involve some takings and impact several businesses due to the elevated infrastructure.

Finally, as these projects make Earhart a more desirable route for commuter and truck traffic, the resulting increase in traffic volumes in New Orleans could adversely affect the edge neighborhoods along Earhart Boulevard such as Hollygrove and Gerttown.

Avoidance or mitigation of these impacts must be given priority consideration during the EIS. One concept that is being given consideration during the EIS, but has not yet been incorporated into the plan is fixed guideway transit service along the corridor in conjunction with a modified set of Earhart improvements.

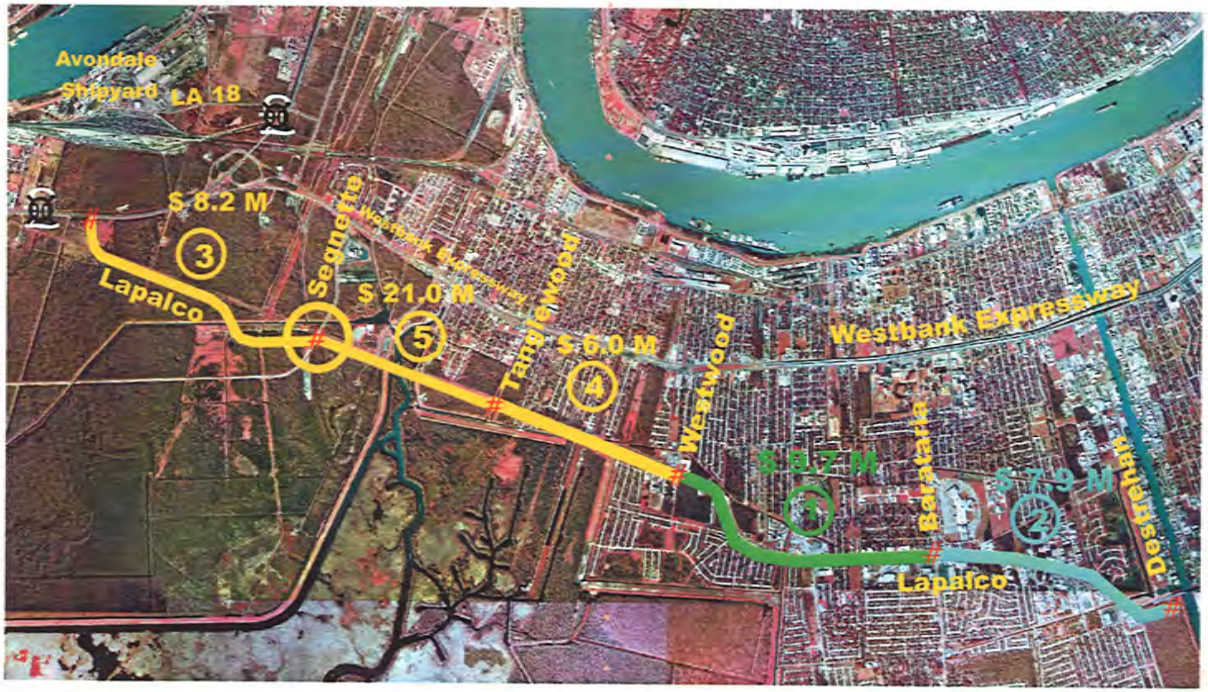
Financing

Financing for the proposed projects will come from a variety of federal and state sources.

Lapalco Widening

Description

Lapalco is a principal arterial providing east-west access between Algiers, on the westbank of Orleans Parish, and the western portion of Jefferson Parish at US 90. Lapalco Boulevard is an at-grade roadway with 34 signalized intersections over the 14.18 miles between its intersection with DeGaulle at Behrman, and Lapalco at US 90. Lapalco is a six-lane, divided roadway on the eastern half to Barataria Boulevard. Lapalco serves as a parallel east-west arterial to the Westbank Expressway (US 90B), servicing the lower portions of west Jefferson Parish and Algiers. It is heavily developed with commercial and retail activities. Ultimately, this is a phased effort to widen all the four lane sections of Lapalco to six lanes, and two lane sections to four lanes.



Limits and Scope

The phases identified for reconstruction in the current plan are the western portion of Lapalco. They include (from east to west):

The intent of the project is to upgrade these four lane sections to six lanes. The bridge widening will probably occur last and very late in the plan because of costs.

Lapalco Widening - Project Phases
Destrehan to Barataria - completed
Barataria to Westwood - completed
Westwood to Tanglewood
Widening of the Lapalco Bridge across Bayou Segnette (Tanglewood to Segnette)
Segnette to US 90 (to be let FY 04)

Purpose and Need

Current congestion on Lapalco is growing due to increased westbank development and the nature of the roadway as a major east-west arterial, only one of three crossing the Harvey Canal. This upgrade and widened segments will provide improved access for points west of the region experiencing heavy growth from oil and gas offshore exploration and continued residential expansion.

Morrison Road Extension and Gannon Canal Bridge

Description

Morrison Road is a minor arterial roadway providing east-west travel in New Orleans East on the north side of Interstate 10. Morrison is a four-lane divided arterial from Downman Road to east of Bullard Avenue. East of Bullard, the road is two lane to Gannon Road, where it ends. Morrison Road is then re-established at Paris Road. The project section is currently two lanes. This project proposes the completion of Morrison Road as a continuous roadway from Downman Road to Paris Road.

RPC has deemed this roadway as not regionally significant for the purposes of air quality conformity.

Limits and Scope

Currently Morrison Road is a divided roadway with a one-way traffic lane on either side of the Morrison Canal until it reaches the Gannon Canal where the southern half of the roadway terminates. The northern half proceeds eastward as a two way road. The project proposes to bridge the Gannon Canal on the south side and continue the south roadway eastward to the Vincent Canal.

Purpose and Need

The proposed roadway section would provide for improved east west access in the heavily congested I-10 corridor in New Orleans East and provide for the next phase of the completion of the street system in New Orleans East as originally described in the city of New Orleans' Major Thoroughfare Plan.

Financing

Proposed financing for this project is to use federal aid urban formula (>200K) funds with local match from the city of New Orleans for engineering and construction.

Furthermore, levels of traffic remain high in the off-peak direction during peak hours, as well as during the midday and evening off-peak times. Projected increases in CBD commuter demand as well as the growth of commercial activity in East Jefferson point to worsening conditions and increased congestion unless efforts are undertaken to eliminate the bottleneck. The segment from the 17th Street Canal to Metairie Road also has drainage components critical to prevent flooding during hurricane evacuation. Significant pumping capacity has been added to alleviate flooding of the Interstate at this location, complete with a new, elevated pump station.

Community Issues

Virtually all community input concerning this project acknowledges the fact that this project is extremely important and that efforts to relieve congestion in the corridor should be given a high priority. However, various neighborhood groups living near the project area have expressed concerns about construction impacts, and post project impacts to neighborhoods adjacent to the redesigned interchanges, particularly at Bonnabel Boulevard.

Specific comments have been received regarding concerns over increased traffic in the Bonnabel neighborhood after project completion. Residents feel that increasing traffic, most of which is perceived as overflow from Causeway Boulevard, will deteriorate the quality of the neighborhood. However, planned improvements to the Causeway Boulevard interchange, including direct fly-over ramp connections to and from mainline I-10, would be expected to mitigate a significant part of the problem at Bonnabel. Discussions with the neighborhood associations in the area are continuing.

Comments have also been received from residents of the Lakewood South neighborhood concerning conctruction impacts on their access routes, principally the section of hte service road knows as Academy drive, LaDOTD has been advised of these issues and will examine the problem and include appropriate mitigation in the construction plan.

As part of mitigation of this capacity improvement, sound walls are being constructed along some parts of the interstate to shield sensitive receptors from adverse impacts related to noise that can rationally be attributed to the improvement. Community input, by way of a Technical Advisory Committee, were solicited by the RPC to help guide design criteria of the sound walls. Sound walls now contain modest design elements and enhancements that make them more aesthetically pleasing than were originally planned. Landscaping adjacent to the sound walls is also under development.

Financing

Financing for the remainder of this project is expected to come from NHS funds controlled by the LaDOTD. Funding availability may be hampered by the fact that LaDOTD has only about $70 million dollars annually for new capacity projects statewide. Several of the phases of this project are estimated at $45 million each with some of the interchange work expected to be even more.

(IHNC), the CSX railroad intermodal facility, or businesses north of US 90 along the IHNC. Presently westbound traffic from Jourdan Road to US 90 is hampered by an indirect, inadequate, and awkward route. Westbound traffic must enter US 90 bridge traffic on an incline, by doing a U-turn from a two lane service road after a complete stop. Trucks suffer severe turning and acceleration constraints with the present geometry. The configuration is perilous to on-coming, high-speed vehicles as well as truck drivers and is compounded by the potential for a large scale accident if the cargo is a hazardous substance.

Issues and Expected Outcomes

Other possible solutions to westbound traffic problems entail much greater investment of public dollars on other roadways and bridges and would still provide only indirect access to Jourdan Road. Ramp connectors are the least costly and best alternative to address the identified problem.

Improved access would not have any significant changes on residential communities nearby except to lessen the danger to drivers traveling west over the Danziger Bridge on US 90 as Jourdan Road truck traffic enters traffic flows with more ease. Also, businesses and employees working in the area would benefit from better westbound access with improved travel time. This project resolves travel demands for one of the regions' most heavy industrial areas.

Financing

The ramp connectors are to be financed from state capital outlay and federal-aid funds with local match. Exact funding breakouts are not identified yet but the project is presently estimated at $5 million.

Earhart Corridor

Description

The Earhart Expressway is a controlled access, non-interstate freeway serving east Jefferson Parish. The program described here is a series of interchange additions and improvements concluding with the upgrade of US 61/Airline Highway into St. Charles Parish, thus allowing it to function as a truly regional facility.

Limits and Scope

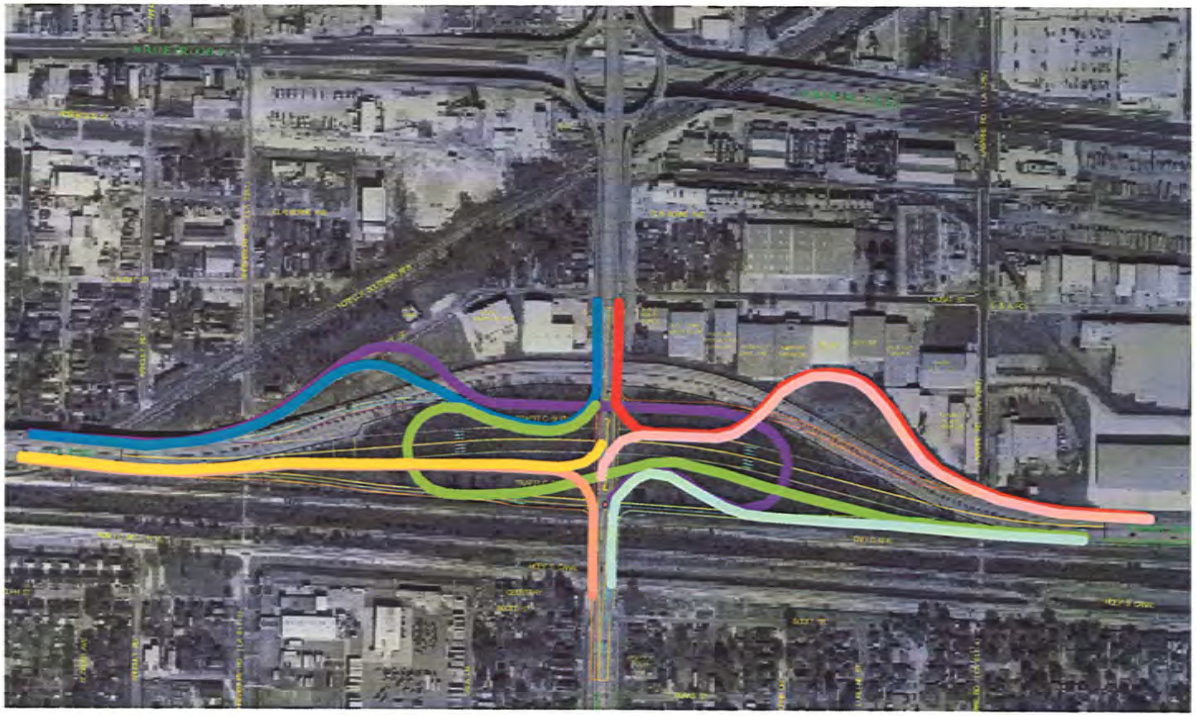
A number of projects are being considered for the Earhart Corridor to improve access and connectivity:

1. A new Interchange at Causeway Boulevard
2. A new Interchange at Lead Street
3. Ramp connections at Dakin Street and at L&A Road
4. A new Interchange consisting of a flyover ramp at Hickory Avenue connecting Earhart to US 61 to the west

Each of these project concepts is being examined in the East-West Corridor EIS to determine their environmental impacts and cost effectiveness. The outcome of the EIS will affect project design and implementation.

Purpose and Need

The Earhart Expressway has excellent potential to serve as a congestion relief valve in the heavily congested East Jefferson Corridor. It is also valuable to truck movements in the region because of its proximity to the Elmwood Business Park and various intermodal facilities. The facility is underutilized, however, because of poor access. The proposed projects work together to optimize various aspects of the corridor.



1. The Causeway Interchange will provide connectivity for regional commuter trips now captive to I-10. The project is currently being studied as to basic feasibility. A preferred alternative(s) will be presented to

Harvey / Lapalco - Harvey Canal Crossing

Description

The scope of the Harvey/Lapalco Corridor project is to improve east-west capacity over the Harvey Canal on the westbank of Jefferson Parish. The need for this project has been brought up in community meetings and economic development roundtables on the westbank of Jefferson Parish.

Limits and Scope

The initiative calls for improving capacity at either the existing Lapalco Bridge (to a six lane section) or a new four lane alignment over the Harvey Canal at Harvey Boulevard. The project is entering the environmental phase of analysis. For air quality conformity purposes, the new alignment at Harvey Boulevard will be tested.

Purpose and Need

The existing Lapalco corridor is extremely congested. While the parish and RPC have worked to add capacity along this thoroughfare, a bottleneck exists at the bridge. The corridor improvement would alleviate congestion along Lapalco by making a new corridor available to motorists while at the same time alleviating network connectivity problems posed by the Harvey Canal.

Community Issues

The primary issues related to this project concern traffic flow in the corridor. Other issues will include the overall growth of traffic along Harvey Boulevard, and the impact of that growth to adjacent neighborhoods east of the Harvey Canal should that alignment be chosen in the environmental process.

Financing

Neither Lapalco nor Harvey Boulevard is a state route. Therefore, funding for this project is expected to come primarily from Jefferson Parish. However, some federal aid (urbanized attributable) funds are expected to be utilized

Huey P. Long Bridge

Description

The Huey P. Long Bridge Project is a TIMED project to widen the existing bridge to six lanes. The need for this project has been brought up in community meetings and economic development roundtables on both the east and west banks of Jefferson Parish. The project has been widely discussed as part of the *Jefferson 2020 Visioning Process* and *Jefferson 2008 Plan*.

Limits and Scope

The project calls for widening of the elevated structure of the Huey P. Long Bridge from four to six lanes, the elimination of the traffic circles at either end of the bridge and the construction of controlled access interchanges at US 48 on the eastbank and LA 18 on the westbank. There has also been discussion of a controlled access connector from the bridge to the Earhart Expressway, but this design alternative may be limited by funding availability.

Purpose and Need

The current travel lanes on the Huey P. Long Bridge are of substandard width with poor guard rails and poor geometry at both ends and at the center of the bridge. The bridge is heavily congested during peak hours and dangerous at any time particularly because of the heavy truck volumes. The Huey P. Long Bridge is a primary river crossing used by commercial vehicles and is a serious impediment to economic growth.

Community Issues

The primary issues related to this project concern traffic flow in the corridor. The Huey P. Long Bridge itself is substandard in width and unsafe, but the bridge itself is not the only obstacle to movement in the corridor. The approach roadways, particularly Clearview north of Airline, also have capacity issues. Redesign of the traffic circles into interchanges will help. The project was endorsed by the Chamber of Commerce, Greater New Orleans, Inc., the Jefferson Business Council, and is generally supported by the public.

Financing

Funding for the Huey P. Long Bridge widening project is from the TIMED program. The renewal of the TIMED program extended the four-cent per gallon gasoline tax with a full funding commitment for projects in the original legislation. TIMED money is only available within the limits of the current traffic circles on each end of the bridge, and does not presently include plans for a controlled access connector from the bridge to Earhart.

Old Algiers Ramp

Description

Egress from US 90B (Westbank Expressway) to Old Algiers.

Limits and Scope

The proposed project would involve the construction of a new off-ramp from the Crescent City Connection (CCC) bridge into old Algiers to aid truck movements and improve access to commercial sites in the area. The ramp will need to be studied and designed carefully and may have to be a fairly low speed ramp because of grade considerations.

Purpose and Need

The proposed ramp will provide significantly improved access to the Algiers Naval Air Station located between General Meyer Avenue and the Mississippi River. The proposed ramp will allow motorists to avoid the confusing and difficult routing through residential neighborhoods now necessary to get from the CCC to Old Algiers.

Community Issues

This project contributes significantly to the regional goals of military base consolidation, business expansion on the westbank, and neighborhood revitalization. Moreover, as with any large elevated structure, issues are primarily related to the impacts of infrastructure and traffic on the historic Algiers neighborhood.

Financing

The project is currently proposed for funding with CCC bridge tolls.

Severn Avenue / I-10 Overpass

Description

This project calls for linking together the portions of Severn Avenue north and south of the interstate with an overpass.

Limits and Scope

The roadway would be a four-lane, arterial bridge across the I-10 at Severn, just west of the Causeway Boulevard Interchange.

Purpose and Need

North-south movement in east Jefferson is greatly hindered and highly congested by the lack of through streets crossing I-10, which act as a "great wall" to impede mobility. Severn Avenue would provide a viable alternative to Causeway Boulevard while providing direct access to the commercial land uses in the area including Lakeside Shopping Center.

Community Issues

Neighborhood issues and obtaining favorable federal action on permits to cross the interstate are two of the prominent issues on this project.

Financing

This is a locally sponsored project proposed by Jefferson Parish. The project is currently programmed for local parish funding.

I-49S / I-310 Elevated Section

Description

The Louisiana portion of Interstate 49 is proposed to run from just north of Shreveport to New Orleans.

Limits and Scope

The portion of I-49 from Shreveport to Lafayette has been completed. The portion through Lafayette is currently being designed. The phase of the project in the New Orleans metropolitan area generally follows the US 90 alignment. The project will attempt, where possible, to take advantage of existing rights-of-way in the area west of New Orleans some of which have already been constructed to interstate standards. The project identified in this plan is a section from the terminus of the existing elevated Westbank Expressway (US 90B) westward to the vicinity of I-310. Currently, an environmental impact statement is under preparation with community input and evaluation of project alternatives.

Purpose and Need

The upgrade of this portion of US 90B is designed to provide improved mobility and access to the major corridors on the westbank. The project has been touted as an excellent economic development engine as well as a much needed additional hurricane evacuation route.

Community Issues

There are mixed reactions to the proposed roadway as an economic development project. Additional community concerns focus on the impact of the proposed interstate facility on existing businesses and downtown centers in the Westwego and Boutte areas. As a result of the community participation process, alternative alignments are under study evaluation. The Transportation Policy Board has provided only conditional support as long as the project will not affect funding for the remainder of the federal aid urban area.

Financing

Currently funding is proposed to come from federal formula funds controlled by LaDOTD and from Congressional earmarks.

Widening or Extension of Existing Roadways

Description

The projects listed in the table below are typically highway reconstruction projects that also include lane additions in one or more sections or minor extensions to provide better connectivity. For the most part, they are projects of similar scope on minor arterials or on short sections of major arterials.

Purpose and Need

In addition to being necessary for the same reasons and with the same benefits as the projects identified in the earlier section on reconstruction, these projects required additional action to meet existing or projected demand due to intense growth in land use in the surrounding areas or to provide alternate access routes to relieve congestion on adjacent major arterials.

Community Issues

The primary community issues related to these projects are impacts on adjacent land uses and the potential for increased traffic through adjacent neighborhoods. The RPC works closely with neighborhood groups to address these issues, including exploring alternative solutions.

Financing

Financing for reconstruction projects, with or without capacity increases, depends on the designation of the roadway in question. Roadways on the state system are usually funded with state or federal funds controlled by LaDOTD and matching state funds. Collectors and arterials off the state system are typically financed with federal urban formula funds (>200K), with local matching funds from the jurisdiction in which the facility is located.

Limits and Scope

Capacity Increases to Existing Roadways
Destrehan Avenue - Patriot to US 90B
Destrehan Avenue Extension to LA 3134
East Ames Blvd. - 3 lane (Ames to Bayou Bouef)
4th Street Extension to Burmaster
Harvey Blvd. Extension (Wall-Engineers), 4 lane
Harvey Blvd. Extension (Peters-Manhattan), 4 lane
Harvey Blvd. (Wall-Manhattan), 2 to 6 lanes
Barriere Rd. - Extension to Walker Rd.
Howard Avenue Extension to N.O. Arena
LA 23 (Happy Jack-North Port Sulphur) Roadway Widening
LA 406 Woodland Hwy., Upgrade 2-4 lanes
LA 23 Widening, Wall Blvd. to LA 3017
LA 39 (LA 47 - Colonial Drive)
Manhattan (US 90B to Lapalco)
LA 18 (US 90 to Avondale Shipyards)

TEA-21's Seven Planning Factors

The Transportation Equity Act for the 21st Century (TEA-21) requires metropolitan planning organizations throughout the country to consider the following factors in planning for the future transportation needs of the region:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety and security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and to freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and for freight.
- Promote efficient system management and operation through the development of a congestion management plan
- Emphasize the preservation of the existing transportation system.

Funding Category Abbreviations

>200K: Urban area with population over 200,000 formula funds

CCC Bonds: Crescent City Connection Bonding Authority

Demo: Congressionally earmarked demonstration project

ENH: Enhancements

FBR: Federal Bridge Replacement

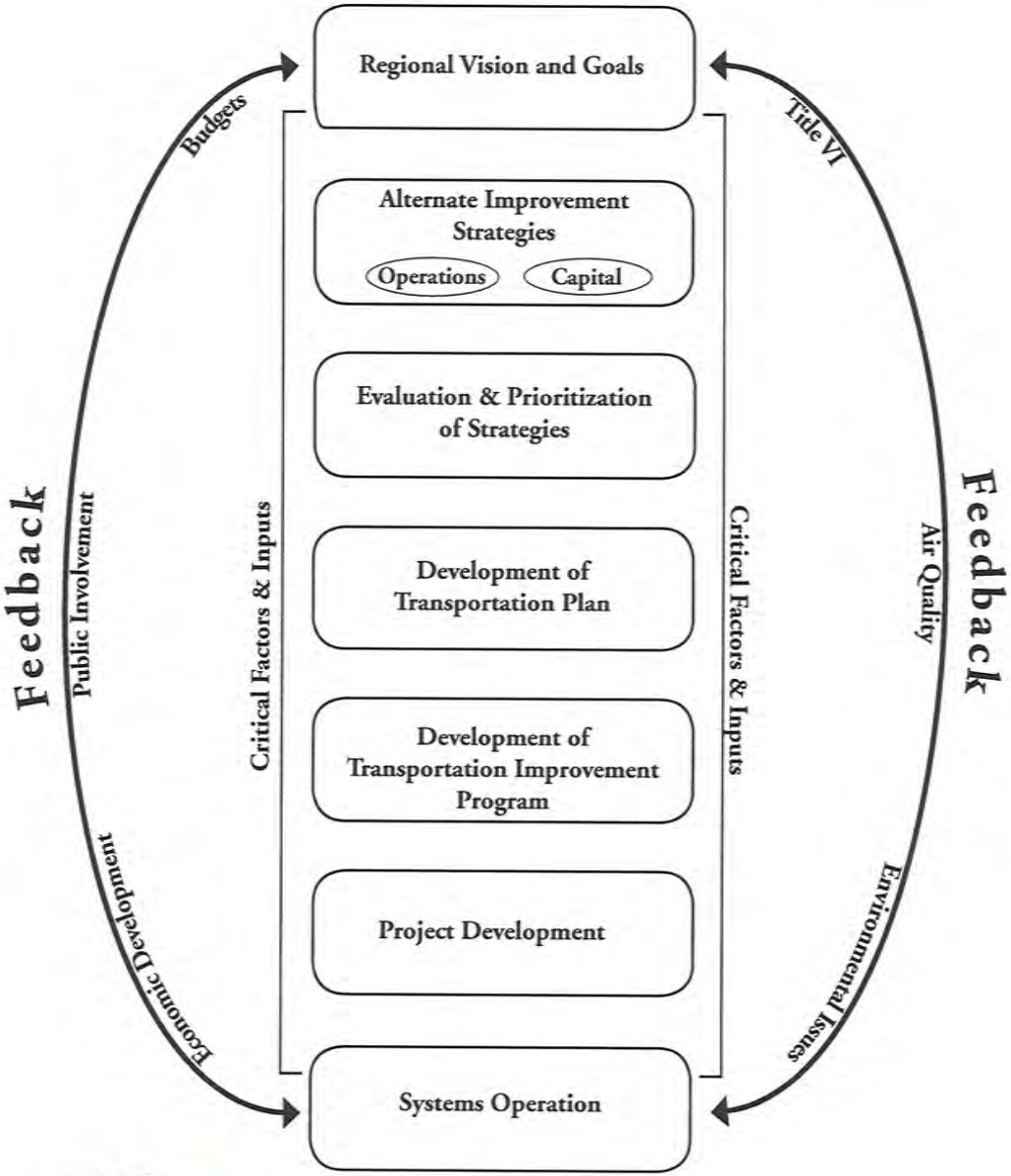
IM: Interstate Maintenance

NHS: National Highway System

OLY: Overlay

State Bonds: Capital Outlay Bonding Program

The Metropolitan Planning Process Flowchart



Transportation Improvement Program
New Orleans Urbanized Area
Fiscal Years 2005-2007

Prepared by

Regional Planning Commission

Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes

October 12, 2004

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Introduction

The Transportation Improvement Program (TIP) is adopted bi-annually by the Regional Planning Commission (RPC). This document is prepared cooperatively by the RPC, acting in its legal capacity as the Metropolitan Planning Organization for the New Orleans urbanized area, and the Louisiana Department of Transportation and Development and affected transit operators.

The Transportation Improvement Program consists of a priority list of projects (both highway and transit) which are being advanced toward construction over the three year period FY-05 to FY-07. Projects found in the TIP have evolved through the transportation planning process and are contained in the region's long-range Metropolitan Transportation Plan.

Both the local TIP and State TIP are identical documents containing a common set of projects proposed for federal funding. The TIP and STIP are products of a consensus building process carried out jointly by the RPC and the Louisiana Department of Transportation and Development. Both the TIP and STIP are on a two-year update cycle. However, the TIP is reviewed annually by the RPC and selected revisions are permitted, following formal amendment procedures.

Projects contained in the TIP are derived from Phase I of the Metropolitan Transportation Plan. Projects are largely reconstruction oriented consisting of roadway rehabilitation, overlay, and traffic signalization. Bus transit and rail rehabilitation and extensions are also emphasized along with intermodal facilities development. Projects identified in the TIP are part of the approved Transportation Plan and refer to improvements being funded under Title I and Title III of the Transportation Equity Act for the 21st Century.

Citizens, affected public agencies, private transportation providers, and other interested parties are invited to review and comment on the document. The draft edition of the TIP is scheduled for review by the Planning Commission and Transportation Policy Committee on August 10, 2004, with final endorsement after receipt o public comments expected on September 14, 2004.

Comments and questions should be directed to the attention of:

Mr. Walter Brooks, Executive Director
Regional Planning Commission
1340 Poydras Street, Suite 2100
New Orleans, LA 70112

phone: 504-568-6611
fax: 504-568-6643
email: rpc@norpc.org

On the transit side, the majority of project funding is based on Section 5307 formula funds which are identified annually in the *Federal Register* and in recent years have averaged approximately $15 million annually for the New Orleans urbanized area. Additional funding comes from Section 5309 discretionary funds for high priority projects such as bus replacement. These funds are only programmed if these projects are identified in current or pending Congressional authorizations. Matching funds for transit projects come from dedicated revenue sources, namely a 1% sales tax and a percentage of the Hotel/Motel Tax in Orleans Parish, and a property tax millage in Jefferson Parish.

In summary, the projects contained in the TIP reflect a single agreed upon program of projects developed jointly with the local transit operators and the State Department of Transportation and Development. The New Orleans region has placed high priority on projects intended to improve the overall economic competitiveness of the region, particularly projects which enhance the overall movement of goods.

Emphasis Areas

The TIP reflects increased attention to highway maintenance, including "set asides" for regular overlay and rehabilitation work. The majority of the projects identified in the TIP involve rehabilitation, resurfacing, overly, or reconstruction (without capacity expansion) of seriously deteriorating arterial streets such as Earhart Boulevard. RPC's on-going Congestion Management System (CMS) program is also being used to identify project needs, assess strategies and implement projects such as Veterans Boulevard intersection improvements.

Heavy emphasis is also being placed on replacing and upgrading the region's (25 years plus) traffic signal system with more reliable equipment, a new local commitment to improved maintenance, and improved communications capabilities for controlling traffic flow across parish boundaries.

Another feature being taken into consideration is the potential for limited (and affordable) applications of more advanced surveillance and information technologies through the implementation of traffic signal improvements and Intelligent Transportation System (ITS) technologies to advise drivers of major bottleneck and high accident locations.

priorities, based on where the project actually rests in the implementation pipeline. Meetings are held at least quarterly with LaDOTD to monitor the actual status of TIP projects and scheduled letting dates. This periodic review has helped this region to establish firm project priorities rather than "paper" priorities. This review takes into account important factors such as the status of environmental clearances, survey work, preliminary plans, right-of-way, utilities, advance check prints and final plan preparation. When taken together, these criteria establish the relevant let date and, therefore, the priority order for implementation of TIP projects. The cost of the project, type of funding, and the availability of proposed funding are also taken into account in priority setting. The above project level information is made available to the Technical Advisory Committee, or the general public upon request, and project work status is utilized extensively in establishing the priority program. The draft TIP is also presented to the Transportation Policy Board for review and input, along with any citizens' comments received, prior to finalization of priorities.

Relationship of TIP to the MTP

Projects contained in the New Orleans' TIP have evolved through the region's planning process. This analysis process is based on the seven planning factors contained in Subtitle B, Section 1203 of the Transportation Equity Act. These factors and the resulting analysis are utilized by the RPC in the development of an integrated intermodal transportation plan and TIP for the New Orleans region. Two documents, RPC's *Annual Transportation Report and the Transportation Plan for Year 2027*, contain comprehensive discussions as to how these and other factors are being specifically applied in the New Orleans region to develop a transportation system that facilitates the efficient, economic movement of people and goods.

The TIP is also utilized as a management tool for implementing the region's long-range 20 year Metropolitan Transportation Plan. The projects contained in the TIP were determined through a consultative process with the state, local transit operators, the business community, and the public. Basically, the status of each individual project in the overall state program was reviewed as to where it stood in the implementation pipeline and on its merits. Based on this review, selected projects were agreed to for advancement, some were eliminated, other local priorities were added.

Relationship of TIP to Conformity

As of December 1995, the four parishes surrounding the New Orleans urbanized area, Jefferson, Orleans, St. Bernard and St. Charles parishes, are designated as an air-quality maintenance area for ozone in accordance with the Clean Air Act Amendments of 1990 (CAAA).

model (MOBILE 6.2). Emission factors were estimated for the "Baseline" scenario and for implementation of milestone year "Action" scenarios within the Plan/TIP. Thus, this report includes an analysis of base year (2005) mobile sources emission from on road motor vehicles, and projections of mobile source emission from on road motor vehicles from the plan stage years 2007, 2017, and a horizon year 2027. The term "mobile source emissions" pertains only to emissions from roadway vehicles.

As a designated maintenance area, conformity analysis shall meet the following conformity test criteria:

True milestone emissions must be lower than the emissions contained in the approved emission budgets; and, if there are no emission budgets established for a milestone or horizon year, then the "last year test" shall apply. (last published year of the EPA-approved emissions inventory)

The analysis shows favorable results of emissions reductions for VOCs and NOx by implementing the Plan/TIP. The ozone-season highway VOC emissions are expected to decrease from 20.63 tons per day in the first plan stage year (2007) to 7.42 tons per day in the horizon year 2027, if the Plan/TIP elements are implemented. NOx levels also decreased over the same period from 28.64 tons per day in the first milestone year to 6.35 tons in the horizon year, if the Plan/TIP elements are implemented. Furthermore, for each analysis year projected, emissions for Action scenarios are below the stated levels in the emissions budgets submitted by DEQ on October 14, 1994. For the milestone year, 2017, and the horizon year, 2027, no emissions budgets were established by DEQ: therefore, it was necessary for the "last year test" to apply. In 2007, 2017 and 2027, emissions for the build scenario are lower than the year 2005 emission budgets for both pollutants.

This conformity analysis was started in April, 2004, and will be completed in October, 2004. The conformity analysis determination for the *New Orleans Area Transportation Plan for Year 2027* – Fiscally Constrained (MTP) and the FY05 TIP has been shown to meet all the requirements of the federal conformity rule and conforms to the purpose of the state implementation plan.

Public and Business Community Involvement

Citizen participation has been encouraged throughout the formulation of the TIP and Transportation Plan. The RPC participates in the regular quarterly meetings of the nine-parish MetroVision Partnership Foundation for economic development, the Transportation Committee of the Chamber of Commerce, the World Trade Center Transportation Committee, the Metropolitan Safety Council, and the Bicycle Awareness Committee of Metropolitan New Orleans, among others. The RPC has made use of local newspapers, neighborhood meetings and extensive mail outs to inform citizens regarding the planning process, the transportation plan, important regional projects, and to promote alternative transportation modes.

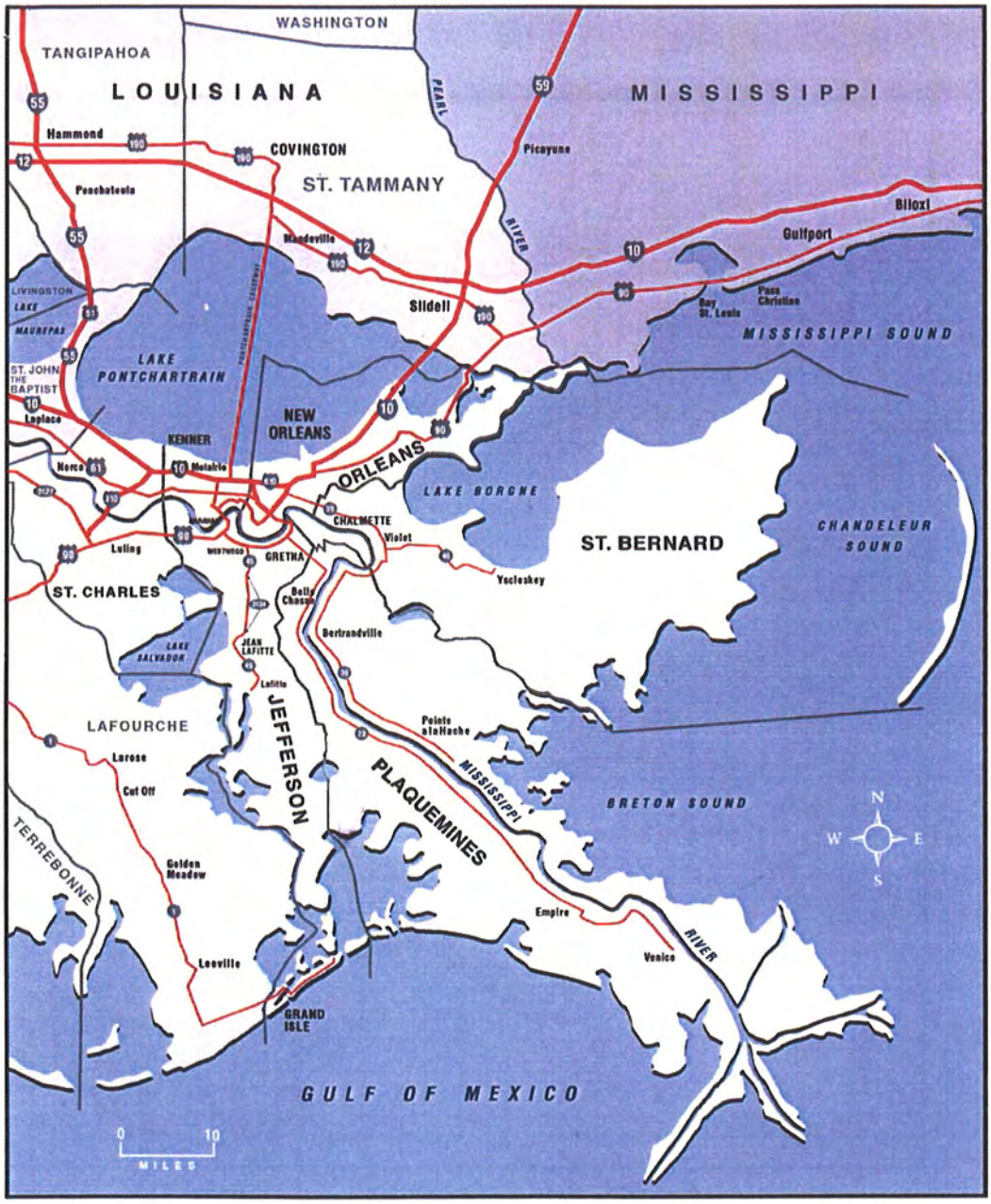

Figure 1. New Orleans Attainment Maintenance Parishes 1995

Highway Projects Let in Fiscal Year 2004

	Project No.	Route and Description	Improvement Type	Funding Source	Let Date	Cost
Jefferson Parish	006-02-0062	Huey P. Long Bridge - Orleans Parish Line	Overlay	NHS	12/03	4,123,431
	450-15-0128	N.O. West MAP	Motorist Assistance Patrol	NHS	1/04	936,908
	744-26-0018	Westbank Levee Enhancement	Gretna Bike Path	STP ENH	1/04	383,923
	742-26-0050	Lapalco Blv. (LA 23 - Wall Blvd.)	Overlay	STP>200K	4/04	1,162,666
						6,606,928
Orleans Parish	742-07-029	Earhart (State - S. Dupre), Phase 3	Reconstruction	TIMED	10/03	8,120,608
	744-36-0018	Installation of SUNO Campus Gateway Sign	Enhancement	STP ENH	12/03	43,300
	742-07-0027	Earhart (Fern - State), Phase 2	Reconstruction to 2 Lanes	TIMED	1/04	2,057,526
	283-08-0109	Inspect. Acc. Improv. to CCC Bridge	Structural Modifications	Tolls	3/04	965,000
	283-08-0146	CCC Bridge No. 1 (Magazine - South Peters)	Asphalt Widen and Overlay	Tolls	3/04	1,395,551
	450-34-0076	I-10/610 Pavement Preservation	Leveling Elevated Ramp Ends	IM	3/04	383,294
	283-08-0124	US 0 (CCC Bridge No. 1 and Approach)	Structural & Drainage Repair	Tolls	3/04	1,259,490
	283-08-0149	Repainting CCC Bridge No. 1	Repainting Bridge	Tolls	5/04	2,095,000
	737-92-0029	Guardrail Repair in Dist. 02	Guardrail Repair or Replacement	St. Cash	6/04	248,513
	006-05-0076	Rigolets Pass Bridge and Approaches	Bridge Replacement	FBRON	6/04	50,569,18
						67,137,440

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Glossary of Terms

STATE PROJ. NUMBER - Denotes official State Project Number which is assigned to a project for a particular phase of work such as engineering, right-of-way or construction.

STATE ROUTE - Official Federal or State Route Number.

PROJECT NAME - To be used in conjunction with the State Route Number to define the limits of the project.

PHASE - Shows the particular project phase to be advanced, as follows: R/W = right-of-way study; C = construction; PE = preliminary engineering; E = final design and engineering; OLY = overlay project; U = utility work; ACQ = acquisition of right-of-way; SDY = technical study; Rehab = rehabilitation; Drng = Drainage work; ENV = environmental assessment.

EST. COST - Total estimated cost of the project phase or work to be undertaken.

FUND SOURCE - The Fund Source identifies the most likely source of funds to be used to actually implement the project phase. Fund Sources shown in the Transportation Improvement Program include:

STP	*Surface Transportation Program* Funds selected by an MPO for projects located inside its metropolitan area on non-state routes.
STP ENH	Transportation Enhancements
STP FLEX	Federal funds programmed statewide through DOTD needs assessment process
STP>200K	Federal funds from the governor's pool reserve for small urban areas with population more than 200,000
STP HAZ	Federal funds for hazard elimination and safety improvements.
NHS	*National Highway System*
IM	*Interstate Maintenance*
OLY	*Overlay*
NHS	*National Highway System*
FBR	*Federal Bridge Replacement*
TIMED	*Transportation Infrastructure Model for Economic Development* (state gas tax funds)

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY - 04 (10/1/03 - 9/30/04)

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
062-02-0103	LA 23	Church St. - LM 5.5	Plaquemines	Concrete Pavement Rehabilitation	C	472,000	377,600	STP FLEX
				Total **STP FLEX**		**472,000**	**377,600**	
		Flex to Transit	Region	5307 to Transit Grantees		300,000	300,000	STP>200K
	LA 23	Wall - Engineers Road (LA 3017)	Jefferson	Widen	SDY	100,000	80,000	STP>200K
450-90-0173	I-10	I-10 East (Bullard - Superdome)	Orleans	Incident Management Motorist Assistance Patrol	C	2,000,000	1,600,000	STP>200K=50%; STP FLEX=50%
742-26-0030		Lapalco (US 90 - Segnette), Ph. 3B	Jefferson	Widen 2 to 4 Lanes	C	9,400,000	7,520,000	STP>200K=5.9M; Demo=1.6M
742-26-0047		Veterans Blvd. Roadway Lighting	Jefferson	Roadway Lighting	C	1,100,000	880,000	STP>200K
				Total **STP>200K**		**12,900,000**	**10,380,000**	
283-08-0143		CCC Service Road	Orleans	Intersection Improvements	C	4,044,000		Tolls
				Total **Tolls**		**4,044,000**		

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY - 05 (10/1/04 - 9/30/05)

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
001-05-REST		Interstate Rest Area Rehab (Dist. 02)	Districtwide	Interstate Rest Area Rehab.	C	500,000	400,000	IM
450-13-0042	I-10	Laplace Weigh Station (Weigh-in-Motion)	St. John	New Weigh in Motion	C	2,000,000	1,800,000	IM
450-15-0127	I-10	Williams to Veterans	Jefferson	Overlay	C	1,500,000	1,200,000	IM
450-34	I-610	West End - Canal Blvd.	Orleans	Overlay	C	350,000	315,000	IM
				Total	**IM**	**4,350,000**	**3,715,000**	
742-44A		Patricia (Jean Lafitte - Cougar)	St. Bernard	Rehabilitation	E	150,000	120,000	Local
				Total	**Local**	**150,000**	**120,000**	

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY - 05 (10/1/04 - 9/30/05)

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
006-90B		US Cross Drains	Orleans	Cross Drain Repair	C	150,000		St. Cash
063-02A	LA 18	Cross Drain at Destrehan	Jefferson	Cross Drain Repair	C	30,000		St. Cash
				Total	**St. Cash**	**180,000**		
001-05-OLAY		STP Overlays (Dist. 02)	Districtwide	STP Overlays	C	2,000,000	1,600,000	STP
001-05-PVMT		Preventive Maintenance (Dist. 02)	Districtwide	Preventive Maintenance	C	100,000	80,000	STP
				Total	**STP**	**2,100,000**	**1,680,000**	
430-01-0018	LA 3139	Earhart Landscaping	Jefferson	Enhancement	C	75,000	60,000	STP ENH
744-36-0004		Wisner Blvd. Bike Path	Orleans	Bike Path	C	1,378,000	1,102,400	STP ENH
744-45-0007		Westbank Pedestrian/Bike Path	St. Charles	Enhancement	C	456,000	364,800	STP ENH
				Total	**STP ENH**	**1,909,000**	**1,527,200**	

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY - 05 (10/1/04 - 9/30/05)

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
001-05-HAZ		Misc. Hazardous Elimination (Dist. 02)	Districtwide	Misc. Hazardous Elimination	C	150,000	120,000	STP HAZ
001-05-RR01		RR Xing Safety (Dist. 02)	Districtwide	RR Xing Safety	C	500,000	400,000	STP HAZ
737-05-ATTN		Crash Attenuator Repairs (Dist. 02)	Districtwide	Crash Attenuator Repairs	C	20,000	16,000	STP HAZ
				Total	STP HAZ	670,000	536,000	

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY - 05 (10/1/04 - 9/30/05)

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
742-26-0055		Lapalco (Timberlane Drive - Manhattan)	Jefferson	Overlay	C	1,100,000	880,000	STP>200K
742-26-0058		Veterans (Suburban Canal - Clearview)	Jefferson	Overlay	C	624,000	499,200	STP>200K
742-26-0061		Ames - Belle Terre / Harvey - Manhatten	Jefferson	New Signals	C	259,000	207,200	STP>200K
742-26-0063		Codifer Ave. (Beverly Gardens - Metairie Rd.)	Jefferson	Overlay & Slab Replacement	C	512,000	409,600	STP>200K
742-26-0070		West Esplanade Ave. (Clearview - Bonnabel, WB)	Jefferson	Overlay	C	700,000	560,000	STP>200K
742-26-0071		West Esplanade (Hudson - Bonnabel, EB)	Jefferson	Overlay / Panel Replacement	C	960,000	768,000	STP>200K
742-36-0122		New Orleans Signals, Phases 10 and 8A	Orleans	Signal Improvements	C	4,768,000	4,768,000	STP>200K
742-36-0124		Robert E. Lee (Pont. Blvd. - Canal Blvd.) Phase 1	Orleans	Overlay	C	1,100,000	880,000	STP>200K

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY - 06 (10/1/05 - 9/30/06)

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
063-04-0034	LA 18	US 90 to Avondale Shipyards	Jefferson	Widen to 4 lanes	C	2,400,000	1,920,000	Demo
737-92-0035		New Orleans Regional TMC	Orleans	TMC Building	C	5,500,000	4,400,000	Demo
				Total	**Demo**	**7,900,000**	**6,320,000**	
064-01-0040		LA 1 (Caminada Bay Bridges)	Jefferson	Bridge Replacement	C	10,200,000	8,160,000	FBR
713-02-FY06		Off System Bridge Replacement (Dist. 02 - FY 06)	Districtwide	Off System Bridge Replacement	C	1,900,000	1,520,000	FBR
713-38-0001		Doullut Canal Bridge	Plaquemines	Bridge Replacement	C	4,760,000	3,808,000	FBR
				Total	**FBR**	**16,860,000**	**13,488,000**	
001-06-REST		Interstate Rest Area Rehab (Dist. 02)	Districtwide	Interstate Rest Area Rehab.	C	500,000	400,000	IM
				Total	**IM**	**500,000**	**400,000**	

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY - 06 (10/1/05 - 9/30/06)

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
001-06-RR01		RR Xing Safety (Dist. 02)	Districtwide	RR Xing Safety	C	500,000	400,000	STP HAZ
737-06-ATTN		Crash Attenuator Repairs (Dist. 02)	Districtwide	Crash Attenuator Repairs	C	20,000	16,000	STP HAZ
				Total STP HAZ		520,000	416,000	

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY - 06 (10/1/05 - 9/30/06)

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
742-44-0006		Packenham / Jackson (LA 46 - LA 39)	St. Bernard	Reconstruction	C	2,015,000	1,612,000	STP>200K
742-48B		TSM Improvements	Plaquemines	TSM Improvements	E-C	270,000	216,000	STP>200K
845-17-0010	LA 50	Almedia Road	St. Charles	TSM Improvements	C	407,000	325,600	STP>200K
				Total	**STP>200K**	**23,337,000**	**18,669,600**	
006-01-0022		Huey P. Long Bridge	Jefferson	Bridge Rehabilitation & Widening	C	8,200,000		TIMED
				Total	**TIMED**	**8,200,000**		

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY - 07 (10/1/06 - 9/30/07)

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
001-07-NHOL		NHS Overlays (Dist. 02)	Districtwide	NHS Overlays	C	1,000,000	800,000	NHS
450-15-0103		I-10 at Causeway Blvd., Phase 2	Jefferson	Interchange Modification	C	18,000,000	14,400,000	NHS
				Total	**NHS**	**19,000,000**	**15,200,000**	
001-07-OLAY		STP Overlays (Dist. 02)	Districtwide	STP Overlays	C	2,000,000	1,600,000	STP
001-07-PVMT		Preventive Maintenance (Dist. 02)	Districtwide	Preventive Maintenance	C	100,000	80,000	STP
				Total	**STP**	**2,100,000**	**1,680,000**	
001-07-ENH		Enhancements (Dist. 02)	Districtwide	Enhancements	C	200,000	160,000	STP ENH
				Total	**STP ENH**	**200,000**	**160,000**	

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY - 07 (10/1/06 - 9/30/07)

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
063-02-0048	LA 18	4th Street Extension to Burmaster	Jefferson	Construct 2 Lanes	C	3,000,000	2,400,000	STP>200K
410-01-0039	LA 428	Gen. DeGaulle at Behrman	Orleans	Drainage	C	880,000	704,000	STP>200K
742-26-0033		Lapalco (Westwood - Tanglewood)	Jefferson	Widen 2 to 4 Lanes	C	5,800,000	4,640,000	STP>200K=2.9M; HP=1.8M
742-26-0053		Lapalco (Manhattan - Bayou Fatma)	Jefferson	Overlay	C	975,000	780,000	STP>200K
742-26-0056		Lapalco (Brooklyn St. - Murphy Canal)	Jefferson	Overlay	C	650,000	520,000	STP>200K
742-26-0064		Power Blvd. (West Esplanade - Vintage)	Jefferson	Overlay	C	1,000,000	800,000	STP>200K
742-26-0066		Segnette (Lapalco - US 90B)	Jefferson	Overlay	C	1,400,000	1,120,000	STP>200K
742-36-0117		Fleur De Lis (Harrison Ave. - Veterans Blvd.), Phase 2	Orleans	Reconstruction	C	3,500,000	2,800,000	STP>200K

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY-08 - FY-10 For Information Only

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
602-01-0045		N.O. Interim TMC Equipment	Orleans		E	20,000	16,000	Demo
				Total / Demo		20,000	16,000	
007-01-0022	US 61	US 61 (I-10 - US 61 Overpass)	Orleans	Bridge Replacement	C	4,000,000	3,200,000	FBR
284-02-0032	LA 46	Bayou La Loutre Bridge	St. Bernard	Bridge Replacement	C	6,000,000	4,800,000	FBR
284-30-0023	LA 300	Reggio Canal Bridge	St. Bernard	Bridge Replacement	C	897,000	717,600	FBR
742-36-0104		Almonaster Bridge & Approaches	Orleans	Bridge Replacement	C	43,000,000	16,800,000	FBR=$20M; Other=$23M
826-39-0090	LA 302	Bayou Barataria Bridge at Lafitte	Jefferson	Bridge Replacement	C	25,000,000	20,000,000	FBR=19.2M; DEMO=800K
845-09-0008	LA 632	Main Canal Bridge	St. Charles	Bridge Replacements	C	576,000	460,800	FBR
				Total / FBR		79,473,000	45,978,400	

Transportation Improvement Program

New Orleans Region - Financially Constrained

FY-08 - FY-10 For Information Only

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
450-13-0022	I-10	Bonne Carre Spillway	St. John	Deck Repairs	C	540,000	486,000	IM
450-90-0162	I-10	Paris Rd. - Lake Pontchartrain	Orleans	Resurfacing	C	7,500,000	6,750,000	IM
700-45-0107		I-310 Mississippi River Bridge, Phase 1	St. Charles	Inspection	C	250,000	225,000	IM
				Total	**IM**	**8,290,000**	**7,461,000**	
046-03A	LA 46	Grade Separation (Railroad overpass)	St. Bernard	Overpass of NS Railroad	C	15,000,000	12,000,000	NHS
062-04-0029	LA 23	Happy Jack - N. Port Sulphur	Plaquemines	Widen to 4 Lanes	C	9,000,000	7,200,000	NHS
450-15-0099	I-10	Veterans - Clearview	Jefferson	Widening	C	30,000,000	24,000,000	NHS
				Total	**NHS**	**54,000,000**	**43,200,000**	
845-21-0003	LA 3160	LA 3127 - LA 18	St. Charles	Overlay	C	629,000		OLY
				Total	**OLY**	**629,000**		

FY-08 - FY-10 For Information Only

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
		West Napoleon (Causeway - Severn)	Jefferson	Overlay	C	200,000	160,000	STP>200K
		Robert E. Lee (Paris - St. Bernard)	Orleans	Minor Rehab.	C	700,000	560,000	STP>200K
		St. Claude (LA 46) @ Poland	Orleans	Signal Upgrade	C	140,000	112,000	STP>200K
		Downman (US 90 - Morrison)	Orleans	Overlay	C	2,000,000	1,600,000	STP>200K
		Gov. Hall Reconstruction	Jefferson	Reconstruction	C	800,000	640,000	STP>200K
		St. Charles (Napoleon - Carrollton)	Orleans	Overlay	C	2,000,000	1,600,000	STP>200K
		Crowder (US 90 - Dwyer)	Orleans	Overlay	C	2,000,000	1,600,000	STP>200K
	LA 39	LA 47 Intersection	St. Bernard	Capacity Improvement	C	1,100,000	880,000	STP>200K
		Veterans (Loyola - Levee Road)	Jefferson	Widen	C	3,000,000	2,400,000	STP>200K
	LA 39	LA 47 - Murphy Oil, Phase II	St. Bernard	Widen	C	2,800,000	2,240,000	STP>200K

FY-08 - FY-10 For Information Only

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
742-26-0039		Ames Blvd. (Oregon Drive to East Ames)	Jefferson	Cont. Turn Lane & Drainage	C	4,400,000	3,520,000	STP>200K
742-26-0043		Cold Storage Rd./L&A Rd. to LA 3139 Ramps	Jefferson	Access Improvements	C	3,500,000	2,800,000	STP>200K
742-26-0057		West Esplanade Ave. (Transcontinental - Clearview EB/WB) and Elmwood - Hudson	Jefferson	Concrete Panel Replacement	C	1,200,000	960,000	STP>200K
742-26-0065		Nicolle (Pat Street - Lapalco)	Jefferson	Overlay	C	2,500,000	2,000,000	STP>200K
742-26-0073		Harvey Blvd. (Manhattan - Peters Rd.)	Jefferson	New Road	C	8,440,000	6,752,000	STP>200K
742-26-0074		West Esplanade @ Clearview	Jefferson	Intersection Reconstruction	C	1,500,000	1,200,000	STP>200K
742-26-007X		Harvey Blvd. Widening (Wall to Manhattan)	Jefferson	Widen 2 to 4 lanes	C	7,000,000	5,600,000	STP>200K
742-36-		Howard Ave. Extension	Orleans	New Roadway	C	6,000,000	4,800,000	STP>200K=$1.8M; DEMO=$3M

FY-08 - FY-10 For Information Only

Project Number	Route	Project Description	Parish	Proposed Improvement	Work Phase	Est. Cost	Federal Share	Fund Source
742-36B		Computerized Traffic Signals, Phase 4	Orleans	Signal Improvement	C	2,300,000	2,300,000	STP>200K
742-36I		Lake Forest (I-510 - Eastover)	Orleans	Minor Widening	C	300,000	240,000	STP>200K
742-44-0005		Rowley St. (Judge Perez/LA 39 - St. Bernard Hwy/LA 46)	St. Bernard	Reconstruction	C	1,000,000	800,000	STP>200K
742-44-0008		Jean Lafitte Blvd., Phase 3 (Florida Canal to Fairfax)	St. Bernard	Rehab.	C	2,300,000	1,840,000	STP>200K
742-44-0009		Jean Lafitte Blvd., Phase 4 (Fairfax to LA 39)	St. Bernard	Rehab.	C	3,300,000	2,640,000	STP>200K
742-44-0010		Jean Lafitte Blvd., Phase 2 (Livingston - LA 39)	St. Bernard	Reconstruction	C	1,800,000	1,440,000	STP>200K
				Total	STP>200K	113,466,000	80,490,000	

Transportation Improvement Program - New Orleans Urbanized Area

Transit Element - Financially Constrained

FY 2004

Project	Parish	Total Cost	Section 5307	Section 330	Section 5309 (Discretionary)	Section 5309 (Rail Mod.)	Section 5307 (TE)	Section 5310	Section 5311	Section 3037	Other	Local Match	Comments
Planning	Region	1,193.8	955.1									238.7	All Grantees (includes JeT Planning of $400K, RPC planning of $400K, RTA of $155K)
Preventive Maintenance	DOTD	1,250.0	1,000.0									250.0	CCCD Ferry
TOTAL		**2,443.8**	**1,955.1**									**488.7**	
Radios	Jefferson	20.0	16.0									4.0	
Maintenance Equip	Jefferson	130.0	104.0									26.0	
Paratransit Vehicles (83/17)	Jefferson	250.0	207.5									42.5	
Office/ Computer Equipment	Jefferson	80.0	64.0									16.0	
Park & Ride	Jefferson	1,482.0			1,185.60							296.4	Obligation of remainder of 2001 Earmark
Preventive Maintenance	Jefferson	4,173.1	3,338.5									834.6	
TOTAL JEFFERSON		**6,135.1**	**3,730.0**		**1,185.6**							**1,219.5**	
Fareboxes - Coin Sorter	Orleans	10,028.0	5,435.0		2,587.0							2,006.0	
Preventive Maintenance- Bus	Orleans	8,076.3	6,461.0									1,615.3	
Cross-tie Replacement	Orleans	3,006.0				2,405.0						601.0	Construction
Computer Hardware	Orleans	333.0	266.0									67.0	
Preventive Maintenance - Rail	Orleans	692.0				554.0						138.0	
Preventive Maintenance	Orleans	3,974.0		3,974.0									100% Federal from Excursion Vehicles
Purchase of 5 Comm. Buses (Or. P&R)	Orleans	2,500.0			2,000.0							500.0	Reduction in Lease Maintenance (5309) FY03
ADA / Support Vehicles	Orleans	625.0	500.0									125.0	De-obligated FY03 (curb-cuts), Re-obligated FY04
Transit Enhancements	Orleans	174.0					139.0					35.0	
Transfer Facility	Kenner	180.0	144.0									36.0	
Light Rail Corridor: Duncan Canal	Kenner	160.0	128.0									32.0	
Van Purchase - ARC of Greater N.O.	Orleans	32.7						26.2				6.5	
Van Purchase - Philmat, Inc.	Orleans	36.5						29.2				7.3	
Van Purchase - Resources for Ind. Lvg.	Orleans	33.5						26.8				6.7	
TOTAL ORLEANS		**29,851.0**	**12,934.0**	**3,974.0**	**4,587.0**	**2,959.0**	**139.0**	**82.2**		**0.0**		**5,175.8**	
Preventive Maintenance	St. Bernard	100.0	80.0									20.0	
Passenger Shelters & Amenities	St. Bernard	40.0	32.0									8.0	
New Bus (<30ft)	St. Bernard	48.0	38.4									9.6	
ADA Vans (1)	St. Bernard	32.8			26.1							6.7	Tauzin Grant
TOTAL ST. BERNARD		**220.8**	**150.4**		**26.1**							**44.3**	
ADA Vans (3)	St. Charles	115.6			92.5							23.1	Tauzin Grant
TOTAL ST. CHARLES		**115.6**			**92.5**							**23.1**	
ADA Vans (3)	St. John	136.2			109.0							27.2	Tauzin Grant
TOTAL ST. JOHN		**136.2**			**109.0**							**27.2**	
ADA Vans (3)	Plaquemine	115.6			92.5							23.1	Tauzin Grant
ADA Vans (2)	Plaquemine	73.0							58.4			14.6	Tauzin Grant
TOTAL PLAQUEMINES		**188.6**			**92.5**				**58.4**			**37.7**	
REGIONAL TOTAL FOR FY 2004		**39,091.1**	**18,769.5**	**3,974.0**	**6,092.7**	**2,959.0**	**139.0**	**82.2**	**58.4**	**0.0**		**7,016.3**	

Transportation Improvement Program - New Orleans Urbanized Area

Transit Element - Financially Constrained

FY 2006

Project	Parish	Total Cost	Section 5307	Section 330	Section 5309 (Discretionary)	Section 5309 (Rail Mod.)	Section 5307 (TE)	Section 5310	Section 5311	Section 3037	Other	Local Match	Comments
Planning	Region	500.0	400.0									100.0	All Grantees
Preventive Maintenance	DOTD	625.0	500.0									125.0	CCCD Ferry
TOTAL		**1,125.0**	**900.0**									**225.0**	
Assoc. Capital Maintenance Items	Jefferson	312.5	250.0									63.0	
Maintenance Equip	Jefferson	312.5	250.0									63.0	
Paratransit (83/17)	Jefferson	200.0	166.0									34.0	
Office/ Computer Equipment	Jefferson	125.0	100.0									25.0	
Support Vehicle	Jefferson	18.8	15.0									4.0	
Park & Ride Terminal	Jefferson	1,250.0	1,000.0									250.0	
Preventive Maintenance	Jefferson	3,750.0	3,000.0									750.0	
TOTAL JEFFERSON		**5,968.8**	**4,781.0**									**1,189.0**	
Lease Maintenance of Buses	Orleans	10,028.0	4,785.0		3,238.0							2,005.0	
Preventive Maintenance- Bus	Orleans	7,635.0	6,108.0									1,527.0	
Preventive Maintenance - Rail	Orleans	764.0				611.0						153.0	
Transit Enhancements	Orleans	174.0					139.0					35.0	
Riverfront Streetcar Line to Henderson	Orleans	9,050.0				4,104.0					3,136.0	1,810.0	Construction- Flex/ Rail Mod Funds
Analysis: Kenner Loop Park & Ride	Kenner	80.0	64.0									16.0	
TOTAL ORLEANS		**27,731.0**	**10,957.0**		**3,238.0**	**4,715.0**	**139.0**				**3,136.0**	**5,546.0**	
Preventive Maintenance	St. Bernard	100.0	80.0									20.0	
Mobile Surveillance / Security	St. Bernard	10.0	8.0									2.0	
Curb Cust / ADA Walkways	St. Bernard	198.0	158.4									40.0	
TOTAL ST. BERNARD		**308.0**	**246.4**									**62.0**	
REGIONAL TOTAL FOR FY 2006		**35,132.8**	**16,884.4**		**3,238.0**	**4,715.0**	**139.0**				**3,136.0**	**7,022.0**	

Transportation Improvement Program - New Orleans Urbanized Area
Transit Element - Financially Constrained

FY 2008

Project	Parish	Total Cost	Section 5307	Section 330	Section 5309 (Discretionary)	Section 5309 (Rail Mod.)	Section 5307 (TE)	Section 5310	Section 5311	Section 3037	Other	Local Match	Comments
Planning	Region	750.0	600.0									150.0	All Grantees
Preventive Maintenance	DOTD	625.0	500.0									125.0	CCCD Ferry
TOTAL		**1,375.0**	**1,100.0**									**275.0**	
Assoc. Capital Maintenance Items	Jefferson	312.5	250.0									63.0	
Maintenance Equip	Jefferson	312.5	250.0									63.0	
Paratransit (83/17)	Jefferson	200.0	166.0									34.0	
Office/ Computer Equipment	Jefferson	125.0	100.0									25.0	
Support Vehicle	Jefferson	18.8	15.0									4.0	
Park & Ride Terminal	Jefferson	1,250.0	1,000.0									250.0	
Preventive Maintenance	Jefferson	3,750.0	3,000.0									750.0	
TOTAL JEFFERSON		**5,968.8**	**4,781.0**									**1,189.0**	
Lease Maintenance of Buses	Orleans	10,028.0	4,785.0		3,238.0							2,005.0	
Preventive Maintenance- Bus	Orleans	7,635.0	6,108.0									1,527.0	
Capital Project	Orleans	9,050.0				4,104.0					3,136.0	1,810.0	Construction: Final Rail Mod. Funds
Analysis-Kenner Loop Park & Ride	Orleans	80.0	64.0									16.0	
Preventive Maintenance - Rail	Orleans	764.0				611.0						153.0	
Transit Enhancements	Orleans	174.0					39.0					35.0	
TOTAL ORLEANS		**27,731.0**	**10,957.0**		**3,238.0**	**4,715.0**	**39.0**				**3,136.0**	**5,546.0**	
Preventive Maintenance	St. Bernard	100.0	80.0									20.0	
Rolling Stock	St. Bernard	40.0	32.0									8.0	
TOTAL ST. BERNARD		**140.0**	**112.0**									**28.0**	
REGIONAL TOTAL FOR FY 2008		**35,214.8**	**16,950.0**		**3,238.0**	**4,715.0**	**39.0**				**3,136.0**	**7,038.0**	

Appendix D

Population Projection Methodology

Projections of Population by Traffic Analysis Zone For Transportation Planning Purposes In the New Orleans Metropolitan Area

Prepared by
Regional Planning Commission
Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes

November, 2000

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Task B-1.01, FY01 UWP

Projections of Population by Traffic Analysis Zone For Transportation Planning Purposes In the New Orleans Metropolitan Area

I. Introduction

The following pages include population projections for Traffic Analysis Zones in the New Orleans metropolitan area. The purpose of these projections is to facilitate long-term transportation planning for the region. The federal government mandates the use of clearly defined, consistent geographic units of analysis in this process. Since 1975, the Regional Planning Commission has used its Traffic Analysis Zones, comprised of over four hundred relatively small geographic areas for this purpose. Transportation projects often use a planning horizon of twenty-five years. Therefore, population projections were performed through the year 2025.

There are several very serious problems in attempting these types of projections. The most debilitating involves the size of the entities for which projections are made. Most of the RPC's Traffic Analysis Zones are very small. For instance, in Orleans Parish, the majority of Zones range from a quarter- to a half-square-mile in area. Even short-term population projections for areas as small as a county are usually considered problematic. Therefore, to claim that one could accurately project population levels for individual areas as small as Traffic Zones twenty-five, or even a few years into the future would be patently fraudulent.

These projections are undertaken for one purpose and one purpose only: They are meant to produce a plausible general pattern of how population might be distributed across the region in the future. This information is meant as an input in running the RPC's Transportation Planning Model. The resulting projections do not purport to be even reasonably accurate forecasts of future population for sub-areas within the region, and should never be used for this purpose. Those who might potentially misuse these findings would inevitably do so on the basis that "nothing else is available." However, employing these findings to represent accurate forecasts of the future population of sub-areas might be worse than using nothing, in that the findings for individual zones could be systematically inaccurate, as will be discussed below.

II. Method

Two very general factors go into determining the future population of any geographic entity. These are natural population change and migration. The effects of natural population change, reflecting the results of fertility and mortality rates of population sub-groups within an area, are fairly predictable and reliable. However, the impacts of future migration into and out of the area are normally much more difficult to foresee. Unfortunately, there is usually a systematic process of migration over time between parts of a region, such as that between older urbanized areas and newer suburbs.

Thus, it was important to choose a projection method that would attempt to take future migration between Traffic Analysis Zones into account.

The method chosen was based on a study by the state of Louisiana projecting future population by parish. The study is entitled "Experimental Population Projections to 2010 of Louisiana Parishes." Projections by the state of Louisiana have since been extended to the year 2020. This report was prepared by the Department of Sociology and Center for Life Course and Population Studies at LSU for the State's Office of Planning and Budget of the Division of Administration. The work is experimental only in the sense that it compares the results of three distinct projection methods. The procedures used in this report emulate those employed by the LSU researchers using their "Shift-Share" method. This method specifically attempts to account for the impacts of inter-parish migration.

In their study, the LSU researchers employ population projections for the states as performed by the U.S. Census. They accept these projections as a constraint on the total population of the state of Louisiana as foreseen in five-year intervals in the future. The Census projections incorporate the effects of expected migration among the states, including that to and from Louisiana. The LSU study uses the Shift-Share methodology to allocate state population among the parishes, including the effect of migration between parishes. In similar fashion, this report accepts the LSU study's projections of the future population of the local parishes, which already include the effects of net migration from Orleans to Jefferson, Jefferson to St. Tammany, and so on. It then attempts to allocate future parish population among the Traffic Zones within a parish using both the natural population change of sub-groups within each zone, and expected migration among zones in each parish.

There are several advantages of using the Shift-Share methodology to project population by Traffic Zone. Among these, the method uses population figures at the parish level as its main input. The state will continue providing intercensal estimates of parish population and its composition by subgroups. Thus, it will be possible to adjust future projections by Traffic Zone without the necessity of having detailed (and normally unavailable) knowledge about the composition of the population of individual Traffic Zones.

The Shift-Share method uses decomposition techniques to allocate the observed population change into three components. Once again, the LSU study projects population by parish from the state total, which this report derives projected Traffic Zone populations from parish projections. The first component can be described as the growth rate by which each population subgroup increases or decreases its numbers in the entire parish during a given time period. This parish proportional rate of change effect is derived by multiplying the proportion of the parish's population made up by that subgroup times the rate of change of that subgroup's numbers in the parish during the period.

The LSU researchers divided parish population into thirty subgroups. These included the two sexes by five age intervals by three racial categories. It would have been

approach. Given that the Traffic Zone projections were made at ten-year intervals, the rate of net migration among Zones from 1990-2000 was set at half of that which took place from 1980-1990, and was reduced by half again for each subsequent ten-year period.

The application of Shift-Share methodology produced some anomalous results. The population levels of subgroups within parishes tends to be comparatively stable over time. However, a Traffic Zone is a much smaller geographic area than a parish. Thus, there were instances where the numbers of a subgroup in a particular Zone changes very markedly over a ten-year period. There were two types of examples: The first is where a subgroup in a newly-populating Traffic Zone grew by a large factor between 1980-90, while the second entailed cases where a Zone'd population fell very sharply.

In the first case, suppose the population growth of a subgroup due to the Shift effect doubled from 1980-1990. With any natural growth of the subgroup in the parish, there would be more than an eight-fold increase due to migration between 1990 and 2020. However, growth in the region has generally been slowing. Thus, it was arbitrarily decided that the allocation of population resulting from interzonal migration within a parish would be constrained such that the absolute growth of any subgroup within a Zone due to migration during a ten-year period would be no more than half of the absolute growth due to migration in the previous period. It merely prevents unrealistically high projections in newly-populating Traffic Zones, which would require zero or negative populations in others to stay within the constraint of the total projected population for the parish.

The second type of problem resulted from the opposite circumstances. This occurred where net out migration far outweighed natural growth to the extent that a Traffic Zone's population declined by more than two-thirds from 1980-1990. Even with the halved shift rate in the subsequent decade, the projected population in the Zone would fall to negative numbers. These results were adjusted so that a Zone's population couldn't fall by more than ninety percent during any ten-year period. Whereas the results of the Parish Proportional Rate of Change effect and the Share effect always caused the sum of the Zone populations to match the parish figure, eliminating the infrequent negative Zone results caused a very small percentage increase in the sum of zone populations above the projected parish totals. This was adjusted by deducting this small percentage from each zone total.

The LSU study performed projections through the year 2020. Thus, it was necessary to carry the projections of total parish, and racial subgroup population through 2025. The method used by these last five years was relatively simple. It merely extended the rate of change of population increase or decline over the previous five-year period.

III. Cautionary Notes

The introduction to this report noted that these projections were undertaken for a very specific purpose. Their use should be strictly limited to that of an input to the RPC's

long-range transportation modeling process. Despite that, some might be tempted to combine the projections for a number of Traffic Zones to, for example, derive population projections for one of the municipalities in the region. This practice should be strongly discouraged for several reasons.

The most important deterrent to the misuse of this data is the size of the geographic entities for which projections were performed. It was previously noted that many of the Traffic Zones cover less than a half-square-mile in area. Even at the parish level, it is difficult to foresee what will happen to migration into and out of a parish only a few years into the future. Thus, it would be extremely misleading to claim accuracy for longer-range projections for even smaller geographic areas.

These projections were undertaken using an essentially mechanical process. The effects of natural population change were combined with anticipated net migration based on that which had taken place during the 1980-90 time period. It was conceded that these migration trends might not persist into the future. Thus, the projected impacts of migration were dampened as time went on. The general result was that Zones which had been gaining population due to in-migration continued to grow but at a diminishing rate, while many that had been losing population kept declining until natural population growth overcame diminishing net out-migration at which point they started growing again. There is little reason to believe that individual Traffic Zones and other sub-areas will necessarily follow this pattern.

There are over four hundred Traffic Zones in the metropolitan area. No attempt was made to use judgmental factors to forecast developments which might take place in specific Zones. Even a few years before, it would have been difficult to foresee the residential growth that has occurred in New Orleans' Warehouse District, or that many formerly viable neighborhoods would be largely abandoned. Once again, this is not the purpose of the projections in this report. The procedures employed should be adequate to the task of producing a plausible distribution of future population across the region for use with the RPC's Long-Range Transportation Model. Any application of these projections should be strictly limited to this use.

Appendix E

PPSUITE Software Processing Methodology

Chapter 2: SYSTEM OVERVIEW

PPSUITE Processing Steps

The PPSUITE system assumes that the travel forecast system is in place and is producing acceptable 24-hour and/or peak hour traffic volume forecasts on an individual link basis, and for a subject design year. It then reads those traffic volumes and the associated network data, and performs a variety of tasks to analyze network operating conditions, compile VMT and speed estimates, prepare MOBILE inputs, and process the MOBILE output. As is illustrated in Figure 2, this can be a complex process consisting of 14 major steps:

PPNET Highway Network Processing

The PPNET program processes the input highway network data, computes capacities and speeds, and outputs the results to a Link Summary File.

1. **Expand to 24 Hourly Volumes** - 24-hour peaking patterns are determined off-line for a range of facility types, areas (typically counties), and directional orientation. For each link, PPNET splits the assigned 24-hour volume (and/or peak period or peak hour volumes) to 24 one-hour volumes, reflecting the pattern of that link's facility type, county, and direction. The strategy for applying patterns can be complex, and PPNET contains a number of options to select an appropriate pattern with sensitivity to specific link conditions. Some of these options may require additional network data to be generated by the user, while others make intelligent deductions from available data and then select patterns more discriminantly from it.

2. **Adjust for Assigned Peak Volumes, Peak Spread** - The hourly volumes calculated from the generalized pattern data can be adjusted to match assigned peak hour volumes. Further adjustments can be made to the hourly distribution to account for such factors as the impact of congestion in spreading the peak period.

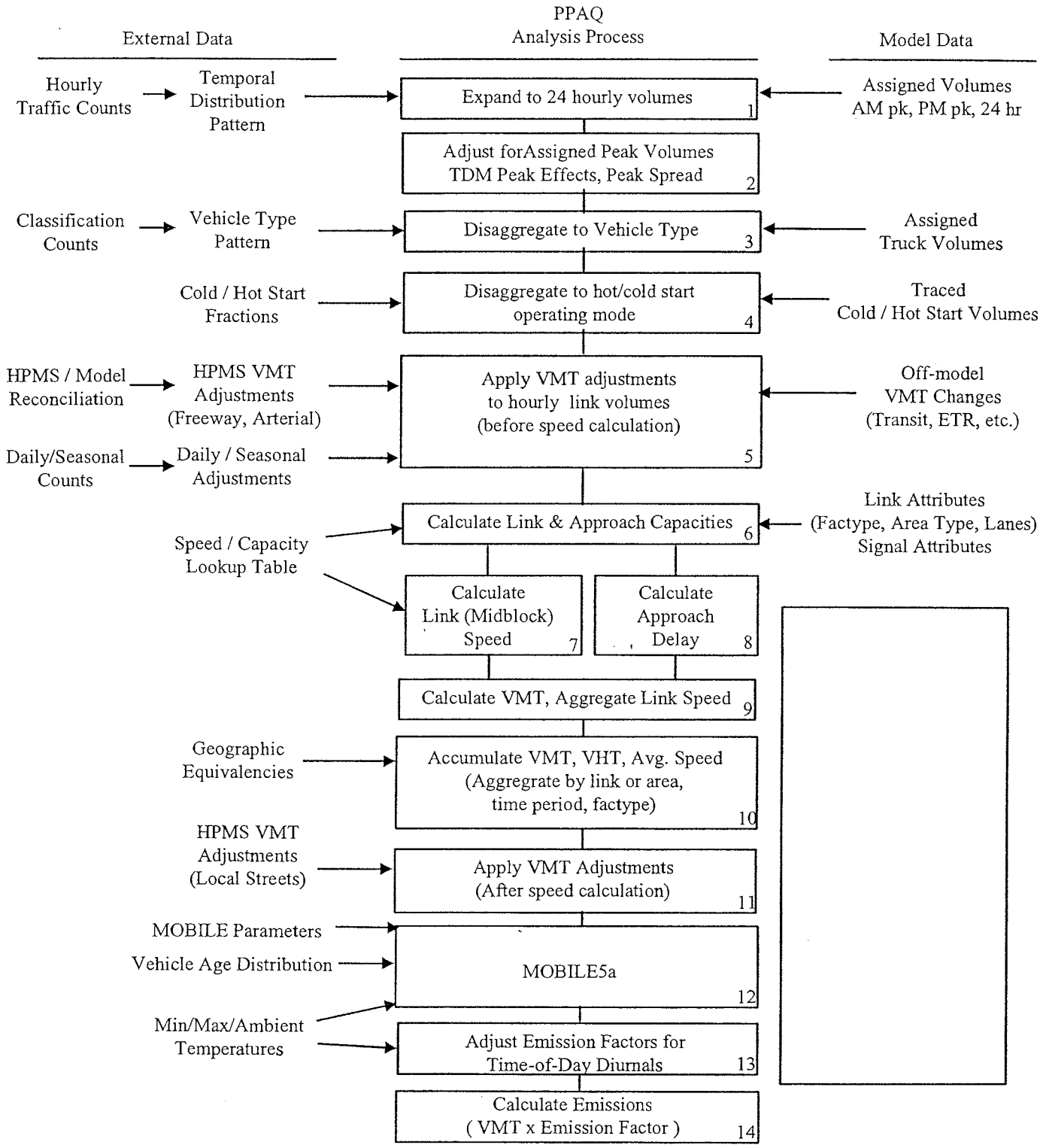


Figure 2

REGIONAL EMISSIONS ANALYSIS PROCESS

3. **Disaggregate to Vehicle Type** - Vehicle type mix patterns are also determined off-line for the same range of facility types and areas, providing a percentage breakdown by hour of the total traffic stream to the vehicle types required by MOBILE. A mapping method is provided by which the user can specify the relationship among the limited number of vehicle types on the network, the vehicle types used for patterns (which relate to the traffic counting program), and the vehicle types used for emissions analysis (MOBILE5 uses 8 vehicle types, MOBILE6 uses 16). For each link and hour, PPNET splits the total hourly volume to its component vehicle types using this percentage pattern. This breakdown can be adjusted to reflect link-specific truck percentages or volumes, if they are available on the network.

4. **Disaggregate to Hot/Cold Start Operating Mode** - Vehicles operating in cold-start mode are a significant source of emissions which hitherto have been difficult to estimate. Current travel model packages including TP+, MinUTP, and TRANPLAN permit cold start vehicles to be traced along their route to the point where they become hot-stabilized, and the percentage or volume of cold start vehicles is accumulated on each link. For MOBILE5 processing, PPNET accepts these cold start volumes and accumulates them to calculate the percentage of cold start VMT for each Area / Facility / Time scenario of the MOBILE run. Alternatively, if tracing is not available then scenario percentages can be input directly to provide a more accurate operating mode estimate than the MOBILE defaults.

   Trip end and soak data can be input to MOBILE6 to specify local characteristics. Direct linkage between PPNET, PPAQ, and the travel model are not implemented in this version, but side data files can be prepared and input to MOBILE6 directly. Specialized travel modeling methods are required in order to provide this data correctly.

5. **Apply VMT Adjustments to Hourly Link Volumes** - The assigned traffic volumes input from the network may need to be adjusted to account for a variety of factors, such as accounting for daily/seasonal variation, reconciling VMT totals with totals reported by the Highway Performance Monitoring System (HPMS), and accounting for off-model actions which change VMT. Adjustment quantities can be computed off-line, and specified to PPAQ through a series of adjustment files; they can be expressed either as arithmetic changes (addition or subtraction) or factors (multiplication), by hour of the day or daily, and by cold-start or hot-stabilized mode. The adjustments are applied either before speed calculations, so that they will affect the speed estimate, or afterward so that speeds are unaffected.

6. **Calculate Link and Approach Capacities** - Link (mid-block) carrying capacities are calculated off-line by the user, reflecting the facility type, area type, and number of lanes, and a lookup table

is then built. These calculations are performed using the 2-lane, multi-lane arterial, and freeway procedures contained in the Highway Capacity Manual, with reasonable assumptions relating to such parameters as lane widths, grades, etc. which are not coded in the network. Capacity can also be specified on individual links to override the lookup value. Truck percentages determined from the vehicle type pattern are used by PPNET to establish truck adjustment factors. PPNET then retrieves the appropriate mid block capacity from the lookup, and calculates the V/C ratio for the mid-block condition, for each of the 24 one-hour periods. In addition, if control device (signals, stop signs) coding is available in the network, a supplemental analysis is performed using the signalized and unsignalized intersection procedures of the Highway Capacity Manual. This should be viewed as a "meso-level" approach analysis, which generalizes signal timings, additional approach lanes (i.e. left turn and right turn lanes), etc. If control device coding is not available, the presence of a signal can be implied from the facility type and a user-specified signal spacing parameter. Approach V/C ratios are kept separate from the previously calculated link, or mid-block V/C ratios.

7. **Calculate Link (Midblock) Speeds** - Using the above capacity and hourly volumes as input, link speeds are calculated. This is based upon a free-flow speed specified for each combination of facility type, area type, and lane count, or as may be specified on individual links. A delay equation of the form of the Bureau of Public Roads (BPR) equation is used, but modified parameters for this equation are suggested to obtain a close fit with observed speed data. Unique parameters can be specified for each combination of facility type, area type, and lane count. This link-based calculation, then, produces the speed of freeway or uncontrolled links, and the mid-block speeds of signalized links without consideration of the signal delay.

8. **Calculate Approach Delay** - On those links where control devices (signals, stop signs) are either coded or implied by defaults, intersection approach delay is calculated using the delay equations of the Highway Capacity Manual and other sources. Signal timing and other approach attributes which affect delay can be specified either through a series of default values in the speed - capacity lookup table, or by coding on individual links.

9. **Calculate VMT, Aggregate Link Speed** - Once link and intersection approach V/C ratios and speeds are finalized, the delays that result on both the link and the intersection approach are summed. The average link speed is calculated from the combination of link and intersection delay.

10. **Apply VMT Adjustments** - Similar to the VMT adjustments performed before speed calculations (Step 5 above), additional VMT adjustments can be applied after speed calculations.

PREMOBILE Preparation of the MOBILE Run

The PREMOBILE program inputs the detailed link operation data contained in the Link Summary File and prepares the input data files for the MOBILE5 or MOBILE6 run.

11. **Accumulate VMT, VHT, Average Speed** - Vehicle miles traveled (VMT) and vehicle hours traveled (VHT) are accumulated into a 3-dimensional matrix by area, facility type groups, and hour. Each of these groupings is under full user control; areas can range in size from single traffic zones to the entire model coverage area; and facility types can be grouped or treated individually. Each cell of this matrix corresponds to an area/facility type scenario which is input to MOBILE.

12. **Prepare and Run MOBILE** - PREMOBILE accepts the standard MOBILE5 and MOBILE6 input specifications, and appends to them the control records for each area/facility type cell described above. Total VMT's are calculated, and the volume-weighted average speed, and vehicle mix for the cell/scenario are calculated. Thus a complete MOBILE5 input file (M5INPUT) is created. If the run analyses time periods shorter than 24 hours, PREMOBILE automatically creates a 24-hour MOBILE5 run to estimate daily diurnal emissions, and then allocates them to the various time periods on the basis of hourly temperature rise. In addition, multiple MOBILE5 runs may be generated and the VMT apportioned among them to model complex vehicle technologies and emissions analysis conditions. MOBILE is then executed under the control of PPSUITE.

    For MOBILE6 runs, PREMOBILE compiles the various VMT, speed, and vehicle type data needed for the run. The data is output to a set of data files in MOBILE6 format, and the MOBILE6 input file (M6INPUT.DAT) is created. MOBILE6 is then executed under the control of PPSUITE.

POSTMOBILE Post Processing of MOBILE output

POSTMOBILE is used to process the MOBILE output and produce data files in .DBF format.

13. The post-processor captures total HC / CO / NOX emission factors, multiplies them by VMT, and accumulates cell and study area total emission burdens. Emissions databases are generated which contain VMT, VHT, and emission totals by vehicle type; they also optionally contains hydrocarbon details (exhaust, evaporative, resting, running loss, etc.). Depending on whether the emissions run used MOBILE5 or MOBILE6, different format emissions files will be produced. A MOBILE5-based process produces a single emissions database file specified by the EMISSIONS

FILE keyword. A MOBILE6-based process produces two files, an emissions database specified by the EMISSIONS DATABASE keyword and a VMT/Speed database file specified by the EMISSIONS VMTSPEED keyword. Data extraction utilities are also provided to convert the emissions data to a format which can be imported to spreadsheets or other reporting and analysis tools.

PEQUEST Report Generator

14. At the conclusion of the run the PEQUEST report generator can be used to generate both emissions and performance reports. The PEQUESTA program computes level-of-service and composite statistics if highway performance measures are desired; it is not normally called if the run is computing emissions only. The PEQUESTR program compiles and formats aggregate performance statistics and produces performance and emissions reports. Nearly 60 different reports are available for formatting using PEQUESTR.

Technical Description

The PPSUITE System contains several components which in themselves are models, designed to convert the traffic volume estimates produced by a travel forecasting model into the measures needed to support a MOBILE run. Each of those component models is described in this section.

Data Compression Concept

MOBILE is set up by USEPA to compute emissions factors, in grams per vehicle mile, for "scenarios" of data. Each of these scenarios is defined by the MOBILE user and may contain various combinations of traffic, environmental, and vehicle technology factors which in turn lead to a calculated condition. So far as MOBILE is concerned, each scenario is independent.

When operating in area-based mode, PPSUITE uses this scenario capability of MOBILE to develop stratified estimates of emissions, for combinations of area, facility group, and time period. In the simplest application of the system, only one scenario might be created and run which would represent the entire study area, all facility types, and 24-hour traffic. Alternatively, the scenarios could be specified to stratify by geographic areas, facility groups, and time periods. The most detailed stratification could thus be up to 1000 traffic zones, by 32 different facility groups, and 24 hourly time periods, for a total of 768,000 possible scenarios.

A typical compression scheme could preserve geographic detail at the county level, and facility types by major functional group (i.e. freeways, arterials, and local).

The data compression scheme for a study area is driven both by the desired detail of the emissions burden estimates and by the available network data. If it is desired to have county level estimates, for example, then individual links need a geographic index that ties them to a county. If the network contains no facility type coding, then it will be more difficult to obtain estimates that are sensitive to functional classification. PPSUITE provides maximum flexibility to address the available data and to develop the most detailed results possible, given that data. Supplemental procedures and programs are also available to develop the needed data to support finer-grain estimates.

Two compression schemes are used within PPSUITE. First, a "Pattern" scheme is used to select the hourly time distributions, vehicle type mixes, and other traffic-related data patterns by which link volumes are disaggregated. Then a "VMT" scheme is used to compress zonal data to areas, facilities to facility

groups, and hourly data to time periods. These two schemes are specified in two ways: by means of a zonal equivalency file, which relates a geographic index (typically traffic zone) on each link to its appropriate Pattern and VMT area; and by Facility Group and Time Period specifications in the PPSUITE setup file.

The user should be aware that the compression scheme could affect the calculated emissions totals. Since VMT's and VHT's are accumulated differently as the scheme changes, average speeds in each cell / scenario will change as well. Emissions do not vary linearly with speed, so the total burden will change, even though total VMT and VHT do not change. It is unclear at this time how sensitive the calculations are to the compression scheme, but the user should be aware of this potential. While there is little formal guidance from USEPA, MOBILE was originally conceived as a regional analysis tool and the Federal Test Procedure upon which it is based considers a lengthy journey through a diverse region. Extremely fine applications of MOBILE would depart from this general foundation, and therefore could introduce bias. Additional research and guidance is needed, however, to define the appropriate geographic scale.

24:1-Hour Time Distribution

This section describes the procedures used to develop 24 one-hour traffic volumes from the available network loading data, which could include 24-hour, a.m. peak hour, and/or p.m. peak hour volumes. The process is essentially a pattern-matching procedure, in which an hourly percentage distribution is selected and applied to the available load data. Each link in the network contains a facility type and geographic index, typically, a traffic zone. Those are internally equivalenced to facility group and area (using the "Pattern" equivalency), and the appropriate pattern is selected from the pattern lookup table.

Because different transportation models produce different combinations of load data (24, a.m., and/or p.m.), and also because different levels of count data are available from which to develop the pattern file, PPSUITE contains several modes of operation. Each handles the data slightly differently, depending which hours are represented by the model:

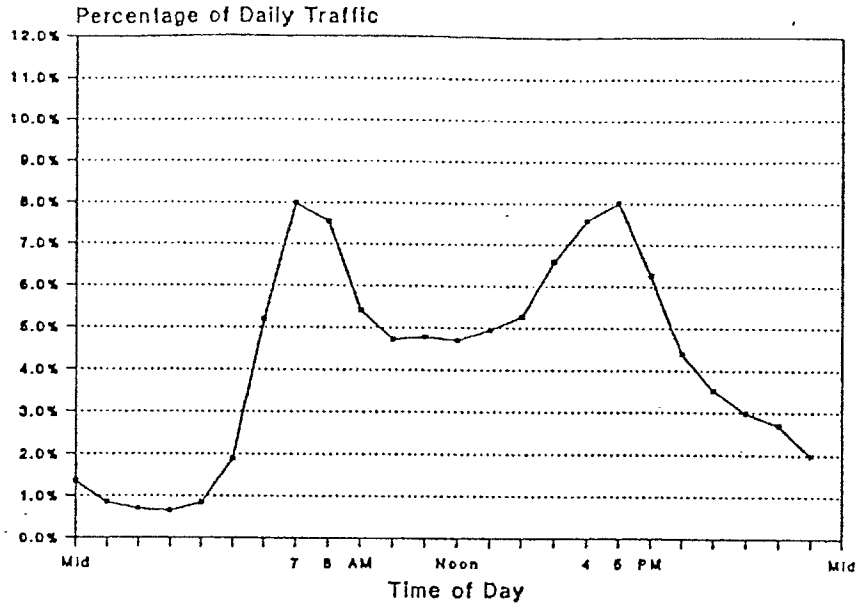
A. **24-Hour Volume Only** - The simplest distribution process has only a 24-hour volume available on the link. PPAQ selects a distribution pattern on the basis of area (typically county) and facility type group (typically freeways, arterials, and local streets). The 24-hour volume is distributed to 24 one-hour volumes using a single pattern distribution, such as is shown in Figure 3

   It should be noted that this mode of operation is simplistic in that it applies a two-directional distribution to each one-way link volume, and can result in some significant inaccuracies, since

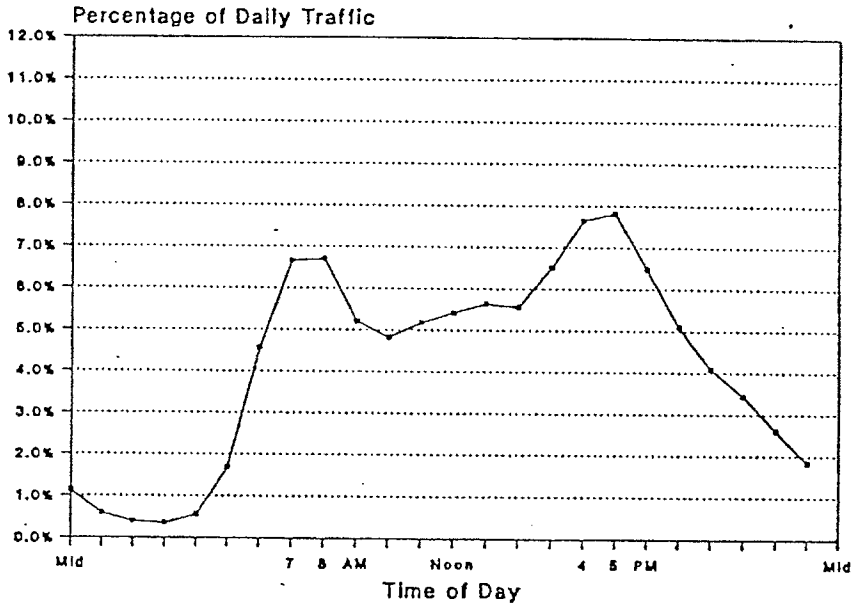
directional links tend to have significantly different peaking characteristics, depending on whether they are "inbound" or "outbound". Applying a two-directional distribution to a directional link will tend to overstate off-peak travel, and understate peak travel. This procedure does, however, respond to the available assigned volume data, which is 24-hour only. Note that in all cases the input link volume must be a one-way volume.

A further refinement is possible using the "DIRECTIONAL" keyword, which reduces the effect of the two-directional generalization. This option applies if the DIRECTIONAL keyword is present in the file, and if the 1OR2WAY field is coded on the link to signify one-way vs. two-way operation. For those links which are two-way, PPSUITE can apply different directional patterns to each link of a two-way pair. This can be done without guidance, with PPSUITE selecting and applying the inbound pattern to one link of the pair and the outbound pattern to the other. In this case, though, the directionality could be scrambled, with an inbound link receiving an outbound pattern and vice versa.

Freeways



Arterials



Local Streets

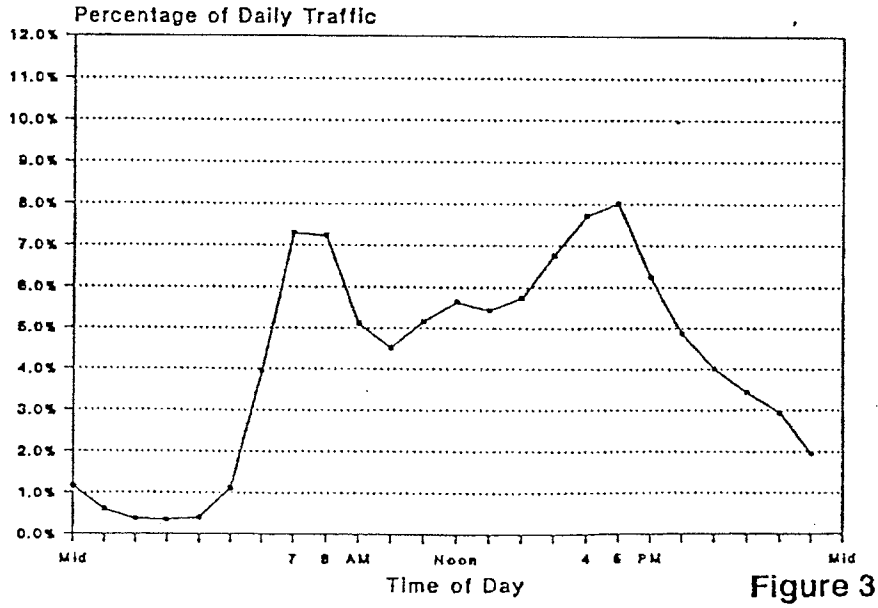


Figure 3

SINGLE 24-to-1 HOUR PATTERN DISTRIBUTION

Alternatively the user can supply additional link-specific information within the 1OR2WAY field to guide the pattern selection. This can be done selectively for only some links, or across the entire network for all links. The use of the DIRECTIONAL keyword is discussed in detail in Section 4.2.4.

B. **24-Hour and One Peak Hour Volume** - A more robust distribution procedure is possible if available assigned volumes include both 24-hour and one (a.m. or p.m.) peak hour volume. In this mode of operation the distribution pattern is selected on the basis of area and facility group, and a further selection is made on the basis of directionality. Directionality is deduced from the relationship of the peak hour volume to the 24-hour volume. As is illustrated in Figure 4,three distinct patterns are discernible for any given area/facility group combination:

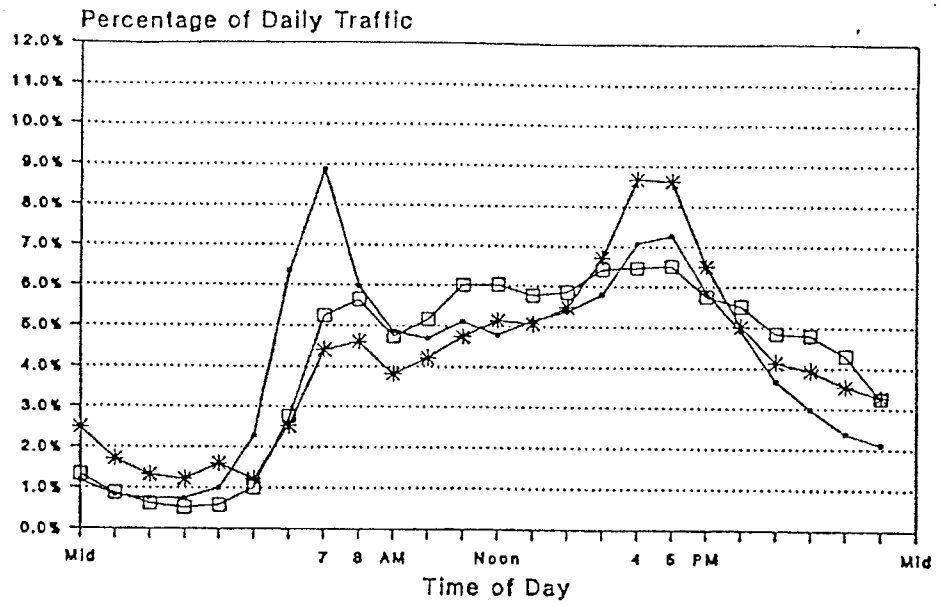
1. The **a.m. peak** distribution is defined as one where the a.m. peak hour volume exceeds the p.m. peak hour volume by some percentage (typically 20 percent);
2. The **p.m. peak** distribution is one where the p.m. peak hour volume exceeds the a.m. peak hour volume by some percentage; and
3. A **neutral** distribution is one where the peaks are approximately equal in both the a.m. and p.m. peak periods.

The user controls the selection of a pattern by setting peak to 24 percent ranges on the pattern record. The link contains one peak hour and the 24-hour volume; PPSUITE calculates the peak hour's percentage of the 24-hour volume, selects which range that percentage falls into, and selects that pattern.

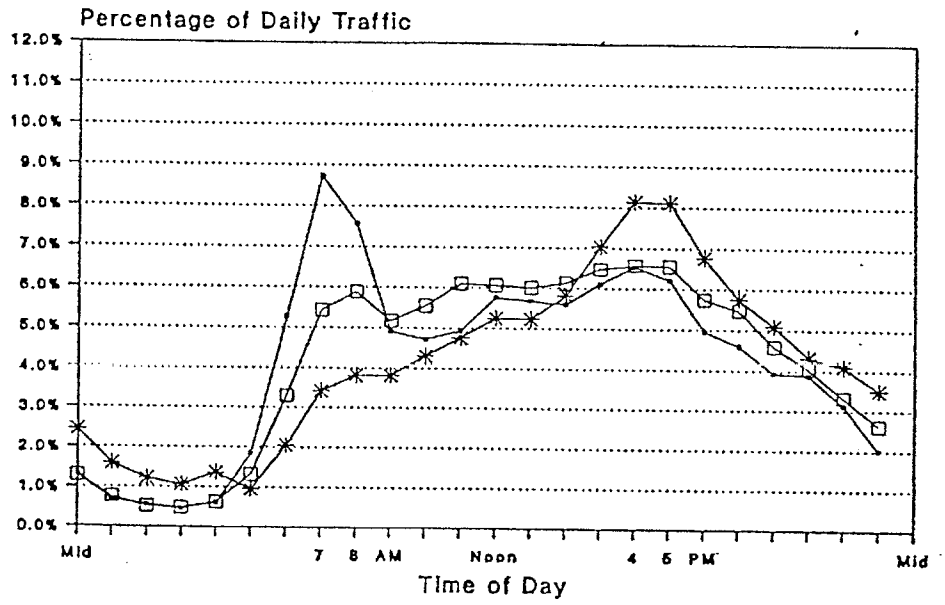
C. **24-Hour and Two Peak Hour Volumes** - This is the most robust and accurate method. If the network contains both AM and PM peak hour volumes and a 24-hour volume, then the pattern selection is made by comparing the AM to the PM peak volume. As in the above case three patterns are provided for each area / facility group combination, for the a.m. peak, p.m. peak, and neutral distributions. PPSUITE calculates the ratio of a.m. to p.m. peak hour volumes. The range fields on the pattern record specify the relationship between the a.m. and p.m. peak hour. PPSUITE uses the link volume ratio to select from these ranges, and applies that pattern to the 24-hour volume.

If the PEAKADJUST keyword is set, PPSUITE then adjusts the peak hour volumes calculated from the 24-hour volume and the pattern to match the peak hour volumes on the link. Offsetting adjustments are made to the off-peak volumes as well, to maintain

Freeways



Arterials



Local Streets

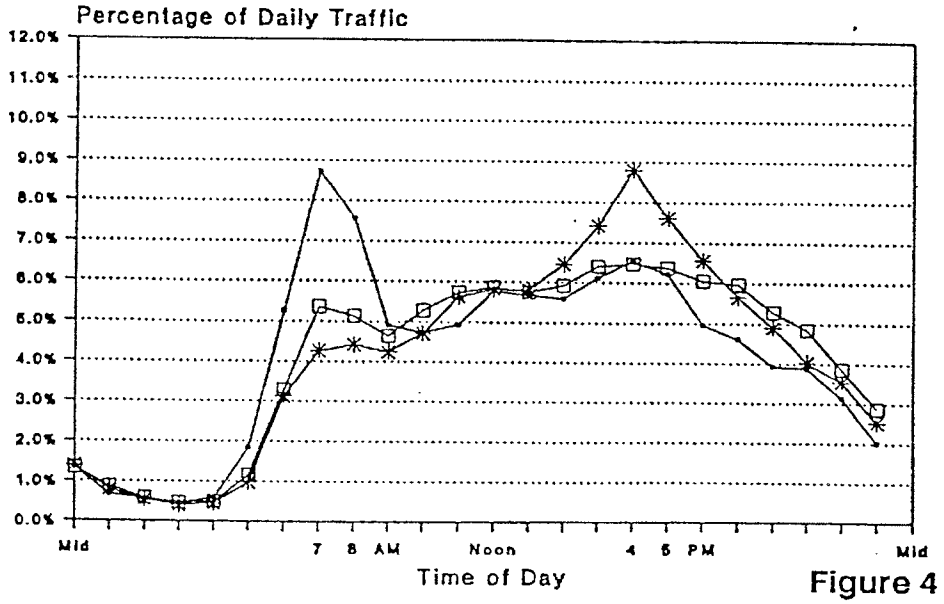


Figure 4

Legend

AM Peak — Non Peak — PM Peak

PEAK-HOUR DIRECTIONAL
24-to-1 HOUR PATTERN DISTRIBUTION

the 24-hour total. This process effectively reshapes the 24-hour pattern in response to link-specific peak hour volumes (See Figure 5, Graph #1).

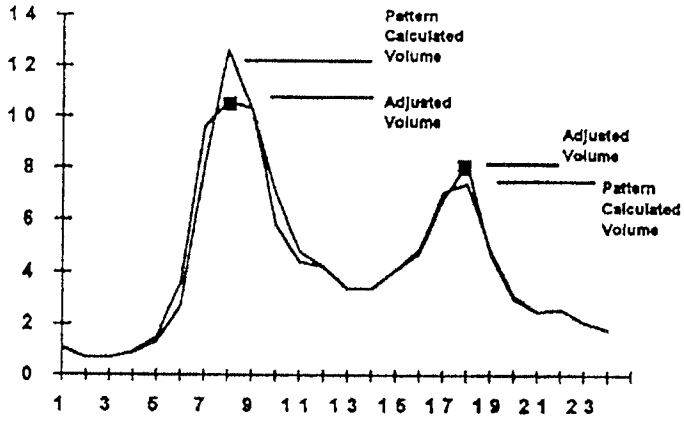
D. **Two Peak Hour Volumes Only** - This condition is handled similarly to the condition with a 24-hour volume. First a pattern is selected based on the a.m. to p.m. peak hour link volume ratio. Then a 24-hour volume is calculated from that pattern, as are each of the 24 1-hour volumes. Finally, if the PEAKADJUST keyword is set, the calculated peak hour volumes are adjusted to match the link peak hour volumes and off-peak hour volumes are adjusted to offset the peak hour adjustment. In this mode the percentage ranges on the pattern file records portray the ratio of a.m. to p.m. peak hour volume.

E. **One Peak Hour Volume** - This condition is handled similarly to the 24-hour only (item A above), in which a single pattern is applied to the volume. There is not enough information available for PPSUITE to deduce the pattern type, so only one pattern is used for each area / facility group combination. The pattern is used to calculate the 24-hour volume and 24 1-hour volumes from the single peak hour volume coded on the link.

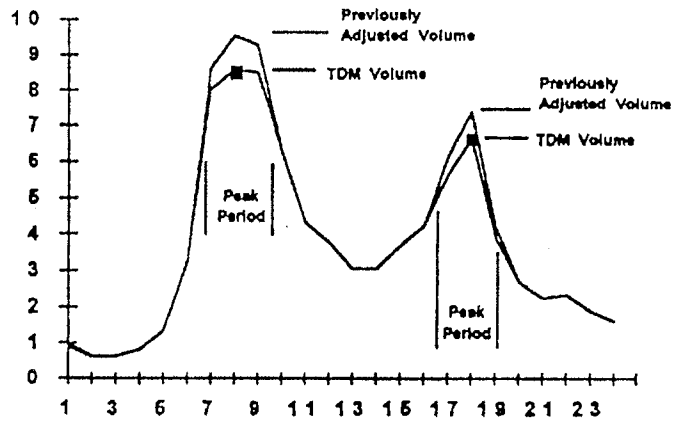
Traffic Volume Adjustments

Once hourly volumes have been calculated through the 24:1 hour pattern matching process, they can be adjusted in several ways prior to capacity analysis and speed calculation. This adjustment may be needed for several reasons: to account for daily / seasonal variations; to adjust to known control totals such as the Highway Performance Monitoring System (HPMS); or to apply external calculations for travel demand management or transit improvement programs. The adjustments are specified in two ways: as VMT adjustments that are applied on an area / facility group / time period basis; or as link-specific peak hour volume adjustments.

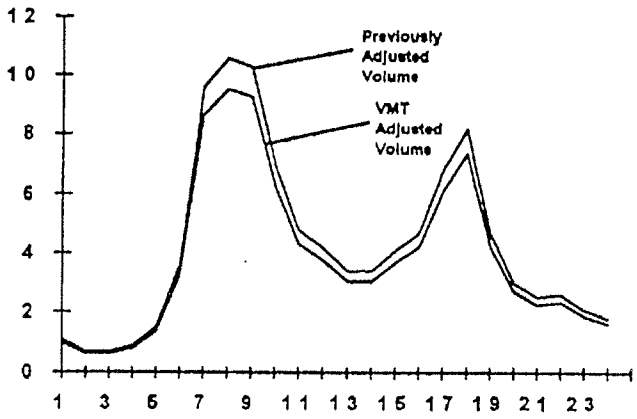
Pre-Speed VMT Adjustments - Network Vehicle Miles of Travel (VMT) can be adjusted by applying a VMT adjustment file. This file contains a record for each area and facility group to be adjusted; it shows either VMT to be added or subtracted, or a factor to be applied to that cell's VMT. In addition, the adjustment can be specified as one value to be applied across the 24-hour period or as 24 hourly adjustments.



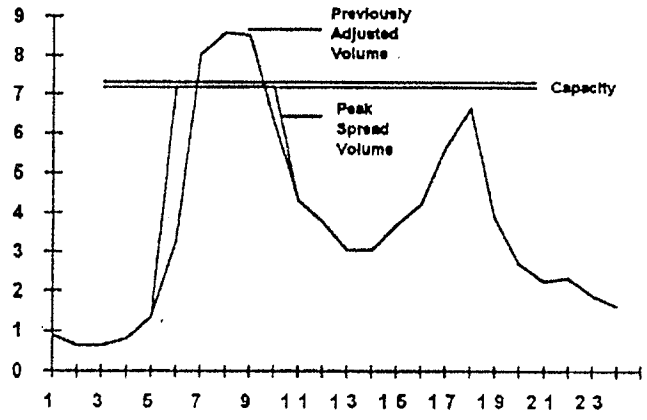
Graph #1
Pattern Volume Calculation and Peak Hour Adjustment to Assigned Link Volumes



Graph #3
Peak Period Adjustment for Travel Demand Management



Graph #2
VMT Adjustment
(Typically for Seasonal Variation)



Graph #4
Peak Period Capacity and Peak Spread Adjustment

Figure 5
TRAFFIC VOLUME ADJUSTMENT PROCESS

The Pre-Speed VMT adjustment process is similar to the Post-Speed VMT adjustments described below, except that Pre-Speed is applied before capacities and speeds are calculated. If, for example, a seasonal factor is being applied, it would be done as a Pre-Speed adjustment so that higher seasonal volumes would result in slower speeds. Similarly, transit actions could remove VMT from the highways, thereby resulting in (slightly) higher speeds. By contrast, an adjustment for local street or off-network VMT would be handled as a Post-Speed adjustment. In this case it would be assumed that speeds calculated for the local streets in an area would be correct, and that VMT would be increased to account for more local street mileage and VMT with the same operating conditions.

Pre-Speed adjustments are applied as the network as input to PPNET. The network is scanned once to accumulate VMT by area, facility group, and time period. Then the adjustments are applied to the accumulated VMT, and adjustment factors calculated. Finally the network is reread for conventional processing, and the adjustment factors are applied to the hourly link volumes after the 24:1 hour pattern has been applied. This adjustment is illustrated in Figure 5, Graph #2.

It is important to note that both Pre- and Post-Speed adjustments must be specified on the basis of the output "VMT" compression scheme, rather than the "pattern" scheme. If the user should change the facility or time groupings, then it is important to change the unit adjustment files as well.

File structures for the Pre-Speed Adjustment file are described in Chapter 5. Pre-Speed Adjustments are specified with the keyword PREVMT.

Up to nine separate adjustment files may be input, each reflecting a separate category of adjustment. They are applied in the order specified, so it is the user's responsibility to insure that factoring adjustments do not conflict with addition / subtraction adjustments.

Vehicle Type Mix

The mix of vehicle types using the network is important to both the capacity and speed calculation and to the emissions model. PPSUITE provides the ability to disaggregate hourly volumes to the eight MOBILE5 vehicle types, or to the 16 and 28 MOBILE6 vehicle types, using a combination of pattern data and link-specific data.

The vehicle mix pattern file is structured similarly to the the 24:1 hour pattern file, with area and facility group as the primary index. The number of vehicle types to be specified is flexible; the travel model may

produce only a few vehicle type volumes (i.e. Auto, Truck), so it may be desired to expand those types to hourly volumes using a limited number of patterns then to split them to the MOBILE types using a set of factors. Alternatively it may be desired to directly compute hourly vehicle mixes using a pattern file containing entries for each MOBILE vehicle type. This is the method the predecessor PPAQ system operated and so it may be necessary to continue the method in order to minimize data conversion issues.

Within the pattern file a record is provided for each combination of area, facility group, and vehicle type. Using the old PPAQ and MOBILE5 method, one record would be provided for each of the eight MOBILE vehicle types:

1.	LDGV	Light Duty Gas Vehicles
2.	LDGT1	Light Duty Gas Trucks (<6,500 lbs.)
3.	LDGT2	Light Duty Gas Trucks (6,501 - 8,500 lbs.)
4.	HDGV	Heavy Duty Gas Trucks (>8,500 lbs.)
5.	LDDV	Light Duty Diesel Vehicles
6.	LDDT	Light Duty Diesel Trucks (<=8,500 lbs.)
7.	HDDV	Heavy Duty Diesel Trucks (>8,500 lbs.)
8.	MC	Motorcycles

This scheme couldbe modified to the 16 MOBILE6 vehicle types (without gas/diesel differentiation) or even to the 28 MOBILE6 vehicle type (with gas/diesel differentiation).

On each record, the percentage that that vehicle type is of the total traffic is given for each of 24 hours.

It is the user's responsibility to correctly reconcile the vehicle type definitions of the model, the pattern files, and MOBILE. This is a critical aspect of setting up PPSUITE and MOBILE and must be carefully and thoroughly addressed. PPSUITE does only what it is told, and takes no responsibility for defining the various types and fractions correctly.

After PPSUITE has applied the 24:1 hour pattern to the link volumes and performed Pre-Speed VMT adjustments, the vehicle type pattern data is applied for each hour to disaggregate hourly volumes by vehicle type. If on the link a truck percentage field or 24-hour truck volume field is specified, the vehicle type mix is adjusted so that the calculated mix equals the link-specified mix over the 24-hour period. By using this combination of pattern and link-specific percentages it is possible to develop vehicle mixes which are sensitive both to the link's characteristics and to time-of-day attributes.

Vehicle type mixes follow the "VMT" compression scheme, and are used to calculate vehicle mix percentages for MOBILE. In addition, the vehicle type data is used within each link to calculate hourly

truck adjustment factors which are applied to the intersection and link capacity calculation. A vehicle type factor file contains 1985 Highway Capacity Manual truck adjustment factors for each facility type, signals, and stop signs.

Peak Spreading

Once the 24 one-hour volumes have been calculated, a number of links will typically have one or more hourly volumes greater than the link's capacity. These over-saturated conditions can occur either due to forecast growth, or due to assignment errors which overstate the volume estimated to use the link. For these over-saturated conditions, PPSUITE provides a mechanism to spread the over-capacity portion of an hour's volume to other hours, thereby approximating the peak spreading that normally occurs in such conditions. The model essentially fills in the "shoulders" of the peak period with the traffic that exceeds the link's capacity.

This peak spreading process is controlled by four parameters:

1. **Link V/C Threshold** - This parameter sets the v/c ratio above which link volumes will be distributed to the adjacent hours. While it could be argued that this threshold should be 1.00, general practice has been to set this threshold to about 1.2. This accounts for the fact that there is some inaccuracy inherent in the highway capacity calculations, and also for the fact that some traffic does elect to accumulate in queue, rather than diverting to other hours of travel.

2. **Intersection V/C Threshold** - Similar to the link v/c threshold, the intersection threshold deals with the capacity of approaches to traffic signals and stop signs. In most cases this threshold will be more critical than the link threshold, since mid-block capacity is typically higher than intersection capacity. While there are no clear guides or practice relating to this particular threshold, some model runs have used a higher threshold for intersections than links (1.50 vs. 1.20) to account for the fact that more delay is generally encountered and tolerated at an intersection than on a link.

3. **Peak Period Width** - Once it has been decided to spread a particular hour's over-capacity volumes to adjacent hours, the algorithm works outward -- earlier and later -- until the volume has dissipated. This parameter controls the extent of that spreading. For example, a peak hour band width of 3 indicates a peak period three hours long, and the subject hour's volumes are spread to the one hour on each side of it. A width of 5 would result in the volumes being spread to the two hours each side of the subject hour. If there is insufficient capacity in this defined peak period to absorb the spread volumes, then the "unspreadable" volume is left on the original hour.

4. **Disposition of Over-Capacity Volume** - Once the hourly volumes have been spread as much as the peak band width and peak v/c thresholds allow, there may be some hours whose volumes continue to be in excess of the v/c thresholds. In these cases two actions are possible: first, the volume in excess of the v/c threshold can be "thrown away" so as to not unduly impact travel speeds. This is particularly appropriate if the capacity

excesses occur on local links and are due to assignment error. Alternatively, it may be desirable to preserve the total VMT in the system, and therefore to not reduce link hourly volumes. Depending on the specific causes and extent of these excesses, the effects on average travel speed may or may not be significant. The user should carefully investigate the effects of keeping or throwing away volumes in excess of the v/c thresholds and form his own conclusions as to the disposition of these volumes.

The effects of this peak spreading process can be evaluated on a link-by-link basis by saving the exploded link volume file and reporting the file for selected links with the LINKSTATISTICS option in PEQUEST. Volumes before and after the distribution process, and travel speeds by hour of the day are all reported in this file.

The composite effects of these adjustments are illustrated in Figure 5. Beginning with hourly volumes calculated from a pattern, adjustments are made to match the calculated peak hour volumes to the assigned link volumes (Graph #1). Then Pre-Speed VMT adjustments are made, for example to account for seasonal factors (Graph #2). Third, adjustments are made to peak period volumes to account for forecast TDM program volume reductions (Graph #3). And finally, peak spreading is performed to reflect the limitations of link/intersection capacity (Graph #4).

Calculation of Travel Times

In PPSUITE a link is viewed as a one-directional section of highway which may or may not have a control device at its downstream end. In order to calculate the measures of vehicle miles of travel (VMT) and vehicle hours of travel (VHT) which lead to an average speed for MOBILE, PPSUITE determines the travel time for each link in the system, for each of the hourly volumes developed through the above distribution process. This section discusses the methodology used to estimate both link and intersection travel times.

Travel time on a typical link consists of as many as four components:

1. **Travel time to traverse the link.** The maximum time is that which would occur with a volume/capacity (v/c) ratio of 1.0.

2. **Additional time spent in queue,** if the volume is greater than the mid-block capacity of the link;

3. **Delay introduced by a traffic signal or stop sign** at the downstream end of the link. This time includes the time needed to decelerate from the ambient link speed (Item 1) plus stopped delay at the intersection;

4. **Excess delay in queue,** if the volume is greater than the intersection approach capacity.

Each of these components is described in the following sections:

Link Travel Time - The travel time on a section of roadway, represented as a link, is a function of both the physical characteristics of the link, including speed limit, and the traffic volume attempting to use it. This relationship is complex, but is best represented by a zero-volume speed and a curve which expresses the speed reduction which results as traffic volume increases. Zero-volume speed is the speed at which a single vehicle traverses the link with no conflict from other traffic; it is essentially the maximum achievable speed on that link, considering both speed limit and physical conditions. This speed then decays as the result of traffic conflicts, and the rate of that decay depends on the facility type. For example, as shown in Figure 6, speeds on a freeway are relatively insensitive to volume until the volume is very close to capacity, at which point speed decays very rapidly. By contrast, on an arterial or local street the decay rate is more linear, with speeds declining as volume grows even in the lower volume regimes.

Two sources have been relied upon for expressing this relationship between volume, capacity, and speed. These are the 1985 Highway Capacity Manual, and NCHRP Report 133, "Procedures For Estimating Highway User Costs, Air Pollution, and Noise Effects". The relationships expressed in these two sources agree quite well.

Historically the network assignment process has used a formula developed by the Bureau of Public Roads in the 1960's to express the relationship between volume, capacity, and travel time. This is known as the "BPR formula" and is as follows:

$$T_i = T_o * [1 + 0.15 * (v/c^4)]$$

where:

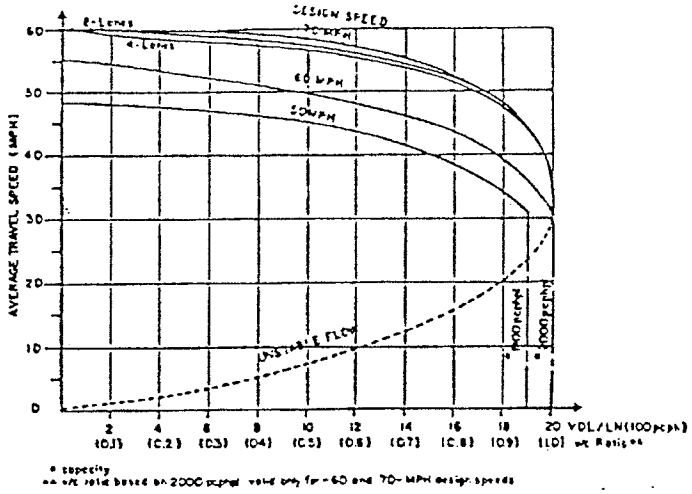
T_i = Adjusted link travel time for load i [sec]

T_o = Free-flow link travel time [sec]

v/c = Volume to capacity ratio

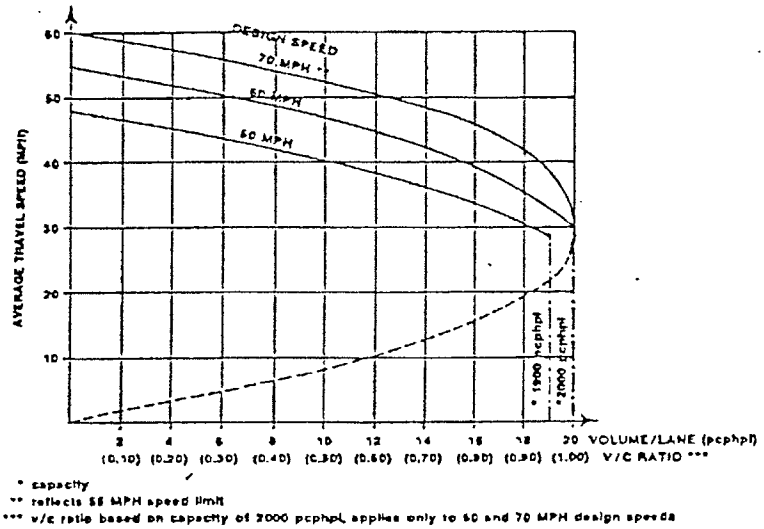
FREEWAYS

Source: 1985 Highway Capacity Manual, Figure 3-4.



MULTI-LANE ROADS

Source: 1985 Highway Capacity Manual, Figure 7-2.



TWO-LANE ROADS

Source: 1985 Highway Capacity Manual, Figure 8-1.

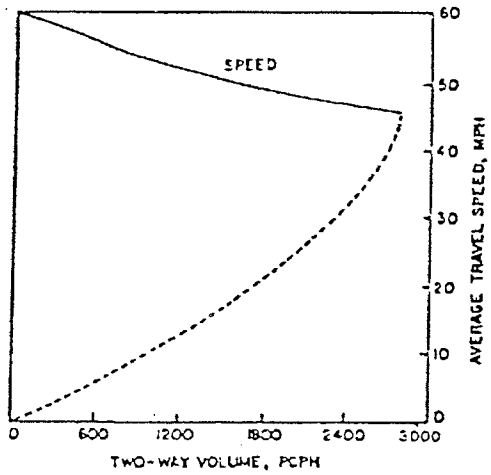


Figure 6

TYPICAL SPEED-VOLUME RELATIONSHIPS

The formula is typically used in a network assignment procedure to update travel times between iterative loadings. For reasons related to the assignment process, it is appropriate that this BPR formula understates the decay in travel speed with increasing v/c ratio, but for purposes of actual network analysis and travel time estimation, the unmodified BPR formula is less appropriate. Nonetheless the form of the BPR formula is useful, and alternative coefficients can be developed which allow it to closely approximate the delay relationships described above from the 1985 Highway Capacity Manual and the NCHRP Report 133. Coefficients were estimated by manually fitting a calculated BPR curve to the HCM and NCHRP curves, for various roadway types. It was found that two sets of coefficients are appropriate: one for freeways, and one for non-freeway sections, including both arterials and local roads and streets. It should be noted that these curves do not include the effects of traffic signals and stop signs; those delays are separately modeled with the control device models discussed below.

For under-saturated conditions with v/c ratios up to 1.0, then, the resulting form of the BPR formula is as follows:

$$T_i = T_o + [1 + P_1 * (v/c^{P2})]$$

where:

T_i	= Adjusted link travel time for load i [sec]
T_o	= Free-flow link travel time [sec]
P1	= Parameter 1 (intercept)
P2	= Parameter 2 (exponent)
v/c	= Volume to capacity ratio

Derived parameters are as follows:

Facility Type	P1 Parameter 1 (Intercept)	P2 Parameter 2 (Exponent)	P3 Parameter 3 (Oversaturation)
Freeways	0.85	6.00	0.40
Major Arterials	0.80	2.00	0.40
Other Roads	0.80	2.00	0.40

The resulting curves and their fit with the 1985 Highway Capacity Manual and NCHRP Report 133 delay curves are illustrated in Figure 7. For v/c ratios less than 1.0, the resultant modified BPR curves closely approximate the shape and magnitude of the two data sources.

The 1985 Highway Capacity Manual is being revised by the Transportation Research Board, and the approved draft of the freeway capacity chapter modifies the volume / speed relationship to produce much higher capacities (as high as 2,300 vehicles per hour per lane) and higher speeds at high v/c ratios (see Figure 8). From those curves modified BPR parameters have been derived by Garmen Associates, which could be included in the speed - capacity lookup table in place of the previous parameters. For freeways only, the following parameters would be appropriate:

Free-Flow Speed	Capacity (vphpl)	P1 (Intercept)	P2 (Exponent)
70 mph	2,200	0.17	6.88
70 mph	2,300	0.22	6.67
65 mph	2,200	0.17	8.84
65 mph	2,300	0.23	8.13
60 mph	2,200	0.14	10.31
60 mph	2,300	0.21	9.96
55 mph	2,200	0.10	15.34
55mph	2,300	0.15	13.29

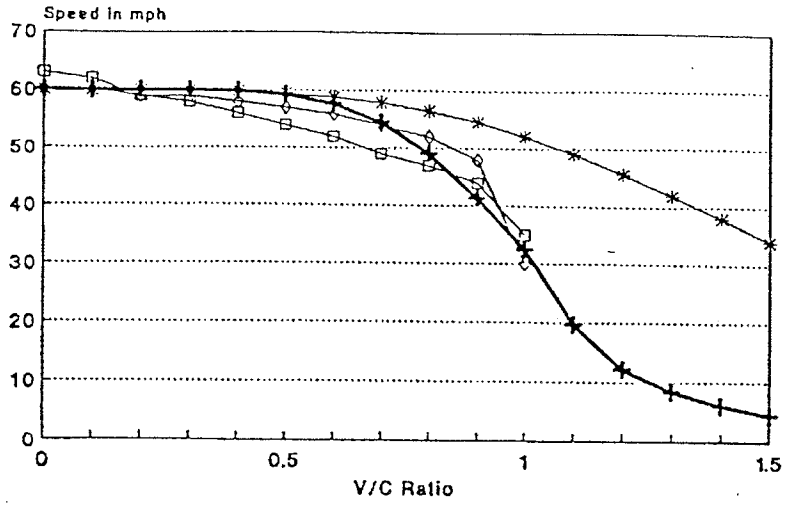
Over-saturated Link Delay - For links where the v/c ratio is greater than 1.0, the travel time to traverse the link consists of time spent in queue to enter the link, and the time to travel the length of the link. The latter is equal to the travel time at v/c = 1.0. The time in queue can be envisioned as the delay encountered in entering the link; once in the link traffic will move at the service rate of the link. The HCM and NCHRP reports are of little use in this regard, since they focus on traffic flows for v/c less than or equal to 1.0. Nonetheless, there is a fairly simple model with which to estimate travel time: If an over saturated condition exists, the queue will grow at a rate of (v-c) or the difference between the demand volume (v) and capacity (c). The time for a vehicle to move the length of that queue is equal to the number of vehicles in queue divided by the link capacity, and since we are actually looking for average travel time, the above is divided by 2. Thus, the added delay in queue is equal to the following:

$$T_q = (v - c) / (2 * c)$$

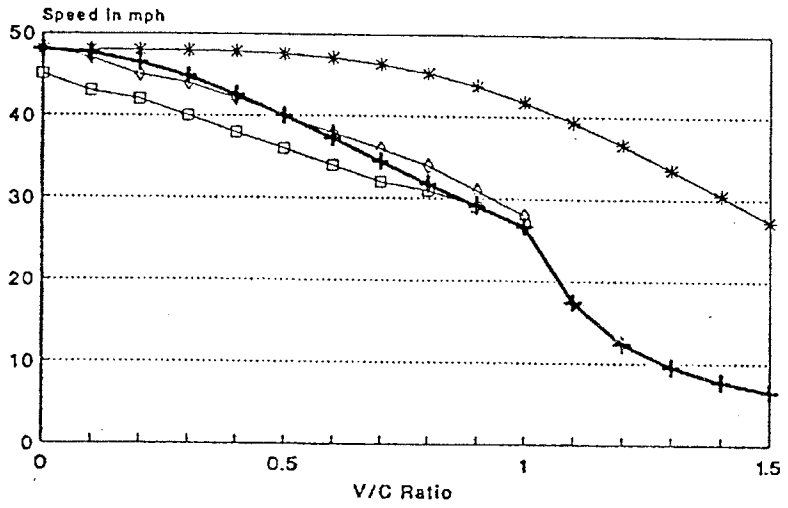
where:

T_q = Time in queue [sec]
v = Demand volume [vehicles per hour)
c = Capacity [vehicles per hour]

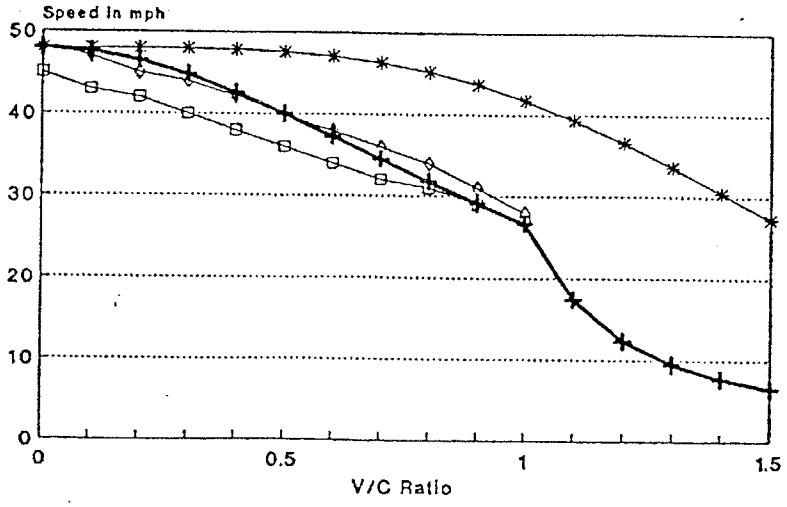
FREEWAYS



MULTI-LANE ROADS



TWO-LANE ROADS

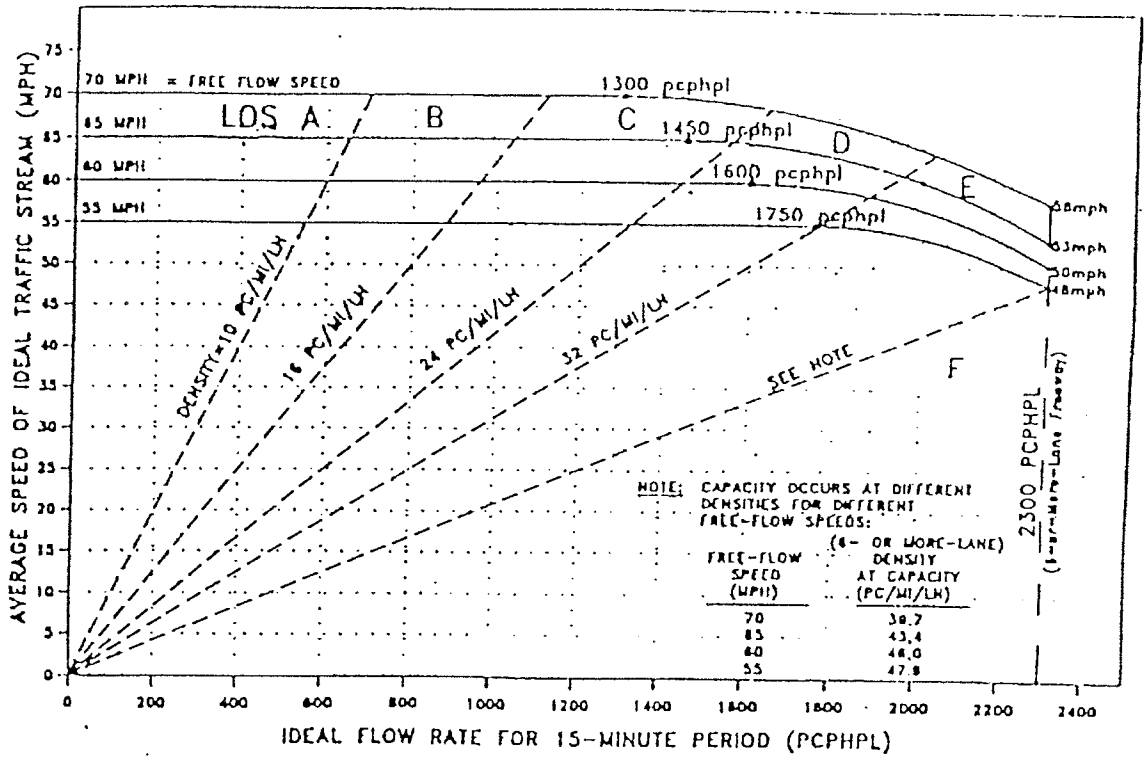


85HCM Pure BPR Mod BPR NCHRP

Figure 7

MODIFIED BPR CURVE FIT

Freeway Capacities and Speeds
from the
Proposed 1994 Revision to the
Highway Capacity Manual



Freeway Capacities and Speeds
from the 1985Highway Capacity Manual

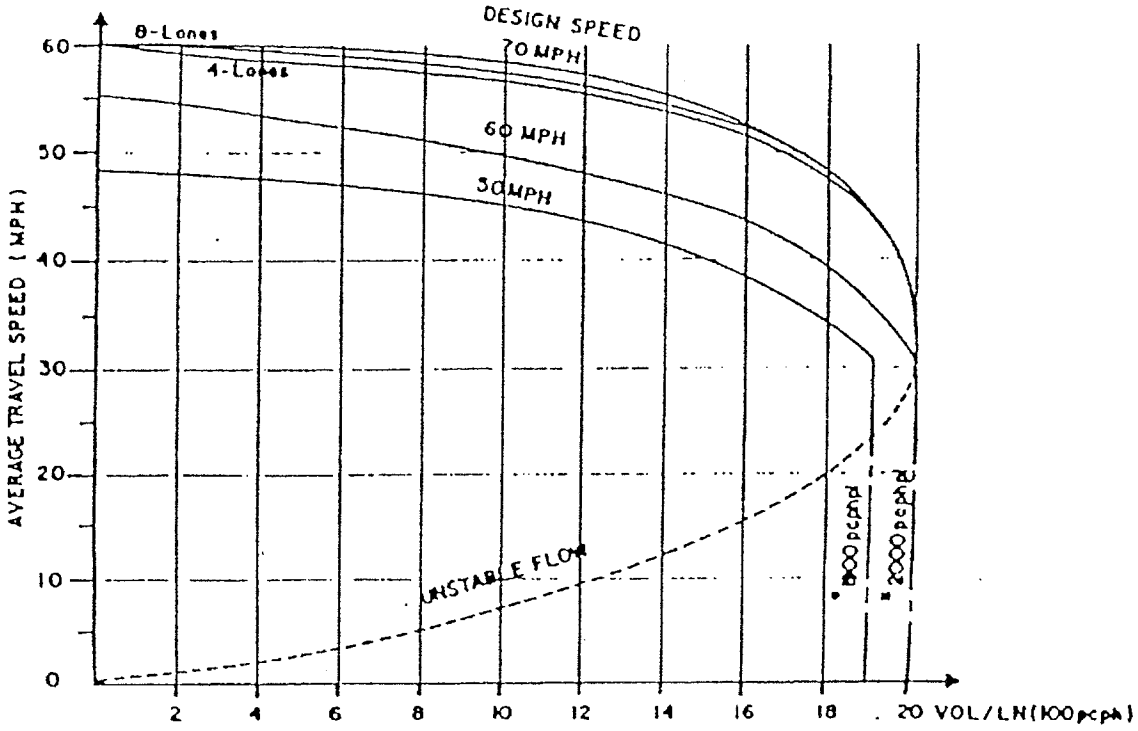


Figure 8

COMPARISON OF 1994 AND 1985 HCM FREEWAY SPEEDS

It is important to note that in a typical arterial or freeway situation, an over saturation condition will occur on one link, but will not occur on the downstream links (ignoring traffic entering the section at intermediate points) because that upstream link can only deliver a volume equal to its capacity. If this over saturated-delay estimate were applied to every link along a highway, double counting of delays would occur. In the confines of standard network assignment technology it is impossible to account for this double counting problem. Therefore a sensitivity factor is added to the above relationship to reduce delay in queue and thereby attempt to account for the double counting. It is estimated that 0.40 is a reasonable value for this factor. The resultant equation for delay on over saturated links is thus the combination of under-saturation delay plus delay in queue as follows:

$$T_i = T_o * [1 + P1 * (v/c^{P2})] + [((v - c) * P3) / 2c]$$

where:

T_i	= Adjusted link travel time for load i [sec]
T_o	= Free-flow link travel time [sec]
P1	= Parameter 1 (intercept)
P2	= Parameter 2 (exponent)
P3	= Parameter 3 (over-capacity delay)
v/c	= Volume to capacity ratio

Calculation of Delay (Intersections) - In addition to the delay caused by congestion on the link itself, there is also delay associated with queuing and traveling through the intersection. These delays are calculated independently for each intersection approach and are then added to the link travel time to determine an overall link travel time.

PPSUITE contains an intersection approach model which addresses the key operating characteristics of an intersection while respecting limitations on available descriptive and traffic data. The intersection delay methodology recognizes that most delay occurs at intersections rather than on the open road, and so provides tools to deal explicitly with intersection locations. At the same time, though, it recognizes that the network assignments and databases found in planning models are usually inadequate to estimate detailed operating features such as geometrics, signal phasing, and turn volumes. Therefore the methodology splits the difference: it addresses intersection approaches while maintaining a level of detail consistent with the planning context, generalizing the internal operations of the intersection. Turn volumes, specific lane usages, and signal phasings are thus not explicitly considered.

The intersection approach model is overlaid on the link model. Intersection attributes are general, and include such elements as:

* Control Device Type (stop or yield signs, fixed time, fully actuated, or semi actuated);
* Number of Signals or Signal Spacing;
* Added Approach Lanes at the intersection; and
* Signal Timing (cycle, G/C, arrival type).

These attributes can either be coded directly on the link, or can be defaulted through a hierarchical lookup, using the speed-capacity lookup file.

Unsignalized Intersections (Stop Signs and Yield Signs) - For unsignalized intersections, delay may be estimated using the equation developed by R. Ashworth, taken from the ITE Handbook of Traffic and Transportation, pages 464 and 465:

$$E(d) = t1 - t2 - B2 + T * (e^{q*t2} - e^{q*(t1-B2)})$$

provided that $t2 > (t1 - B2)$

where:

E(d)	= Delay per vehicle [sec]
t1	= Critical gap of first driver in queue [sec]
t2	= Critical gap of second driver in queue [sec]
B2	= Time for second vehicle to move up to the head of the queue after the first vehicle departs [sec]
q	= Ratio of volume to capacity
T	= 1 / q

The critical gap and capacity are taken as a function of both facility type and area type, from the speed-capacity lookup table. The critical gaps and capacity values are based on the 1985 Highway Capacity Manual for different roadway types. The combination of facility type and area type are used to approximate the type and magnitude of volume of the through street. For example, a freeway off-ramp can be assumed to be under stop sign control to a major arterial in an urban or suburban area, and hence the critical gap will be at a maximum and available capacity at a minimum. In rural areas, however, the ramp will be under stop sign control to a high speed rural road with much lower volumes. Hence the critical gap will be similar, but the available capacity will be greater. For all facility types, it can be assumed that the critical gaps for all vehicles in queue are equal, i.e. t1 = t2 and B2 = 3.0 seconds. Further, for yield signs, based on the 1985 Highway Capacity Manual, a one second reduction in critical gap can be made with a corresponding 100 vehicle per hour increase in available capacity.

The user has considerable latitude in setting these parameters through the speec-capacity lookup file, and should in feet spend the time needed to understand and refine these settings. A typical speed - capacity lookup table listing is provided in Appendix B of this documentation.

Signalized Intersections - For signalized intersections, delay can be estimated using the procedures of the 1985 Highway Capacity Manual. Delay is defined as the sum of two terms: d_1, a uniform delay, and d_2, an incremental delay.

$$d = d_1 + d_2$$

$$d_1 = 0.38 * C * [(1 - G/C)^2 / (1 - G/C) * X]$$

$$d_2 = 173 * x^2 * [(x-1) + SQRT((x-1)^2 + (16*X/c))]$$

where:

d	= Average stopped delay per vehicle [sec]
d_1	= First-term uniform delay per vehicle [sec]
d_2	= Second-term incremental delay per vehicle [sec]
C	= Cycle length [sec]
G/C	= Green time to cycle length
X	= Ratio of volume to capacity
c	= Capacity [veh/hr]

The HCM applies this equation for volume to capacity ratios less than or equal to 1.2 only. Beyond this point, it merely indicates that these equations are not meaningful. A linear relationship was therefore developed to estimate delay at v/c ratios greater than 1.2, using the (v-c)/2c relationship described for oversaturated links. The v/c threshold may be modified by the user.

$$d_3 = [(v - c) / (2 * c)] * S_{c3}$$

for $v > t * c$ only

where:

v	= Volume [vehicles/hour]
c	= Capacity [vehicles/hour]
S_{c3}	= Sensitivity parameter 3 (overcapacity delay)
t	= Threshold factor (> 1.0)

Therefore, the delay equation becomes d = d1 + d2 for v/c ratio less than or equal to the threshold and d = d1 (v/c=1.2) + d2 (v/c=1.2) + d3 (for v/c ratio greater than the threshold value, typically 1.2).

Progressive signal systems often need to be analysed to determine the emissions benefits of coordination. The 1985 Highway Capacity Manual presents a set of adjustments to calculated delay which are based on the type of signal, the v/c ratio, and the degree of platooning (expressed as an arrival type). This

adjustment is found in Tables 9-13 and 11-6 of the Highway Capacity Manual; both tables contain the same values, and are applied identically to isolated intersections and to arterials. The table is shown in Figure 9 of this documentation.

To use this feature, the control device must be coded to 3, 4, 5, 6, 7, or 8 either specifically on the link or in the speed capacity lookup file. Arrival type can be encoded either on specific links, or defaulted (by facility type and area type) in the speed-capacity lookup table. PPAQ defaults the arrival type to 3, reflecting a typical degree of coodination and platooning. It has been found that a typical signal coordination project will decrease delay, and that it is best represented by increasing the arrival type from 3 to 4.

Simplistic signal coding can be done by coding the control device type to 3 (a major street approach to the intersection) or 4 (a minor street approach). In this case PPAQ assumes that the signal will be semi-actuated with a cycle length of 90 seconds. Further, the major approach legs (control device = 3) will have G/C values of 0.50; the minor approach legs (control device = 4) will have G/C values of 0.35. The remaining 15 percent of the cycle length is assumed to be clearance time. For major approaches only, it is assumed that there will be an additional turning lane provided at the intersection, and for minor approaches a partial additional lane is assumed.

Specific coding of control device type (codes 5 through 8, in Table 1), cycle length, g/c, arrival type, added approach lanes, and number of signals on the link (or signal spacing) can be provided either on the link or in the speed-capacity lookup table.

TABLE 9-13. PROGRESSION ADJUSTMENT FACTOR, PF

TYPE OF SIGNAL	LANE GROUP TYPES	v/c RATIO, X	ARRIVAL TYPE[a]				
			1	2	3	4	5
Pretimed (5)	TH, RT	≤ 0.6	1.85	1.35	1.00	0.72	0.53
		0.8	1.50	1.22	1.00	0.82	0.67
		1.0	1.40	1.18	1.00	0.90	0.82
Actuated (6)	TH, RT	≤ 0.6	1.54	1.08	0.85	0.62	0.40
		0.8	1.25	0.98	0.85	0.71	0.50
		1.0	1.16	0.94	0.85	0.78	0.61
Semiactuated (3,7)	Main St. TH, RT[b]	≤ 0.6	1.85	1.35	1.00	0.72	0.42
		0.8	1.50	1.22	1.00	0.82	0.53
		1.0	1.40	1.18	1.00	0.90	0.65
Semiactuated (4,8)	Side St. TH, RT[b]	≤ 0.6	1.48	1.18	1.00	0.86	0.70
		0.8	1.20	1.07	1.00	0.98	0.89
		1.0	1.12	1.04	1.00	1.00	1.00
	All LT[c]	all	1.00	1.00	1.00	1.00	1.00

[a] See Table 9-2. Worse Progression <——— Average ———> Better Progession

[b] Semiactuated signals are typically timed to give all extra green time to the main street. This effect should be taken into account in the allocation f green times.

[c] This category refers to exclusive LT lane groups with protected phasing only. When LT's are included in a lane group encompassing an entire approach, use factor for the overall lane group type. Where heavy LT's are intentionally coordinated, apply factors for the appropriate through movement.

Source: 1985 Highway Capacity Manual, Table 9-13

Figure 9

HCM SIGNAL PROGRESSION ADJUSTMENT FACTORS

Composite Travel Time - As a final step, the calculation of vehicle miles traveled (VMT), travel time, average speed, and vehicle hours traveled (VHT), on each link is then calculated as follows for each of the 24 one-hour periods:

Total Link Travel Time = Link Travel Time + Intersection Approach Delay

Vehicle Miles Traveled on Link (VMT) = Link Volume * Link Distance

Vehicle Hours Traveled on Link (VHT) = Link Volume * Link Travel Time

New Link Average Speed = Vehicle Miles Traveled / Vehicle Hours Traveled on Link

Incident Delay Model

Traffic congestion and delay are significant problems in many urban areas. Increased traffic volumes on existing networks results in increased travel times for all users of the highway system. Congestion caused by daily fluctuations in traffic volumes, in particular when traffic volumes approach or exceed roadway capacity, is known as recurring congestion.

Unlike recurring congestion, non-recurring delay due to accidents and incidents occurs at relatively random locations at unpredictable times. Calculation of non-recurring congestion is therefore a stochastic process. Non-recurring congestion can be reduced by reducing the total time it takes to detect and clear an incident once it has occurred. Emergency service patrols, freeway monitoring systems and response teams on standby all help to reduce the time it take to detect, respond to and eliminate the impacts of an incident

Development of the Delay Sub-Model

The development of PPEVENT, the non-recurring congestion module in the PPSUITE software system, is based largely on the groundwork set in the Federal Highway Administration's Report entitled "A Methodology for Measurement and reporting of Incidents and the Prediction of Incident Impacts on Freeways". In this report by Edward Sullivan and Sam Taff of California Polytechnic State University, in conjunction with Ball Systems, the groundwork for an estimation of delay as a result of freeway incidents is developed along with analysis of incident data obtained from eight US metropolitan areas. A great deal of effort went into assuring consistency in the data between locations before the development of accident and incident rates. In addition to the calculation of incident occurrence rates, the study went on to discuss

clearance times for various incident types. PPEVENT uses this analysis and this data as the basis for its calculations.

PPEVENT was developed as a companion program for the PPSUITE emissions analysis package. In general, PPSUITE uses volume/capacity ratios and network attributes to calculate an average speed on each link in a network database, which is an estimate of recurring delay. Speeds are calculated for 24 separate hourly periods representing an entire day. This speed, along with volume and other base data are used to create MOBILE input files, and MOBILE in turn estimates emissions for the entire system.

PPEVENT adds additional vehicle hours of travel to account for the non-recurring congestion. Most accidents and incident types occur infrequently. For example, a stretch of freeway less than 1 mile in length can expect far less than one fatal accident per year. The PPEVENT program takes the delay associated with a single occurrence of an incident or accident type and evenly distributes the delay over the average time between incidents. For example, if an segment of roadway averages one accident with injuries every 20 days, and an incident of that type would have a total cumulative delay of 200 vehicle hours, then the program would add 10 hours of vehicle delay to the link for the time period in question.

Measuring Non-Recurring Congestion

Congestion in any system occurs when arrivals begin to exceed the capacity of the system. The delay submodel described in the Cal Poly report estimates queue delay using a method based on calculating the difference between cumulative arrivals and departure curves. When the volume of traffic exceeds capacity, then traffic builds up in queues until the volume falls to the point where the buildup in traffic can be served and queues dissipated. This is illustrated in Figure 10 below. The lower line represents the capacity of the roadway, the upper line the arriving traffic. As volume exceeds capacity, a queue develops that cannot be cleared until the arrival rate drops to below the capacity. The difference between the volume and the capacity curves represents the non-recurring delay on the subject roadway segment.

Incidents and non-recurring congestion affect the capacity curve, reducing the capacity of the roadway for the duration of the incident. In Figure 10 the non-recurring delay is the area between the normal capacity and the reduced capacity due to the incident. In this example the incident occurs during a time period when volume was exceeding capacity to begin with. As a result the area between the capacity curve and the traffic arrival curve is composed of two parts. The area between the normal (non-incident) capacity curve and the arrivals curve is the recurring delay. The area between the normal capacity curve and the reduced with-incident capacity curve is the non-recurring or incident delay.

Figure 10 is an example of a worst case scenario Had the vehicle arrivals been at a rate lower than the normal roadway capacity but higher than the reduced incident capacity, then all the calculated delay would

be non-recurring delay. Likewise, had the vehicle arrivals rate been below the reduced incident capacity of the roadway, there would be no associated delay at all.

It is important to distinguish between delay due to recurring and non-recurring delay as the PPSUITE software calculates recurring delay. PPEVENT is only concerned with accounting for the non-recurring portion of delay, whereas PPNET calculates recurring delay.

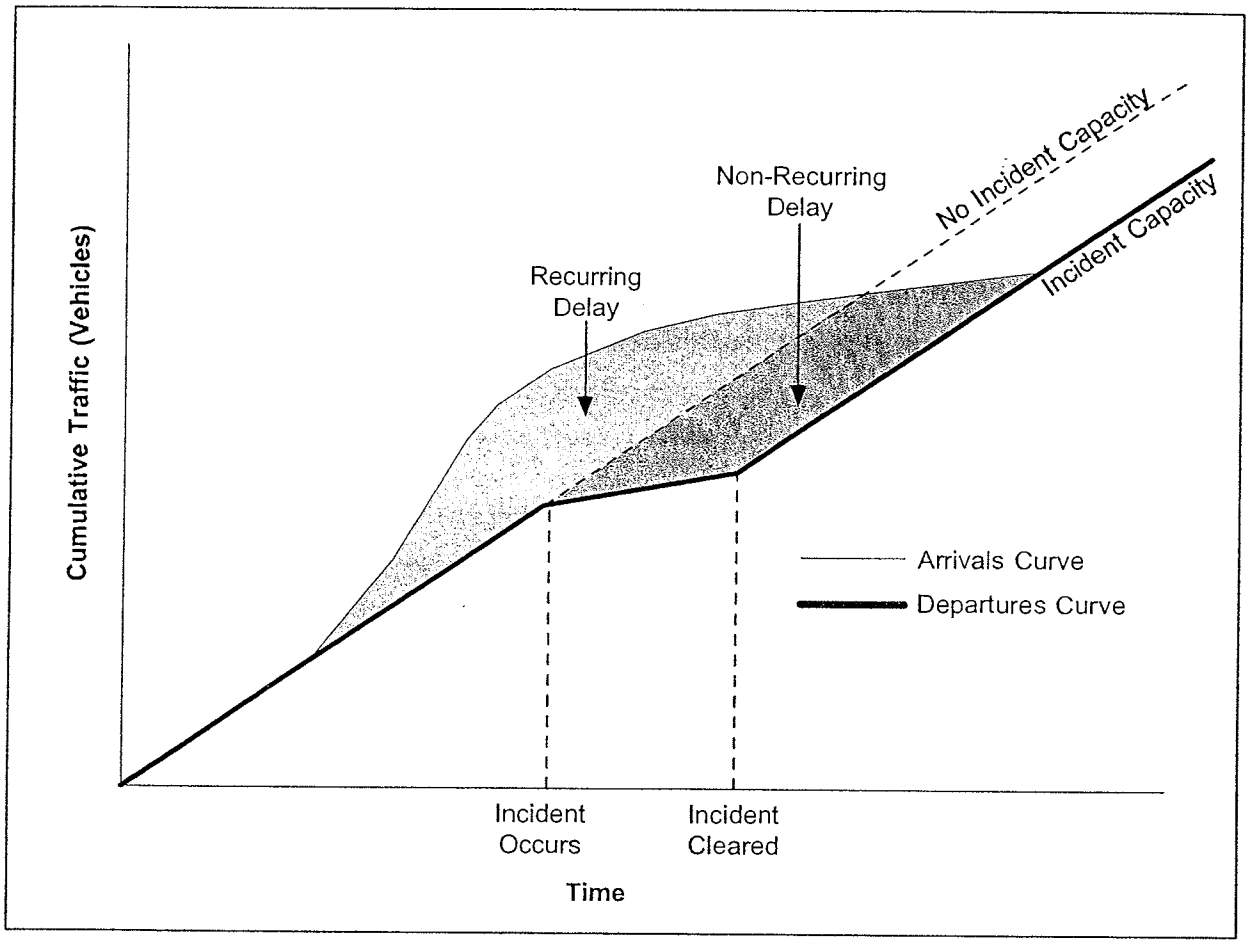


Figure 10 - Diagram Illustrating Delay Calculations Done in PPEVENT

Calculation Of Non-Recurring Congestion Delay

The PPEVENT submodel calculates delay due to incidents, based on the cumulative arrival-departure method. The purpose of this section is to describe the calculation of non-recurring delay in the model. This goes through the calculations step by step and includes a running example using actual data from the NYMTC conformity analysis.

Note that PPEVENT uses a number of input files. Of particular interest is the facility file which contains a number of lookup tables and base data used in the calculations described below.

Volume Adjustments

Link traffic volumes coming into PPEVENT from PPNET are considered to be typical weekday volumes. The incident rates and delay calculations that serve as the basis for PPEVENT calculations are based on the same average weekday volumes, but incident rates are assigned on the basis of Average Daily Traffic (ADT). An adjustment factor based on the functional type of the roadway link is used to adjust the daily volumes before preceding with other calculations.

Example:

A typical record from the network was chosen as an example to show calculations applied.

To adjust the Average Week Day Traffic (AWDT) volumes to the Average Daily Traffic (ADT) volumes required for the PPEVENT calculations. This link has a Functional type for an urban freeway (Factype=11) with a corresponding ADT adjustment factor of 1.1236

As an example, the 24-volume commanded by PPNET on this link is 79,160 vpd.
The ADT volume is 79,160 / 1.1236 = 70,453 vpd.

Calculate the Delay Matrix

PPEVENT calculates the delay that would occur for each of the incident types studied and then multiplies the delay by the rate at which those incidents occur. Delay is affected by three main factors: the incident type, the percent of the roadway blocked and the time of day. A fourth factor addresses the variability of the response and clearance times, resulting in a total of 5,184 separate delay calculations per link.

The calculation of a cell in this delay matrix begins with looking up the capacity remaining for a given lane configuration, for a given incident type and for the number of lanes blocked. This data is stored in the lookup tables contained in the Facility file.

Example:

Using the same link on the Long Island Expressway, the next few examples will go through the delay calculation for a given time period and incident type. For this example let us look at the first incident type, a fatal accident blocking the left shoulder. Looking at the tables in the facility file, we see that for this 3-lane width, the **capacity remaining would be 64% of the original capacity.**

Next, it is necessary to determine the total incident duration for a given cell in the delay matrix. Again this is based on values supplied in the facility file. There are four main values that go into the calculation of the incident duration, of which the key components are response time and incident clearance time. For clearance time a mean value and a standard deviation are provided. The clearance time values are based on the type of incident and whether it is a shoulder or a travel lane being blocked. For the response time, a mean is provided as well as a variability factor which is applied to the clearance time standard deviation. Response times are based on the incident management value coded to the link and whether the incident falls into the broad categories of either crashes or other incident types. The sum of the two means becomes the mean time of the incident and the formula shown below calculates the overall incident duration standard deviation.

Example:

Using the same link on the Long Island Expressway, the incident times can be calculated. Using the example of a fatal accident blocking the left shoulder, we can look up the values in the facility file that will be used.

The response time values are based on an incident management program being in place. This link has an incident management value of 5, and is considered to be a crash incident. The corresponding response time values are a mean of 10 minutes and a variability factor of 0.85.

The clearance times are based on the fact that this is a fatal accident blocking a shoulder. The mean clearance time for this combination is 19.92 minutes with a standard deviation of 16.56 minutes.

Combining the values results in:

Incident mean time of 19.92 + 10 = **29.92 minutes**

Incident Standard Deviation:

$$= \frac{\text{Duration Mean}}{\text{Clearance Mean}} \times \text{Clearance Standard Deviation} \times \text{Response Factor}$$

$$= \frac{29.92}{19.92} \times 16.56 \times 0.85$$

= **21.09 minutes**

In actuality there are four calculated incident durations. To account for the variability intrinsic to the response times, four times corresponding to the 20th, 55th, 80th and 95th percentiles of the log-normal distribution are used to model this process. These percentiles correspond to 40%, 30%, 20% and 10% of all incidents respectively.

Example:

There are four incident durations calculated for every incident/blockage/time period combination. These blockages follow a log-normal distribution based on the mean and
Example Continued

the standard deviation of the incident duration as calculated above. These values are used to calculate the mean and the standard deviation of the natural logarithm of duration using the following formulas:

$$\mu_x = \ln(\mu_y) - \frac{1}{2}\left[\ln\left(\frac{\sigma_y^2}{\mu_y^2}\right) + 1\right]$$

$$\sigma_x^2 = \ln\left(\frac{\sigma_y^2}{\mu_y^2}\right) + 1$$

Where:

μ_y is the estimated mean of the duration

σ_y is the estimated standard deviation of the duration

μ_x is the mean of the natural logarithm of duration

σ_x is the standard deviation of the logarithm of duration

Using a standard normal distribution we can determine the duration values for the various percentiles using the following formula:

$$e^{Z\sigma_x + \mu_x}$$

Where

e is the base of the natural logs

Z is the number of standard units for an observation. This value was predetermined to be -0.8418, 0.1256, 0.8418 and 1.645 for the 20th, 55th, 80th and 95th percentiles respectively

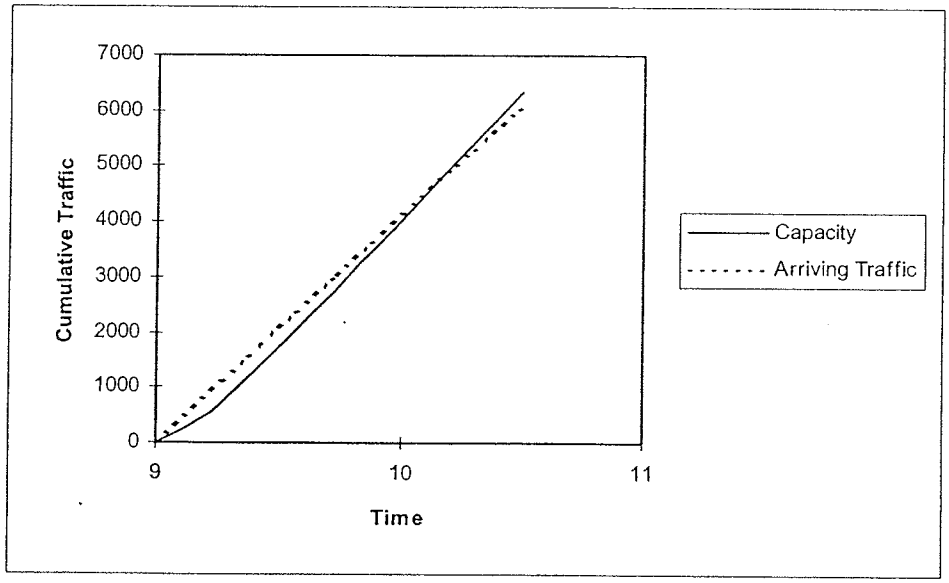
For the link being evaluated here on the Long Island Expressway, **the durations calculated were 16.22, 27.58, 40.84 and 63.444 minutes for the 20th, 55th, 80th and 95th percentiles respectively**

Calculation of Incident Delay

PPEVENT calculates delay based on a method which measures the difference between the cumulative arrivals and departures curves for a given link. This delay is calculated 24 times corresponding to the start of each 24 time period over the course of the day. For these calculations, traffic from the previous hour is assumed to be dissipated, the traffic arrives at a constant rate over each one hour time period, and the queue continues into the next time period as required.

Example

Using the same link as the above examples, the delay for a specific event type can be calculated. Continuing with the example of a fatal accident blocking the left shoulder, the total incident duration for the 20th percentile case is 16.22 minutes. From the facility file it can be scene that for a fatal accident on a 3 lane road, the remaining capacity during the incident is 64% of the original. Looking at the case where the accident occurs at 9 AM (all incidents are assumed to occur at the start of the hourly timegroups), the resulting capacity and arrival curves can be calculated and are shown in the figure below :



If the accident occurs at 9:00 a.m., then the queue will be cleared up about 10:`10 a.m. Calculating the area between these curves, the delay due to a fatal accident blocking the left shoulder with an incident duration corresponding to the 20th percentile of all incidents of that type, occurring during that hour, is **177.55 vehicle hours** of delay.

Factoring Delay By Incident Rates

The calculations so far have focused on predicting the total delay that a single incident would contribute to the network being studied. However, all incidents are relatively infrequent events. PPEVENT multiplies the delay due to the occurrence of an incident by the probability of that incident occurring on that link, and at that hour. The result is the delay due to an incident, factored over all days. The sum of all these factored delays is the total non-recurring delay added to a link as a result incidents.

Incidents are categorized by the incident type, the blockage type, the time of day and the four percentile groupings corresponding to the 20th, 55th, 80th and 95th percentiles. Each of these four broad categories either has a lookup table stored in the facility file that is used to store the rate information, or has hard-coded values that are used to factor the delays calculated.

Incident rates are stored in the facility file and are stored by incident type, the time of day (AM peak, midday, PM peak or night), and the ratio of Average Daily Traffic by capacity (ADT/C).

Example:

Continuing with the example of the fatal accident on the link on the Long Island Expressway used above, the incident rate can be determined given the properties of the link. In the example above, the accident occurred at 9 AM which falls at the start of the Midday time period. looking at the table in the facility file, the ADT/C ratio for this link is 70,453/4556 = 15.46. The rate of Fatal Accidents in the midday time group with an ADT/C ratio greater than 10 is **0.0**. Had this rate been > 0 it would have been multiplied by the vehicle miles of travel for the time period (9-10 AM) = volume x distance = 4143 x 0.67 = **2775.81 vehicle miles of travel**, to yield the number of events.

Percent lane blockage factors are also based on lookup table in the facility file. This table contains the percentage of incidents which result in the blocking of the left shoulder, the right shoulder, and 1 through 4 travel lanes. If one of these categories does not exist, for example for a two lane road with no shoulder, the inapplicable categories are eliminated and the remaining values normalized

---

Example:

For a Fatal accident on the link being followed in the example, fatal accidents result in the following blockages as per the lookup table:

Lanes Blocked in a Fatal Accident	Of Total Fatal Accidents
Left Shoulder	10.4%
Right Shoulder	50.2%
1 Lane	31.8%
2 Lanes	6.2%
3 Lanes	1.1%
4 Lanes	0.3%

However, there are only 3 lanes in this section. The last row in the table is eliminated and the remaining values normalized:

Lanes Blocked in a Fatal Accident	Of Total Fatal Accidents
Left Shoulder	10.43%
Right Shoulder	50.35%
1 Lane	31.89%
2 Lanes	6.22%
3 Lanes	1.11%

In the example being followed, A fatal accident blocking the left shoulder, the resulting factor is **0.1043**

The factor to account for the percent of the incident duration being looked at is hard coded and not in a lookup table. It is known that for the log-normal distribution, the 20th, 55th, 80th and 95th percentiles correspond to 40%, 30%,20% and 10% of all observed values respectively.

Example:

In the example being followed, the 20th percentile of observed incident durations is being considered. This corresponds to 40% of all observed values for a factor of **0.40**

Calculating the Daily Delay Due to a Specific Category of Incident

Once the delay cause by an incident is calculated, and the factors associated with the hourly time period, the incident type, the percent of lanes blocks and the percentile group being considered are all known, the product of all these values results in the total daily delay in vehicle hours due to that combination of factors

---

Example:

The total delay due to 1) fatal accidents 2) starting at 9 AM 3) with an incident delay time accounting for the 20th percentile of all incidents in this category 4) blocking the left shoulder 5) on link 7447 to 7503 of the network on the Long Island Expressway is:

Calculated delay for a single incident x Applicable Factors

= 235.905 x 0 x 0.1043 x .40

= 0 Vehicle Hours

Summation of all Incident Delay

As stated previously, there are a total of up to 5,184 different combinations of the calculations gone through in this example, for this one link. PPEVENT calculates every one of these individual components to the overall delay due to non-recurring congestion on a link and sums them together. The resulting total delay is added to each link to account for non-recurring delay

Example:

While it is impossible to show all of the calculations that went into calculating the non-recurring congestion delay on a link, output from the PPCMS program states that the total annual non-recurring delay on link 7447 to 7503 on the Long Island Expressway is **30,415 Vehicle Hours.**

Final VMT / Speed Adjustments

After all network links have been processed a final set of adjustments can be made to accumulated VMT and speeds. These may be needed for a variety of reasons, including such functions as accounting for local street (off-network) VMT, or adjusting for projects whose forecasts are conducted off line.

Two types of adjustments are possible: VMT only, either by time of day and operating mode or overall; and VMT and speed adjustments.

Post-Speed VMT Adjustments - These adjustments are similar to the Pre-Speed VMT adjustments previously described, except that they are applied only to VMT after speed calculation, and so have no effect on speeds. A good example of their use would be the expansion of local street VMT to account for local streets not in the network.

These adjustments are specified to PPSUITE with a file containing one record for each area / facility group to be affected. Either VMT to be added or subtracted, or a factor to be applied, may be specified. The operating mode of the adjusted amount may also be specified; the adjustment may be only cold or hot VMT or both. One adjustment value may be input on each record, representing 24-hour VMT to be allocated proportionally to each hour; or 24 values may be input which are applied to each hour.

File structures for the Post-Speed Adjustment file are described in Chapter 5. Post-Speed Adjustments are specified with the keyword POSTVMT.

Up to nine separate adjustment files may be input, each reflecting a separate category of adjustment. They are applied in the order specified, so it is the user's responsibility to insure that factoring adjustments do not conflict with addition / subtraction adjustments.

VMT and Speed Adjustments - Occasionally some project forecasts may be prepared outside the normal modeling process which affect both VMT and speed. For example, some VMT may need to be moved from one facility to another, at a specified speed. The speed adjustment file allows both the VMT adjustment amount and its speed to be specified, for a particular area / facility group / time period combination. The VMT may be either added or subtracted, and Vehicle Hours of Travel (VHT) are adjusted along with it according to the specified speed. This is actually a dangerous option since it impacts the overall product of the PPAQ run, so it should be used only in the rarest of circumstances.

MOBILE Run Setups

A complete specification for the MOBILE portion of the run is input in the PPSUITE control file, and consists of the standard MOBILE control section and one-time section. Only a single scenario is specified, however. While compiling the MOBILE run PPSUITE then repeats this scenario for each area / facility group / time period combination, inserting traffic flow variables (speed, vehicle mix) as calculated from the network. The final product is a complete MOBILE setup file which can be saved to a named file for future reference. This file also contains the total and vehicle-type VMT for each scenario, so it comprises a complete record of the MOBILE run in and of itself.

Multiple MOBILE runs can be specified within a single PPSUITE run, and VMT may be scaled among those runs. PPSUITE handles all of this automatically, regardless of whether it is in link-based or area-based mode. For example, complex inspection / maintenance programs may require three or four runs, each representing some percentage of total VMT. Each of the MOBILE setups are specified along with a scaling factor, and they produce a series of output emission database files. It is the user's responsibility,then, to write a custom program to merge or otherwise process these emissions databases.

During a MOBILE5 run PPSUITE also automatically handles adjustments to diurnal emission factors when time of day modeling is being performed. The following procedure for calculating diurnal, or evaporative, emissions was suggested by Mike Wimberly and Jim Wilson of E.H. Pechan & Associates, of Springfield, VA.

In early PPAQ versions emissions were calculated for separate time periods and summed to a daily total. Different speed arrays and VMT mixes were used for each of these time periods, but the minimum and maximum daily temperature values remained constant. Using MOBILE5 in this manner generally causes an overestimation of HC emissions, as the model is designed to generate a daily emission factor based on the minimum and maximum daily temperatures. This is because the HC emission factor includes a diurnal component, which represents evaporative emissions that occur over the course of an entire day due to increasing ambient temperature. Generating four emission factors for each day (one for each time period analysed) causes the daily diurnal emissions to be factored into the total daily emissions four separate times.

The recommended means of correcting this problem is to perform additional calculations which allocate daily diurnal emissions to the various time periods. In order to use this method, minimum and maximum temperatures are required for each time period, in addition to the daily minimum and maximum temperatures. MOBILE5 is then run at each time period temperature range plus for the 24-hour minimum and maximum, as outlined in the example below:

		Daily Min	Daily Max
Run 1	24-hour	63	98
		Starting Temp.	Ending Temp.
Run 2	A.M. Peak	75.3	85.8
Run 3	Midday	90.3	98.0
Run 4	P.M. Peak	85.8	93.1
Run 5	Night	63.0	81.9

Run 1 is made in order to calculate the daily diurnal emissions. Diurnal emissions are given in grams/vehicle/day in the expanded evaporative emissions section of the MOBILE5 output file. The diurnal emissions value can be converted into a grams/mile emission factor by dividing it by the MOBILE5 default daily mileage for each vehicle type:

$$EF_d = E_d / MV$$

EF_d = diurnal HC emissions factor (grams/mile)

E_d = daily diurnal HC emissions (grams/vehicle)
MV =MOBILE5 default daily mileage (miles/vehicle)

Vehicle Type	Average Daily Mileage (mile/day)
LDGV	31.1
LDGT1	26.3
LDGT2	33.7
HDGV	36.7

LDDV	31.1
LDDT	29.8
HDDV	138.3
MC	8.3

Diurnal emission factors must be calculated in the same manner for Runs 2 through 5, and the diurnal emission factors must be subtracted from the total HC emission factor as shown below. This is necessary because the diurnal emission factor generated by the model for each of these time periods represents diurnal emissions for the entire day.

$$EF_n = EF_t - EF_d$$

EF_n = HC emission factor (no diurnal emissions) (grams/mile)
EF_t = total HC emissions factor (grams/mile)
EF_d = diurnal HC emissions factor (grams/mile)

For time periods in which the ending temperature is lower than the starting temperature, diurnal emissions are assumed to be zero and EF_n can be used as the actual emissions factor for that time period. This would include the p.m. peak and nighttime periods in the previous example.

For time periods in which ending temperature is higher than the starting temperature, the actual HC can be calculated in the following manner:

$$EF_A = EF_N + (EF_D * (DT_p / DT_d))$$

EF_A = actual HC emissions factor (grams/mile)
EF_N = HC emissions factor (no diurnal emissions) (grams/mile)
DT_p = increase in temperature over the current time period (degrees)
DT_d = max daily temperature - min daily temperature

This formula adds in a fraction of the daily diurnal emission factor, depending on the fraction of the daily temperature increase that takes place during the current time period.

PPAQ and PPSUITE have been revised to generate the additional 24-hour MOBILE5 step, and to automatically adjust the time-period emission rates according to the above formula, so that all calculations are made within a standard run without user intervention. As the standard output MOBILE reports are processed, this adjustment procedure is added to the report to provide an audit trail of the adjusted emissions rates.

Input Files

There are seven specific types of input file which PPSUITE requires, and all seven must be present for the program to run. Several other data file types can optionally be input, and most of those are highly recommended. PPSUITE will accept up to nine separate files within most types; it typically concatenates them together, treating them effectively as one file (VMT adjustment files are the exception -- PPAQ applies each of them individually). Files must either be ASCII or xBASE .DBF format; networks may also be MinUTP binary format.

The specific input files are as follows:

Required Input Files:		
PPAQ Setup File	(1 permitted)	ASCII
Network File	(up to 9 permitted)	MinUTP, xBASE
Zone:Area Equivalency File	(up to 9 permitted)	xBASE
24:1 Hour Pattern File	(up to 9 permitted)	ASCII
Speed - Capacity Parameters	(1 permitted)	xBASE
Vehicle Type Pattern File	(up to 9 permitted)	ASCII
Vehicle Type Capacity Factor File	(1 permitted)	ASCII
Optional Input Files:		
4.2.9 Ambient Temperature File	(up to 9 permitted)	ASCII
4.2.10 VMT Adjustment File	(up to 9 PREVMT, plus 9 POSTMT)	ASCII

The following is a general, overview description of each of the file types. Complete and comprehensive descriptions of all the file types and data elements are provided in Chapters 4 and 5 of this documentation.

PPSUITE/MOBILE Setup File

This is an ASCII file which contains all of the run control parameters needed to execute the component programs of a PPSUITE run.. A sample control file is presented in Chapter 4.

The setup file is organized into sections that specify either parameters common to all programs and processes, or parameters that are limited to only a particular program. Generally the setup file is organized as follows:

Header Area	Contains parameters common to and accessible to all of the component programs.

BEGIN NETWORK ANALYZER END	Contains parameters for the PPNET network analyzer only
BEGIN EVENT ANALYZER END	Contains parameters for the PPEVENT incident delay model only
BEGIN EMISSIONS PROCESSOR END	Contains parameters for the PREMOBILE, POSTMOBILE, and MOBILE emissions processors. All MOBILE5 or MOBILE6 specifications are included in this section.
BEGIN PERFORMANCE REPORTER END	Contains parameters specifying performance reports by PEQUEST

The keyword settings in the control file are documented in Chapter 4 of this documentation.

The Loaded Network

PPSUITE accepts either a binary MinUTP network or an xBASE (dBASE-3, dBASE-4, FoxBASE, CLIPPER) .DBF file which contains all of the link data needed to support a PPSUITE/MOBILE run. Necessary fields from TP+ and TransCAD networks must be unloaded to xBase (.cbf) files using built-in functions. PPSUITE expects to see specific data fields in the network file, but the field names are flexible; actual field names are specified in the control file with the DEFINE NETWORK keyword to align with the network file structure. The required data fields and typical names are as follows:

Typical Name	Contents
Required fields:	
A	A-Node or other identifier
B	B-Node or other identifier
DIST	Distance (miles). If MinUTP, distance is scaled by 100 (i.e. a coded value of 100 equals 1.00 miles)
ZONE[1]	Traffic Zone Number (1-1000)
FACTYPE	Facility Type Code (1-32)
AREATYPE	Area Type Code (1-10)
LANES	Number of Directional Mid-Block Lanes (1-9)
VOL24	24-Hour Volume (one-way)
VOLAMPK	AM Peak Hour Volume
VOLPMPK	PM Peak Hour Volume Note: At least one volume field must be provided; others are optional
Optional fields:	
CTRLDEV	Control Device Indicator (0-8) Uncoded value = 9
FREESPD[2]	Zero Volume Speed (mph). If MinUTP, speed is scaled by 10 (i.e. a coded value of 500 equals 50.0 mph)

CAPACITY[2]	Total Mid-Block Link Capacity (vph)
VOL24COLD	24-Hour Cold Start Volume
VOLAMCOLD	AM Peak Hour Cold Start Volume
VOLPMCOLD	PM Peak Hour Cold Start Volume
VOLAMTDM	AM Peak Hour Volume With TDM
VOLPMTDM	PM Peak Hour Volume With TDM
CAPADD	Capacity Lookup Adjustment (vph); Added to Mid-Block and approach capacities after all other calculations
SPDADD	Speed Lookup Adjustment (mph). If MinUTP, speed is scaled by 10 (i.e. a coded value of 50 adds 5.0 mph)
TRUCKPCT	24-Hour Truck Percentage (i.e. 10 equals 10 percent)
TRUCKVOL	24-Hour Truck Volume
1OR2WAY	One-Way Link Flag (1=oneway; 2=two way)
ARRTYPE	Intersection Arrival Type (1-5, decimals permitted) If MinUTP, ARRTYPE is scaled by 10 (i.e. a coded value of 30 equals 3.0) Uncoded value = 9, 99 if MinUTP

Typical Name	Contents
ADDLNS	Intersection Additional Lanes (1-8.9 decimals permitted) If MinUTP, ADDLNS is scaled by 10 (i.e. a coded value of 5 equals 0.5) Uncoded value = 9.9, 99 if MinUTP
NSIG	Number of Signals on the Link (1-8) Uncoded value = 9
GC	G/C Ratio (x 100)
CYCLE	Cycle Length (seconds)
CAPCDEV	Control device approach capacity (vph)
LANESAM	Morning peak period lanes[3]
LANESPM	Evening peak period lanes[3]

1
2 Traffic zone or a suitable geographic index
FREESPD and CAPACITY are typically not used; Speed-Capacity lookups are preferred.
3 Time period lanes are used in conjunction with HOV analysis, where the number of available lanes varies by time of day. The time periods are those specified in the PEAKBAND keyword.

As many as nine network files may be input to a PPSUITE run, and they are concatenated together. This allows separate network databases to be maintained for different counties, for example, and to be combined at run time without data handling.

Index Variables - The network MUST contain four index variables: Area Type, Facility Type, Lanes, and a geographic indicator such as Zone. In the most simplistic application, values of one (1) could be used for any or all, and the capacity and free-speed fields used to override lookup values. However, this would sacrifice much flexibility and accuracy, particularly in the speed and capacity lookup process. Use of a single value of one for the geographic index is valid, though, if only a single region-wide set of patterns is to be used, and if it is not desired to disaggregate VMT and emissions results below the regional total.

Facility type and area type coding is flexible, but the numeric values must be consistent with the facility type/area type coding in the speed/capacity parameters file, the 24:1-hour pattern file, the vehicle type pattern file, and other files described below.

Control Devices -- Control devices (stop signs and traffic signals) are handled either by direct coding on the link record to represent known device characteristics, or by a set of default characteristics specified in the speed - capacity lookup file. Most model networks do not have specific control device locations or characteristics coded, but it is important to account for the presence and operation of signals to develop a more accurate speed estimate. Therefore the control device model either can use actual coded information, or can synthesize signals and attributes based on generalized information.

There are two options for control device coding: If signal locations are known, the control device (signal or stop sign) can be specifically encoded on a link using the control device field. If there is more than one signal on a link then the number of signals field may so indicate. Alternatively, if nothing is known about signal locations, the CTRLDEV field may be disabled (left lower case in the NETWORK keyword), or it may be set to the uncoded value of 9 PPSUITE will then turn to the speed-capacity lookup file for a CTRLDEV value. If the number of signals (NSIG) is disabled or uncoded, PPSUITE will lookup the signal spacing and calculate the number of signals on the link. If signal locations are not known, it is recommended that the CTRLDEV and NSIGS field be enabled, but that the fields be set to the uncoded value of 9. This will allow signals to be encoded in particular project areas or parts of the network where they are known, while maintaining consistency in speeds across the entire network.

The values of the CTRLDEV field are as follows:

CTRLDEV	Meaning
0	No Control
1	Stop Sign
2	Yield
3	Major Approach to a Signal
4	Minor Approach to a Signal
5	Pretimed Signal
6	Actuated Signal
7	Semi-actuated, Main Street (Equivalent to 3 above)
8	Semi-actuated, Minor Street (Equivalent to 4 above)
9	Unknown (Lookup default in Speed-Capacity file)

Values of the CTRLDEV field provide for generic coding where very little is known about the signal operation, and for a more detailed specification consistent with the 1985 Highway Capacity Manual. If generic coding is used, higher functional classes and facility types (i.e. arterials) would receive a signal

code of 3, while lower types would receive a 4. The user could work out a strategy for coding these values based on intersecting facility types, coupled with use of the speed-capacity lookup (Section 4.2.5) to supply timing and approach data which vary by facility type.

Coding the number of signals on the link record, or signal spacing in the speed-capacity lookup table, produces multiple signals on a link. Coding the number of signals on the link has precedence; if signal spacing is used, then signal delay is calculated for a single signal according to the link attributes, and delay is apportioned to the link on the basis of link distance divided by spacing.

The control device model deals with an entire signal approach, rather than turn movements, turning lanes, and signal phases. Therefore a set of defaults apply to signal timing and approach data also; those defaults are handled similiarly to the CTRLDEV field:

- ADDLNS specifies additional lanes which are added to the link only at the intersection approach. The added lane value may effectively be only a partial lane since, for example, a left turn lane adds substantially less capacity than a through lane due to both a lower turning volume and reduced signal phasing. To add a left turn lane to a standard link, then, ADDLNS would be coded to a value between 0.3 and 0.5 lanes (or 3 and 5, if MinUTP is used). Adding a through lane would involve setting ADDLNS to 1.0 (or 10 for MinUTP). ADDLNS can sum, to a maximum value of 8.9. It is most useful to provide the ADDLNS field on the network link but set all values to Uncoded (9.9, or 99 if MinUTP). This will force PPAQ to normally use the speed-capacity lookup value as a default. In specific project areas, then, the user can code ADDLNS to achieve a capacity benefit due to localized intersection widening.

- ARRTYPE specifies the degree of signal coordination or progression, consistent with the definitions adopted in the 1985 Highway Capacity Manual. ARRTYPE can range between 1 and 5 (or 10 and 50 if MinUTP), and decimal values are permitted. A value of 3.0 (or 30 if MinUTP) indicates typical minimal coordination, and increasing values indicate improved coordination; it has been found that increasing ARRTYPE from 3 to 4 would represent a typical signal coordination project, and would result in about a 10 percent speed increase. Like the ADDLNS field, the ARRTYPE field should be added to the network with a value of 9.9 (or 99 if MinUTP), which will force the lookup and use of defaults. In particular project areas, then, the ARRTYPE value can be specified on individual links while maintaining consistency with the rest of the network.

- CYCLE and GC are fields which can specify signal timing -- the cycle length and approach green-to-cycle time ratio. They are typically not enabled on the network links, and are handled only by default in the speed-capacity lookup; but they can be specified on the link if the need should arise.

Typically it is very useful to follow the travel model's assignment run with a network processing step which prepares network variables for input to PPSUITE. This pre-PP step would reassign link facility and area types as needed to be consistent with the PPSUITE analysis, and bounds-check key network variables. Index variables (facility type, area type, lanes) must be non-zero for PPSUITE, for example, so this pre-

processor would create legal values if they were uncoded. The pre-processor could also create signal fields (including CTRLDEV, ARRTYPE, ADDLNS) and set them to the uncoded value.

Zone: Area Equivalency File

Traffic zones are the geographic entities which form the basis for both pattern matching and for VMT tabulations. A fundamental requirement is that each network link contain a traffic zone number or some other geographic index (i.e. county, grid cell, census tract, etc.) so that it can be spatially referenced. In the Zone:Area equivalency file, equivalencies are provided for converting that traffic zone number to other geographic entities such as municipality, district, county, or region. The file is in xBase (.DBF) format, and can be accessed from either dBase3, dBase4, FoxBase, or a compiled Clipper program. As a matter of convenience, it works well to build this file into a comprehensive set of equivalencies, containing a number of area-related compression schemes. For example, separate fields could be provided to equivalence each traffic zone to a municipality, a county, an MPO region, and to several different district structures. Each such equivalency is specified by a separate field in the file. Field names are flexible, so long as they are consistent with the field names specified in the PPSUITE control file on the DEFINE EQUIV Keyword.

Typical field names and contents in an equivalency file might be as follows:

Typical Name	Contents
ZONE	Traffic zone number
MCD	Municipality number
COUNTY	County number
MPO	Metropolitan Planning Organization number
DIST20	District number, 1 to 20

There are actually two compression schemes at work within PPSUITE at the same time. First, input data is compressed according to a "PATTERN" compression scheme. Look up tables for the 24:1 hour pattern and the Vehicle Type Mix pattern follow this scheme, for example. Second, output data is compressed according to a "VMT" compression scheme. This is the scheme which defines the MOBILE run scenarios. So, for example, the pattern files that are applied to input data might be structured on the basis of counties, whereas the output data and MOBILE runs could be performed on the basis of a municipality or other scheme. This separation affords the user maximum flexibility for the output without affecting the overall input data structure.

The equivalency file must contain a minimum of one field, and the EQUIV keyword specification links the field(s) to the network geographic index value. The EQUIV keyword has the following fields:

1. Equivalency file name
2. Link geographic index field name (in the equivalency file)
3. Pattern matching field name
4. VMT aggregation field name

In the most simplistic application the user may have only a one (1) in the geographic index field of each link. This indicates to PPAQ that only one set of patterns is to be applied across the region, and that VMT and emissions are to be reported only for the region as a whole. Even so, there must be an entry in the zone equivalency file for that one index. The index field on the network could be named anything, so long as all links had a value of one (1) in it. Then the equivalency file could have just one record with one field, and the EQUIV keyword would indicate that the "REGION" field is used for the index, for the pattern area number, and for the VMT area number. Effectively the equivalence process will enter the lookup with region number (1 in all cases), and return the region number (1) for both the pattern and VMT areas.

24:1-hour Pattern File

The conversion of 24-hour and peak hour load estimates to 24 one-hour volumes is performed on a link-by-link basis, according to predetermined temporal patterns which are contained in the 24:1-Hour Pattern File. These patterns can be indexed by area, facility type, and (optionally) a peaking type indicator.

The peaking type was discussed above and may be either an a.m. high (inbound), p.m. high (outbound), or a.m. and p.m. approximately equal (neutral). These types are numbered 1, 2, and 3. The peak types may be numbered in any order, so long as they are consistent throughout the file; it is most flexible, though, if the neutral type is number 1, the a.m. is 2, and the p.m. is 3.

Each record in the file represents a particular combination of pattern area, facility type, and peaking type, and contains a percentage distribution of 24-hour volume to each of the component 1-hour volumes. Regardless of the indexing scheme, the records have the same format; even if only one peaking type is used (as would be the case if only 24-hour volumes are on the network), unused peaking type fields should contain a one (1).

The pattern file is an ASCII file with free format, space-delimited fields. It is typically produced from a Lotus 123 spreadsheet. The record layout is as follows:

Field	Contents
AGROUP	Area Index Number, corresponding to the pattern area field name specified in the zone equivalency file (1-1000)
FACTYPE	Facility Type Code (1 to 32)
PEAKTYPE	Peaking pattern type (ie, 1=neutral, 2=a.m. high, 3=p.m. high)
LOPCT	Minimum percentage, peak hour / 24-hour ratio or a.m. / p.m. peak hour ratio
HIPCT	Maximum percentage, peak hour / 24-hour ratio or a.m. / p.m. peak hour ratio
PCT(1)	12 M-1 a.m. percent of 24-hour volume
PCT(2)	1 a.m.-2 a.m. percent of 24-hour volume
.	
.	
.	
PCT(24)	11 p.m.-12 M percent of 24-hour volume

All fields are free format, space delimited. Note that if this file is created from a spreadsheet each column must be wide enough to contain the largest number and still leave a space between fields. Every field must have an entry, even if it is zero, as a place holder. Each record must sum to 100 percent exactly, unless the ROUNDING Keyword is used to specify a permissible tolerance. In that case, PPSUITE normalizes the values after input to sum to 100.

Many travel models are designed to produce only a 24-hour assigned volume. As was discussed above this condition limits the accuracy and flexibility of the pattern process, because the peaking type (inbound or outbound) cannot be discerned from the volume data. To help remedy this dilemma, PPAQ provides an extra process by which the inbound/outbound peak type can be either synthesized or specified by the user. If only a 24-hour volume is provided on the link, selection of an appropriate peak type and its pattern can be enhanced by use of the DIRECTIONAL keyword. This keyword enables a process by which unique "inbound" (am high) and "outbound" (pm high) patterns can be applied to the two links which comprise a two-directional couplet. The keyword has the following syntax:

DIRECTIONAL P1 P2 P3 [CREATE | NOCREATE

where:

P1	specifies the peak type (field 3 of the pattern file) to use for a "neutral" condition (am and pm essentially equal)
P2	specifies the peak type to use for an "inbound" (am high) condition
P3	specifies the peak type to use for an "outbound" (pm high) condition
CREATE	optionally causes PPAQ to generate an extra (return) link for specialized databased network processing NOCREATE is the default.

If the DIRECTIONAL keyword is specified then the 1OR2WAY network field must also be activated and coded. The value of the 1OR2WAY field is used to guide the application of directional patterns. In its

simplest form, 1OR2WAY would be coded to a 1 or 2, signifying that the link is either a one-way link or part of a two-way couplet, respectively. In addition, if 1OR2WAY is a two-digit number, the "tens" digit signifies which peak type to use, subject to the DIRECTIONAL specification.

Some PPAQ applications use a network database such as the HPMS universe data file. In that file every highway segment is represented by one record, even if it is two-way (in MinUTP and TRANPLAN, two-way segments are represented by two one-way link records.) To be consistent with its internal processing, the CREATE option on the DIRECTIONAL keyword tells PPAQ to treat the highway segment record as a one-way link record, and to create a second link record to represent the reverse direction. CREATE should never be used with a MinUTP or TRANPLAN network which already contains both links of a two-way couplet.

Again, DIRECTIONAL and 1OR2WAY are only used when there is only a 24-hour volume on the network and no peak-hour volumes. Rules for the application of DIRECTIONAL, 1OR2WAY, and CREATE are given in the following table.
The most simplistic application would not use the DIRECTIONAL keyword, and would not enable the 1OR2WAY field, so in that case the first record in the pattern file (peak type #1) would be selected.

The user could go just one step further, though, specifying DIRECTIONAL and enabling 1OR2WAY. He would have to create and calculate the 1OR2WAY field in a network during the pre-PPAQ network preprocessing step (see the discussion of network pre-processing in Section 4.2.2.). Or, if he were using MinUTP he could specify the REV field as the 1OR2WAY field; in that case one-way links would have a REV of 1, and two-way links would have a REV of 3 (REV=2 links are dummies and are ignored). When a link with 1OR2WAY=2 or REV=3 was encountered, PPAQ would apply the peak type pattern represented by P2 on the DIRECTIONAL record to the A<B link, and the P3 pattern to the A>B link. The directionality of some couplets would be scrambled because the inbound might receive the outbound pattern and vice versa. But if the physical attributes of the two links were similar this would have little effect on overall VMT and speed, and it would have the advantage of applying both inbound and outbound patterns with their more accurate directional peak hour volumes, instead of applying a uniform neutral pattern to all links.

Selection of Peak Type and Pattern Using the

DIRECTIONAL and 1OR2WAY Keywords:
(24-hour volume only on network, no peaks)

1OR2WAY	Without DIRECTIONAL[1]	With DIRECTIONAL[2]	
		Without CREATE	With CREATE
Not Enabled	Use Peak Type #1	Error	Error
01, 00	Use Peak Type #1 VMT multiplied by 1	Use P1 Pattern	Use P1 Pattern
02 (Optional 03-09)	Use Peak Type #1 VMT multiplied by 2	If A-node<B-node Use P2 Pattern If A-node>B-node Use P3 Pattern	If A-node<B-node Use P2 Pattern Create new link Use P3Pattern If A-node>B-node Use P3 Pattern Create new link Use P2 Pattern
11,10	Same as 01	Use P1 Pattern	Use P1 Pattern
12 (Optional 13-19)	Same as 02	Use P1 Pattern	Use P1 Pattern Create new link Use P1 Pattern
21, 20	Same as 01	Use P2 Pattern	Use P2 Pattern
22 (Optional 23-29)	Same as 02	Use P2 Pattern	Use P2 Pattern Create new link Use P3 Pattern
31, 30	Same as 01	Use P3 Pattern	Use P3 Pattern
32 (Optional 33-39)	Same as 02	Use P3 Pattern	Use P3 Pattern Create new link Use P2 Pattern
Discussion relative to model networks	This is the default model situation. A model network (which consists entirely of one-way link records) should never use 1OR2WAY=02, 22, or 32. Leave 1OR2WAY disabled, or set to 01 on all links.	This is the enhanced model application. A model network may use all the features of DIRECTIONAL with NOCREATE. 1OR2WAY must be enabled, but any value between 01 and 39 is acceptable.	A model network (which consists entirely of one-way link records) should never enable the CREATE option. Otherwise link VMT will be double counted.

[1] #1, #2, and #3 are the peak types specifed in field 3 of the pattern file
[2] P1, P2, and P3 are the peak-type numbers specified on the DIRECTIONAL keyword

Speed - Capacity Lookup File

As is discussed in the previous section dealing with capacity and delay calculations, PPSUITE uses a complex set of algorithms to calculate highway capacity and speed, depending upon facility type, number of lanes, and mid-block versus intersection locations. The Speed-Capacity lookup file contains pre-calculated default link (or mid-block) capacities and zero-volume speeds, by facility type, area type, and number of lanes. In addition it contains customized parameters for the BPR formula which change the

shape of that curve to match the 1985 Highway Capacity Manual and other sources; and the file also contains default parameters to control unsignalized and signalized intersection capacity calculations.

The speed-capacity lookup file is in xBase (.DBF) format. Specific field names are flexible so long as their contents align with the field data in the DEFINE NETWORK keyword of the PPSUITE control file. Fields and their typical names are as follows:

Typical Name	Contents
Required Fields:	
AREATYPE	Area Type Code (1 to 10)
FACTYPE	Facility Type Code (1 to 32)
LANES	Number of Directional Lanes (1 to 9)
LSPEED	Link (Mid-block) Zero-Volume Speed, miles per hour
LCAP	Link (Mid-block) capacity, vehicles per hour per lane
Optional Fields:	
STOPGAP	Critical gap for stop sign in seconds, expressed as ##.# (1 decimal place)
YLDGAP	Critical gap for yield sign in seconds, expressed as ##.# (1 decimal place)
STOPCAP	Approach capacity for stop sign (CTRLDEV=1), vehicles per hour per lane
YLDCAP	Approach capacity for yield sign (CTRLDEV=2), vehicles per hour per lane
SIGCAP	Approach capacity for signal (CTRLDEV= 3,4,5,6,7, or 8), vehicles per hour per lane per hour green
CDEV	Default Control Device code (0-8)
ARRTYPE	Default Arrival Type (1.0 - 5.0, decimal values permitted)
ADDLNS	Default effective additional lanes at intersection approach (0.0-8.9, decimal values permitted) (More)
SIG_SP	Default signal spacing (miles per signal)
CYCLE	Default signal cycle length (seconds)
MAJ_GC	Default major signal approach green/cycle ratio (applies to CTRLDEV=3 and 7)
MIN_GC	Default minor signal approach green/cycle ratio (applies to CTRLDEV=4 and 8)
OTH_GC	Default other signal approach green/cycle ratio (applies to CTRLDEV=5 and 6)
BPR_P	Percent of overcapacity delay (P_3)
BPR_S	BPR formula intercept value factor (P_1)
BPR_T	BPR formula exponent factor (P_2)

The user should carefully evaluate the capacity and speed settings in the speed-capacity lookup file. The file provided in the Demonstration system (DEMOSPCP.DBF) provides a useful starting point, but several adjustments must be made at a minimum:

- The records must be realigned with the facility type and area type codes used in the user's network. Facility Type, Area Type, and Lanes are the indexes into the lookup file, so values of the Facility Type and Area Type fields may need to be modified, new records added, and the file made consistent with the network. PPAQ assumes for purposes of the lookup that values for Lanes=4 apply to Lanes=5 through 9. Therefore no entries for Lanes>4 must be provided. All combinations of facility type, area type, and lane count found on network links must be represented in the speed - capacity lookup file. The modification of this file can be done within xBASE, or preferably the data should be unloaded to a spreadsheet and the changes made there. The spreadsheet allows rows (records) to be easily viewed, moved, duplicated, and reassigned. Then the data should be reloaded back into a .dbf file.

- The link capacity, link speed, signal approach capacity, and default signal type codes are critical fields which MUST be reviewed and updated to be consistent with the reassigned facility types and area types. The user may make these consistent with those in the travel model, or they can be revised to more accurately reflect actual operating conditions.

- The BPR parameter fields (BPR_P, BPR_S, and BPR_T) should be updated to be consistent with the new facility and area types. BPR_S is the intercept (P_1) value, BPR_T is the coefficient value (P_2), and BPR_P is the over-capacity sensitivity factor (P_3). The user may use those already defined in the file and move them to their proper facilities, or provide his own.

- Optional fields such as default signal parameters should also be reviewed. Signal spacing, g/c ratios, arrival types, and added lanes should vary appropriately, at a minimum among facility types, and ideally among area types and lane counts as well.

The user may wish to use BPR parameters which reflect the volume / speed relationships of the 1994 revisions to the Highway Capacity Manual, which were discussed in Section 3.7.1. These can be entered into the lookup table for the appropriate facility types.

It is acceptable, but not recommended, to encode "Uncoded" values for signal attribute fields in the Speed-Capacity file. When this occurs, PPSUITE turns to its own internal set of defaults. CTRLDEV defaults to 0 (no device); NSIGs or SIGSPAC default together produce one signal on the link; ARRTYPE defaults to 3.0; ADDLNS defaults to 0.0; G/C defaults to 55% for a major approach, 35% for a minor approach, and 45% for others; and CYCLE defaults to 90 seconds.

Vehicle Type Mix Patterns

This file is conceptually similar to the 24:1-hour pattern file. It provides, for each area, facility type, and hour, a percentage breakdown of the link volume to vehicle type categories. One group of records provides a percentage distribution to the specified vehicle types for each of 24 hours, and for a particular area and facility type.

The Vehicle Type Mix Pattern File is an ASCII file with free format, space-delimited fields. It is typically produced from a Lotus 123 spreadsheet. All fields are percentages (use 3.5 percent, not 0.035). Percent signs are not permitted. The data is free format, space delimited. Blank records and comment records (with a "*" in column 1) are permitted. The individual record layout is as follows:

Field	Contents
AGROUP	Area Index Number, corresponding to the pattern area field name specified in the zone equivalency file
FACTYPE	Facility Type Code
VEHTYPE	Vehicle Type Code (Each record represents one vehicle type
PCT(1)	Vehicle Type's percent of hourly volume (12 M - 1 a.m.)
PCT(2)	Vehicle Type's percent of hourly volume (1 a.m. - 2 a.m.)
.	
.	
.	
PCT(24)	Vehicle Type's percent of hourly volume (11 p.m. - 12 M)

Percentages must add to 100 percent; otherwise an error condition will occur. Low-order rounding errors are sometimes unavoidable; use of the ROUNDING keyword permits rounding errors within a specified tolerance.

To set up the Vehicle Type Pattern file the user can begin with the sample file provided in the Demonstration system. Facility types and pattern area groupings must be aligned with those used in the network and PPSUITE control file, however. Depending on the availability of classification count or other data, it would be better to develop pattern distributions which are customized to the specific locale. This is best done in a spreadsheet which is custom built to the specific local data characteristics.

While developing these distributions it is important to understand the corelation between the MOBILE vehicle types and the categories used for classification count purposes. In particular, the LDGT1 category (light duty gas trucks) is assumed by MOBILE to include light panel and pickup trucks. Classification counts may have tabulated those vehicles as autos, so an adjustment would have to be made.

Vehicle Type Capacity Analysis Factors

Besides driving the breakdown of VMT for MOBILE, the above vehicle type percentages are fed into the capacity analysis section of PPSUITE to adjust the v/c ratio (and thereby speed) in response to trucks. If the Vehicle Type Capacity Analysis Factors file is provided, then this feedback occurs; otherwise the factors default to 1.00 and no vehicle type capacity adjustments are made. It is suggested that the factors

published in the 1985 Highway Capacity Manual be used for this purpose; the factor file provided with the Demonstration system already incorporates the full range of factors as extracted from the HCM.

The structure of this file relates to that of the Vehicle Type Pattern File discussed above. One group of vehicle-type records is provided for each facility type in the network; those records each contain factors for ten ranges of that vehicle type's percent of the stream.

In this file facility type codes of 91, 92, 93, and 94 have a special meaning: they refer to intersection approaches with control device codes of 1, 2, 3, and 4, respectively. Control device codes of 5, 6, and 7 are represented by code 93,and 8 is represented by code 94. Thus a facility type 93 provides the capacity adjustment factors for a minor approach to a traffic signal.

The Vehicle Type Factor File is an ASCII file with free format, space-delimited fields. It is typically produced from a Lotus 123 spreadsheet. All fields are decimals. The individual record layout is as follows:

Field	Contents
FACTYPE	Facility Type Code
VEHTYPE	Vehicle Type Code (1 to 8) (Each record represents one vehicle type; eight records are required for one Facility Type combination.
FACTOR(1)	Vehicle type's factor if 0 - 1 % of volume
FACTOR(2)	Vehicle type's factor if 2 - 3 % of volume
FACTOR(3)	Vehicle type's factor if 4 - 5 % of volume
FACTOR(4)	Vehicle type's factor if 6 - 7 % of volume
FACTOR(5)	Vehicle type's factor if 8 - 9 % of volume
FACTOR(6)	Vehicle type's factor if 10 - 11 % of volume
FACTOR(7)	Vehicle type's factor if 12 - 13 % of volume
FACTOR(8)	Vehicle type's factor if 14 - 15 % of volume
FACTOR(9)	Vehicle type's factor if 16 - 20 % of volume
FACTOR(10)	Vehicle type's factor if > 20 % of volume

The user should use the Demonstration system file DEMOVTF.DAT as a starting point in setting up his PPAQ installation. If this is done, then the facility types indexed in the file must be revised to be consistent with those in the network. All facility types in the network must be referenced in the factor file.

Ambient Temperature File

Ambient and minimum / maximum temperatures can be specified to PPSUITE / MOBILE in two ways: The most general way is to specify default temperatures to MOBILE on the template scenario record in the

PPSUITE control file. Alternatively, temperature data can be specified to PPSUITE in the Ambient Temperature file, for each output (VMT) area group and time combination. This is needed when the run encompasses a large region where temperatures vary from area to area, or when time-of-day processing is being performed.

It is generally recommended that PPSUITE runs perform time-of-day processing, grouping the output emissions into at least four time periods (am and pm peaks, midday, and night) by means of the TIMEn keywords. Therefore an Ambient Temperature file will generally need to be provided. IF TIME-OF-DAY PROCESSING IS PERFORMED (I.E. MORE THAN ONE TIMEn KEYWORD), THEN THE DIURNAL KEYWORD MUST BE ENABLED AND AN AMBIENT TEMPERATURE FILE MUST BE PROVIDED.

Be careful to note that this file is structured around the output, or VMT aggregation, scheme of area group and time group, which is used to set up MOBILE scenarios, rather than the input groupings used for volume pattern matching.

Each record of the Ambient Temperature File relates to one area group / time group combination (area groups are defined in the Zone:Area Equivalency File, and time groups are defined with the TIMEn keywords in the PPSUITE control file). The user should be careful that the time-period temperatures specified in this file are consistent with the temperature rise data specified with the DIURNAL keyword. If the area grouping (expressed by the EQUIV keyword and the zone equivalency file) or the time grouping (expressed by the TIMEn keywords in the control file) should change, then the time period temperatures contained in this ambient file must be updated as well, to maintain consistency.

The Ambient Temperature File is an ASCII file with free format, space-delimited fields. It is typically produced from a spreadsheet. The individual record layout is as follows:

Field	Contents
AGROUP	Area Index Number, corresponding to the output or VMT area field name specified in the zone equivalency file
TIMGROUP	Time Group Code, corresponding to the output groupings specified with the TIMEn keyword in the PPAQ control file.
MIN.TEMP	Minimum temperature for the time period expressed in TIMGROUP
MAX.TEMP	Maximum temperature for the time period expressed in TIMGROUP
AMBIENT	Ambient temperature for the time period expressed in TIMGROUP
TEMPGROUP	Temperature group for grouping areas to weather stations. Code "1" if only one set of temperatures is used.

According to USEPA guidance, ambient temperature is typically calculated as the minimum temperature plus 2/3 of the difference between the minimum and maximum. Many model regions are served by more

than one weather station, and so will have different temperature patterns for various areas. Therefore a "Temperature Group" field must also be coded in the Ambient Temperature file, which ties each VMT area to a common weather station. Up to 5 groups can be handled by PPAQ. A temperature record must be provided in this file for each Area Group / Time Group combination encountered in the network file; otherwise a fatal error condition will be generated.

Daily minimum and maximum temperatures have been calculated by USEPA for all non-attainment areas and are available from the local/state air agencies. They are a key input to MOBILE for SIP inventory and budget work and for SIP/TIP conformity analysis, and so any PPAQ/MOBILE runs should be consistent with those adopted by USEPA and the appropriate air agencies. Those temperatures must be used as the overall daily minimums and maximums for each temperature group in the Ambient Temperature file.

Hourly variations in temperatures can be obtained from the USEPA bulletin board for specific days, including historic exceedance days. From that data an average hourly distribution can be calculated. Alternatively, a typical distribution has been developed from several data sources and defaulted into PPSUITE's DIURNAL keyword; the distribution shows the fraction that each hour is of the daily temperature range (0.00 is the lowest temperature of the day, 1.00 is the highest temperature, and each hour has a value between 0.00 and 1.00). The default distribution is as follows:

Hour	Fraction of Daily Range	Hour	Fraction of Daily Range
1 am	0.10	1 pm	0.98
2 am	0.05	2 pm	1.00
3 am	0.01	3 pm	0.98
4 am	0.00	4 pm	0.93
5 am	0.03	5 pm	0.86
6 am	0.20	6 pm	0.76
7 am	0.35	7 pm	0.65
8 am	0.50	8 pm	0.54
9 am	0.65	9 pm	0.42
10 am	0.78	10 pm	0.30
11 am	0.87	11 pm	0.22
12 n	0.95	12 m	0.14

From this data, or distribution data which the user may calculate from weather station data, the time-period minimum and maximum temperatures can be calculated in a spreadsheet, and then output to the ascii file for PPSUITE. The ambient temperature field can be calculated as 2/3 of the difference between the minimum and maximum temperature. If only one weather station is used for the region, the temperature group field should be set to 1 for all areas.

Note that each hour in the TIMEn specification is "hour ending" (i.e. a '6' indicates that the 5am to 6am hour is included in the TIMEn group. When calculating the minimum temperature for TIMEn, then, the last hour from the preceding period may actually be the minimum temperature for the subject time period. For example, in the above example from the Demonstration system, time group 1 (TIME1) runs from 6 am to 9 am (hours 7, 8, and 9). Therefore the minimum temperature for TIME1 is at 6am instead of 7 am, and the maximum is at 9 am. The minimums and maximums in the ambient temperature file must reflect this.

VMT Adjustment File

The effects of some transportation actions on network VMT cannot be estimated directly by the travel model, and so cannot be reflected directly in the assigned link volumes; instead, often only network-wide VMT changes can be estimated. Other off-model adjustments may also be needed to reconcile model results with HPMS or other VMT control totals, or to apply seasonal / daily adjustments. PPSUITE provides a powerful capability through the VMT Adjustment File to adjust the VMT quantities accumulated from the model network "on the fly" during a PPSUITE run. VMT can be added to, subtracted from, or multiplied by some amount prior to generating the MOBILE run.

This file is based on the output VMT aggregation and facility group scheme which produces MOBILE scenarios. Each record of the VMT Adjustment File relates to one area group / facility group combination (area groups are defined in the DEFINE EQUIV keyword and zone equivalency file, and facility groups are defined with the DEFINE FACTn keywords in the PPSUITE control file).

VMT adjustments are either applied before or after the speed calculation. Adjustments specified with the PREVMT keyword are applied before speeds are calculated, and adjustments specified with POSTVMT are applied after speed calculations. This distinction is necessary to properly account for the implications of different types of adjustments on network conditions.

Values in the file can either be added to, subtracted from, or multiplied by the accumulated VMT totals. The operation is declared after the file name on the PREVMT or POSTVMT record in the PPSUITE control file. The syntax is:

```
PREVMT ADJUSTEMENT  filename  oper
  or
POSTVMT ADJUSTMENT  filename  oper

where
        oper is either +, -, *, or X
```

If no oper is provided, then a + is assumed.

The VMT Adjustment File is an ASCII file with free format, space-delimited fields. It is typically produced from a Lotus 123 spreadsheet. All fields should be integer vehicle miles traveled (VMT) if addition or subtraction is specified, or real numbers if multiplication is specified. In the case of addition, positive VMT's are added to the network totals, and negatives are subtracted. The individual record layout is as follows:

Field	Contents
AGROUP	Area Index Number, corresponding to the output or VMT area field name specified in the zone equivalency file
FACGROUP	Facility Group Code, corresponding to the output groupings specified with the FACTn keyword in the PPAQ control file.
Either:	
VMTADJ(1)	VMT adjustment (12M - 1 a.m.)
VMTADJ(2)	VMT adjustment (1 a.m. - 2 a.m.)
.	
.	
.	
VMTADJ(24)	VMT adjustment (11 p.m. - 12M)
Or:	
VMTADJ(1)	24-Hour VMT adjustment

As many as nine adjustment file names can be specified by supplying additional PREVMT or POSTVMT records in the PPSUITE control file, and they are each applied successively, in the order they appear in the control file. This permits VMT adjustments to be developed separately for various purposes and applied together in one PPSUITE run. If both multiplication and addition/subtraction files are specified, then their order can be very significant. The adjustments are applied in the order specified, so it is the user's responsibility to insure that factoring adjustments do not conflict with addition / subtraction adjustments. Factoring can also distort volume changes on the network and prior additive VMT adjustments, so the user should take care to properly design the order, PRE- vs POST-speed processing, and addition vs. factoring of the adjustments.

VMT adjustments are specified as either a factor which is multiplied by the relevant VMT, or an arithmetic amount which is added to or subtracted from the relevant VMT. The VMT adjustment is applied to specific VMT area groups (specified by the "VMT area" in the DEFINE EQUIV keyword and the zone equivalency file), and to specific facility groups (specified by the FACTn keyword). Further, the VMT can either be applied on a daily basis to all time periods proportionally, or to individual hours of the day.

To apply these adjustments, PPAQ first accumulates all VMT by area (county) and facilty group.

Then, the VMT adjustment is applied to the appropriate cell. In the case of an area-base, post-speed adjustment the VMT total is adjusted directly. In the case of link-based analysis or area-based pre-speed adjustment, the input link volumes which fall within the subject area, facility group, and time period are all adjusted as they are input. The effect is the same, though, and the process results in the VMT being spread over all links which comprise a particular area group and facility group combination.

As an example, a proper mechanism for accomplishing HPMS and daily/seasonal adjustments would operate in three stages, with three separate VMT adjustment files.

- First, VMT would be added to or subtracted from the freeway and arterial portion of the network to adjust those totals to HPMS. It is a reasonable to assume that all freeways and arterials are contained in the model, so differences between the model and HPMS must be sampling or modeling error. This adjustment is done prior to speed calculation, using the PREVMT keyword, so that speeds reflect the adjusted volume.

- Second, Daily and Seasonal factors would be applied to the adjusted VMT to convert the model from a "typical weekday" to a "July weekday" or "December weekday" for MOBILE's emission analysis. This factoring process is also done prior to speed calculation, using the PREVMT keyword.

- Third, additional local street VMT would be added to the adjusted VMT totals to account for local street VMT not in the model. The model already contains some local streets, and it is assumed that the speeds estimated on them are correct; VMT is short, though, due to lack of coverage. This VMT adjustment makes up the difference between the model and HPMS estimated totals. It is applied after speed calculation (using the POSTVMT keyrword) adjustment, because it represents additional streets -- more of the same -- rather than a volume adjustment to modeled streets. Be sure to properly account for centroid connector VMT in this adjustment. If centroid connectors are not to be included in the local street mileage, then It may be useful to use the SKIPFACT keywork to bypass centroid connector links.

VMT adjustment files can also be used to account for off-model estimates of the effects of improvement actions. For example, most travel models are not well equipped to handle park-and-ride forecasts directly, so sketch planning techniques need to be used to estimate their effects. If such a process produced VMT changes by area and facility group, they could be applied to the model network within PPSUITE as VMT adjustments. A more extensive file than the above example would be used, including both time-of-day and temporal state of the adjusted VMT.

The structure of the VMT adjustment file is essentially the same as in the above examples, with one record for each area group and facility group to be adjusted. However, each record is expanded to have 24 adjustment fields (one for each hour).

Output Files

PPSUITE produces a variety of outputs relating to traffic volumes, VMT and speeds, and emissions. Archival files are also produced to document the specific run. These data are in the form of both data files and printed reports:

- **Emissions Quantities** are the principal product of PPSUITE, and the output files containing them are specified with the the EMISSIONS DATABASE (for MOBILE6) and EMISSIONS FILE (for MOBILE5) keywords. Region totals of hydrocarbons (HC), carbon monoxide (CO), and nitrous oxide (NOX) are calculated and reported, but all estimates are stratified by VMT area group (specified via the DEFINE EQUIV and zone equivalency file), by facility group (specified with the FACTn keywords), and time group (specified with the TIMEn keywords.

- Hydrocarbons (HC) and Volatile Organic Compounds (VOC's) are similar measures of that pollutant, except that VOC's include some minor additional chemicals in addition to hydrocarbons. MOBILE calculates emission factors for either HC or VOC's, depending on the setting of the NMHFLG field in the Control Section of the MOBILE input file (this field can also select non-methane hydrocarbons only (NMHC), total organic gasses (TOG), or non-methane organic gasses (NMOG)). PPSUITE is insensitive to the setting of this switch, because MOBILE ouputs the factors in the same format and in the same places, regardless of the specific pollutant. PPSUITE output files -- especially the emissions database -- tabulate the HC or VOC quantities under the HC heading without regard to the specific distinction. It is up to the user to keep track of whether the estimate is for HC, VOC's, or whatever.

- **Traffic Volumes** are computed from the limited input data on a link (24-hour, am peak hour, and/or pm peak hour volume) to represent hourly data by vehicle type and operating mode (cold start, hot stabilized). This "exploded" data can be captured to the Exploded Link and Approach files (specified with the EXPLODED LINKFILE and EXPLODED APPROACH keywords) for analysis and evaluation of the run, and also to support additional network analysis processes.

- **VMT and Speeds** are a principal input to the emissions calculation, and are produced by the network analysis module (PPNET) after traffic volume calculation and speed estimation. VMT's are captured in the output emission database (specifed by the EMISSIONS VMTSPEED keyword) for each area group, facility group, and time group, and are stratified by vehicle type. Overall speeds are also captured in the same file for area group, facility group, and time group; speeds are not differentiated among vehicle types. In addition to the aggregate speed data contained in the emission database, overall speeds by hour and stopped delay for each hour are output in the Exploded Link and Approach files.

- **Archival Files** are often needed to document the specific PPSUITE runs. As compared to typical transportation planning applications, it is often necessary to provide an audit trail particularly of the MOBILE runs so that air agencies and other involved parties can evaluate and use the runs for SIP inventories and budgets, and for conformity analysis findings. The complete set of PPSUITE and MOBILE printed reports is saved to the report file named by the PRINTOUT keyword. It is strongly suggested that the report file name, the control file name, and the various output emission, traffic, and link files all share the same name but with appropriate extensions.

- The input files which are created for MOBILE are often of particular concern to air analysts, so they should be saved as well. The M5INPUT/M4INPUT keyword does this be specifying a filename for the MOBILE input files. This name should also be consistent with the control file and other file names of the run.

One run of the PPSUITE/MOBILE System produces as many as eight (8) output files, of which five are optional. These files are as follows:

Reformatted MOBILE Output - PPNET, the network analysis module, places its output in a file whose name is specified by the PRINTOUT keyword. MOBILE places its output in a file whose name is hard coded as M5OUTPUT.OUT or M6OUTPUT.OUT. PPSUITE then merges these print files to the output file named in the PRINTOUT keyword.

Summary HC/CO/NOX Emissions - The MOBILE5 control parameter "OUTFLG" must be set to 3 to run PPSUITE (it is overridden and changed to 3 if some other value is entered). Emission factors calculated by MOBILE5 and MOBILE6 are captured by PPSUITE and multiplied by VMT, to produce the total HC/CO/NOX burden. VMT, VHT, average speed, HC, CO, and NOX are then summarized for each scenario and in total. For a MOBILE5 run this report is appended to the reformatted MOBILE report, designated by the PRINTOUT keyword. For MOBILE5 and MOBILE6 the built-in PEQUEST report generator can be used to generate summary and detail reports of VMT, speeds and emissions.

Emissions Data File - VMT, VHT, HC, CO, and NOX quantities are saved to an emissions database for each vehicle type and total (all vehicles), for each Area Group / Facility Group / Time Group scenario input to MOBILE. A MOBILE5 run generates a file specified by the EMISSIONS FILE keyword: a MOBILE6 run generates two files specified by the EMISSIONS DATABASE and EMISSIONS VMTSPEED keywords. In addition, for a MOBILE5 run if the HCDETAIL keyword is active, the breakdown of HC/VOC emissions to exhaust, evaporative, running, resting, and refueling is saved to the database. In the file the VMT and emissions fields are numbered according to the vehicle types.

Each Area Group / Facility Group / Time Group scenario is contained in a single record to facilitate analysis; this file can be accessed either by the PEQUEST report generator or by other dBase, FoxBase, or Clipper programs for further analysis and reporting.

(Optional) Exploded Link Data - Link-specific volume and operations data calculated by PPAQ can be saved for review or analysis with the keyword EXPLODED LINKFILE This file is in xBase (.DBF) format.

If the REPORTBY keyword is set to TIMEGROUP (the default), then instead of hourly data the volumes and speeds are for the time periods specified with the TIMEn keywords.

he exploded link file can become extremely voluminous, and so the user is required to use at least one selection parameter (DOZONE, SKIPZONE, SKIPAREA, etc) to control the output. The entire network may of course be selected, but this insures that the user will be less likely to inadvertently consume excessive disk space.

(Optional) Exploded Approach File - If the Exploded Link File is being saved (see Section 4.4.4), then an exploded approach file may be saved with the keyword EXPLODED APPROACH This file will contain a record for each selected link with a non-zero control device code, and will show specific intersection approach data calculated by PPSUITE,

If the REPORTBY keyword is set to TIMEGROUP (the default), then instead of hourly data the volumes and delays are for the time periods specified with the TIMEn keywords.

Appendix F

Emission Summaries by Scenario and Functional Class

2005

2005 with Transit

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) Freeways	2,426,642	46.2	2.54	0.00	5.20
	2) Arterials	4,775,399	32.3	5.56	0.00	7.05
	3) Collectors	889,898	21.1	1.20	0.00	1.20
	4) Locals	440,680	10.7	0.81	0.00	0.50
	Subtotal	8,532,619	30.0	10.13	0.00	13.96
2) Orleans	1) Freeways	4,077,614	43.5	4.33	0.00	8.77
	2) Arterials	3,633,687	32.9	4.22	0.00	5.32
	3) Collectors	866,140	24.4	1.12	0.00	1.13
	4) Locals	235,895	10.2	0.44	0.00	0.27
	Subtotal	8,813,336	33.5	10.12	0.00	15.49
4) St. Bernard	1) Freeways	14,746	69.9	0.01	0.00	0.04
	2) Arterials	590,413	34.5	0.65	0.00	1.08
	3) Collectors	101,070	27.4	0.12	0.00	0.19
	4) Locals	50,475	12.0	0.09	0.00	0.07
	Subtotal	756,704	30.0	0.88	0.00	1.38
5) St. Charles	1) Freeways	831,581	51.7	0.85	0.00	2.30
	2) Arterials	1,133,544	40.8	1.21	0.00	2.11
	3) Collectors	47,570	33.6	0.05	0.00	0.09
	4) Locals	67,635	13.1	0.12	0.00	0.09
	Subtotal	2,080,330	41.2	2.25	0.00	4.58
Region Total		20,182,989	32.4	23.37	0.00	35.41

Emissions File: c:\C4Temp\PPSUITE\EMIS_05.DBF 10:04:50 09/03/2004

2005 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) Freeways	AM	415,426	47.3			
		Midday	996,704	48.7			
		PM	361,954	39.2			
		Night	652,558	46.4			
		DAILY	2,426,642	46.2	2.54	0.00	5.20
1) Jefferson	2) Arterials	AM	839,914	31.3			
		Midday	1,957,007	32.8			
		PM	766,126	28.9			
		Night	1,212,352	34.7			
		DAILY	4,775,399	32.3	5.56	0.00	7.05
1) Jefferson	3) Collectors	AM	152,979	20.1			
		Midday	341,633	21.4			
		PM	140,025	17.9			
		Night	255,261	23.5			
		DAILY	889,898	21.1	1.20	0.00	1.20
1) Jefferson	4) Locals	AM	75,740	10.7			
		Midday	170,100	10.7			
		PM	68,141	10.6			
		Night	126,699	10.7			
		DAILY	440,680	10.7	0.81	0.00	0.50
	Subtotal	AM	1,484,059	29.5			
		Midday	3,465,444	30.9			
		PM	1,336,246	26.7			
		Night	2,246,870	31.3			
		DAILY	8,532,619	30.0	10.13	0.00	13.96
2) Orleans	1) Freeways	AM	673,221	36.1			
		Midday	1,689,767	48.2			
		PM	602,165	36.7			
		Night	1,112,461	46.9			

		DAILY	4,077,614	43.5	4.33	0.00	8.77
2) Orleans	2) Arterials	AM	663,180	32.3			
		Midday	1,472,609	33.4			
		PM	596,170	31.0			
		Night	901,728	34.0			

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2005 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
		DAILY	3,633,687	32.9	4.22	0.00	5.32
2) Orleans	3) Collectors	AM	153,899	22.6			
		Midday	330,201	25.1			
		PM	139,839	22.5			
		Night	242,201	25.9			
		DAILY	866,140	24.4	1.12	0.00	1.13
2) Orleans	4) Locals	AM	40,787	10.2			
		Midday	90,752	10.2			
		PM	36,737	10.2			
		Night	67,619	10.2			
		DAILY	235,895	10.2	0.44	0.00	0.27
	Subtotal	AM	1,531,087	30.7			
		Midday	3,583,329	35.4			
		PM	1,374,911	30.3			
		Night	2,324,009	35.1			
		DAILY	8,813,336	33.5	10.12	0.00	15.49
4) St. Bernard	1) Freeways	AM	3,334	69.5			
		Midday	6,033	70.2			
		PM	2,005	69.1			
		Night	3,374	70.3			
		DAILY	14,746	69.9	0.01	0.00	0.04
4) St. Bernard	2) Arterials	AM	108,914	31.1			
		Midday	241,769	36.4			
		PM	93,726	31.5			
		Night	146,004	36.6			

		DAILY	590,413	34.5	0.65	0.00	1.08
4) St. Bernard	3) Collectors	AM	19,042	21.6			
		Midday	38,561	29.9			
		PM	15,086	24.9			
		Night	28,381	30.8			
		DAILY	101,070	27.4	0.12	0.00	0.19
4) St. Bernard	4) Locals	AM	8,531	12.0			
		Midday	19,459	12.0			
		PM	7,799	12.0			

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VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_05.DBF

2005 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
		Night	14,686	11.9			
		DAILY	50,475	12.0	0.09	0.00	0.07
	Subtotal	AM	139,821	27.2			
		Midday	305,822	31.7			
		PM	118,616	27.8			
		Night	192,445	31.1			
		DAILY	756,704	30.0	0.88	0.00	1.38
5) St. Charles	1) Freeways	AM	136,943	51.3			
		Midday	343,603	59.3			
		PM	124,575	41.4			
		Night	226,460	49.3			
		DAILY	831,581	51.7	0.85	0.00	2.30
5) St. Charles	2) Arterials	AM	206,836	38.7			
		Midday	465,660	41.5			
		PM	180,958	39.5			
		Night	280,090	42.1			
		DAILY	1,133,544	40.8	1.21	0.00	2.11
5) St. Charles	3) Collectors	AM	8,443	33.2			
		Midday	18,184	33.9			
		PM	7,571	32.2			
		Night	13,372	34.4			

		DAILY	47,570	33.6	0.05	0.00	0.09
5) St. Charles	4) Locals	AM	12,192	13.1			
		Midday	25,910	13.0			
		PM	10,622	13.1			
		Night	18,911	13.1			
		DAILY	67,635	13.1	0.12	0.00	0.09
	Subtotal	AM	364,414	39.6			
		Midday	853,357	43.7			
		PM	323,726	37.5			
		Night	538,833	41.2			
		DAILY	2,080,330	41.2	2.25	0.00	4.58

Emissions File: c:\C4Temp\PPSUITE\EMIS 05.DBF 10:04:50 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_05.DBF

2005 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	Region Total	AM	3,519,381	30.7			
		Midday	8,207,952	33.9			
		PM	3,153,499	29.1			
		Night	5,302,157	33.7			
		DAILY	20,182,989	32.4	23.37	0.00	35.41

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VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_05.DBF

2005 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) LDGV	5,275,787	30.0	6.46	0.00	4.81
	2) LDGT1	505,244		0.64	0.00	0.43
	3) LDGT2	1,691,481		2.20	0.00	1.83
	4) LDGT3	298,761		0.23	0.00	0.28
	5) LDGT4	140,595		0.11	0.00	0.18
	6) HDGV2B	148,327		0.16	0.00	0.70
	7) HDGV3	4,826		0.01	0.00	0.03
	8) HDGV4	1,633		0.01	0.00	0.01
	9) HDGV5	5,611		0.01	0.00	0.03
	10) HDGV6	11,227		0.02	0.00	0.07
	11) HDGV7	4,637		0.01	0.00	0.03
	12) HDGV8A	15		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	2,012		0.01	0.00	0.02
	15) LDDV	10,511		0.01	0.00	0.02
	16) LDDT12	1,337		0.00	0.00	0.00

	17) LDDT34	6,572		0.00	0.00	0.01
	18) HDDV2B	46,022		0.01	0.00	0.21
	19) HDDV3	12,844		0.00	0.00	0.06
	20) HDDV4	10,150		0.00	0.00	0.06
	21) HDDV5	6,171		0.00	0.00	0.04
	22) HDDV6	29,994		0.01	0.00	0.27
	23) HDDV7	42,480		0.02	0.00	0.48
	24) HDDV8A	52,987		0.03	0.00	0.78
	25) HDDV8B	194,350		0.12	0.00	3.34
	26) HDDBT	5,888		0.00	0.00	0.12
	27) HDDBS	9,768		0.01	0.00	0.14
	28) MC	13,384		0.04	0.00	0.01
	Subtotal	8,532,614	30.0	10.12	0.00	13.96
2) Orleans	1) LDGV	5,491,951	33.5	3.62	0.00	5.02
	2) LDGT1	503,113		0.38	0.00	0.44
	3) LDGT2	1,684,337		1.32	0.00	1.83
	4) LDGT3	305,263		0.13	0.00	0.28
	5) LDGT4	143,654		0.07	0.00	0.18
	6) HDGV2B	163,816		0.08	0.00	0.79
	7) HDGV3	5,332		0.00	0.00	0.03
	8) HDGV4	1,804		0.00	0.00	0.01
	9) HDGV5	6,195		0.01	0.00	0.04
	10) HDGV6	12,399		0.01	0.00	0.08

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2005 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	11) HDGV7	5,126		0.01	0.00	0.04
	12) HDGV8A	14		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	2,225		0.01	0.00	0.02
	15) LDDV	10,942		0.00	0.00	0.02
	16) LDDT12	1,333		0.00	0.00	0.00
	17) LDDT34	6,716		0.00	0.00	0.01
	18) HDDV2B	50,830		0.01	0.00	0.25
	19) HDDV3	14,182		0.00	0.00	0.08
	20) HDDV4	11,205		0.00	0.00	0.08
	21) HDDV5	6,813		0.00	0.00	0.05
	22) HDDV6	33,131		0.01	0.00	0.33

	23) HDDV7	46,910		0.01	0.00	0.58
	24) HDDV8A	58,523		0.01	0.00	0.95
	25) HDDV8B	214,649		0.06	0.00	4.07
	26) HDDBT	6,503		0.00	0.00	0.14
	27) HDDBS	10,786		0.00	0.00	0.17
	28) MC	15,581		0.03	0.00	0.02
	Subtotal	8,813,333	33.5	5.78	0.00	15.49
4) St. Bernard	1) LDGV	408,856	30.0	0.49	0.00	0.36
	2) LDGT1	49,682		0.06	0.00	0.04
	3) LDGT2	166,321		0.21	0.00	0.17
	4) LDGT3	31,109		0.02	0.00	0.03
	5) LDGT4	14,641		0.01	0.00	0.02
	6) HDGV2B	20,826		0.02	0.00	0.09
	7) HDGV3	676		0.00	0.00	0.00
	8) HDGV4	229		0.00	0.00	0.00
	9) HDGV5	785		0.00	0.00	0.00
	10) HDGV6	1,576		0.00	0.00	0.01
	11) HDGV7	653		0.00	0.00	0.00
	12) HDGV8A	1		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	282		0.00	0.00	0.00
	15) LDDV	816		0.00	0.00	0.00
	16) LDDT12	134		0.00	0.00	0.00
	17) LDDT34	685		0.00	0.00	0.00
	18) HDDV2B	6,463		0.00	0.00	0.02
	19) HDDV3	1,802		0.00	0.00	0.01
	20) HDDV4	1,422		0.00	0.00	0.01
	21) HDDV5	866		0.00	0.00	0.00

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2005 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	22) HDDV6	4,212		0.00	0.00	0.03
	23) HDDV7	5,964		0.00	0.00	0.06
	24) HDDV8A	7,439		0.00	0.00	0.09
	25) HDDV8B	27,288		0.02	0.00	0.38
	26) HDDBT	827		0.00	0.00	0.01
	27) HDDBS	1,371		0.00	0.00	0.02
	28) MC	1,778		0.01	0.00	0.00

	Subtotal	756,704	30.0	0.87	0.00	1.38
5) St. Charles	1) LDGV	1,152,159	41.2	1.58	0.00	2.08
	2) LDGT1	128,065		0.20	0.00	0.22
	3) LDGT2	428,748		0.69	0.00	0.93
	4) LDGT3	82,773		0.07	0.00	0.15
	5) LDGT4	38,954		0.04	0.00	0.10
	6) HDGV2B	60,732		0.07	0.00	0.60
	7) HDGV3	1,974		0.00	0.00	0.02
	8) HDGV4	668		0.00	0.00	0.01
	9) HDGV5	2,296		0.00	0.00	0.03
	10) HDGV6	4,598		0.01	0.00	0.06
	11) HDGV7	1,898		0.00	0.00	0.03
	12) HDGV8A	6		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	824		0.00	0.00	0.02
	15) LDDV	2,295		0.00	0.00	0.01
	16) LDDT12	338		0.00	0.00	0.00
	17) LDDT34	1,789		0.00	0.00	0.00
	18) HDDV2B	18,847		0.00	0.00	0.19
	19) HDDV3	5,259		0.00	0.00	0.06
	20) HDDV4	4,155		0.00	0.00	0.06
	21) HDDV5	2,527		0.00	0.00	0.04
	22) HDDV6	12,282		0.01	0.00	0.24
	23) HDDV7	17,393		0.01	0.00	0.43
	24) HDDV8A	21,698		0.01	0.00	0.69
	25) HDDV8B	79,578		0.05	0.00	2.97
	26) HDDBT	2,410		0.00	0.00	0.11
	27) HDDBS	3,999		0.00	0.00	0.12
	28) MC	4,027		0.02	0.00	0.01
	Subtotal	2,080,292	41.2	2.79	0.00	9.16

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VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_05.DBF

2005 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX

Region Total	1) LDGV	12,328,753	32.4	12.15	0.00	12.27
	2) LDGT1	1,186,104		1.28	0.00	1.13
	3) LDGT2	3,970,887		4.42	0.00	4.76
	4) LDGT3	717,906		0.45	0.00	0.74
	5) LDGT4	337,844		0.23	0.00	0.47
	6) HDGV2B	393,701		0.33	0.00	2.18
	7) HDGV3	12,808		0.02	0.00	0.08
	8) HDGV4	4,334		0.01	0.00	0.03
	9) HDGV5	14,887		0.02	0.00	0.11
	10) HDGV6	29,800		0.04	0.00	0.21
	11) HDGV7	12,314		0.02	0.00	0.10
	12) HDGV8A	36		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	5,343		0.02	0.00	0.06
	15) LDDV	24,564		0.02	0.00	0.05
	16) LDDT12	3,142		0.01	0.00	0.01
	17) LDDT34	15,762		0.01	0.00	0.02
	18) HDDV2B	122,162		0.02	0.00	0.67
	19) HDDV3	34,087		0.01	0.00	0.21
	20) HDDV4	26,932		0.01	0.00	0.20
	21) HDDV5	16,377		0.00	0.00	0.13
	22) HDDV6	79,619		0.03	0.00	0.88
	23) HDDV7	112,747		0.05	0.00	1.54
	24) HDDV8A	140,647		0.06	0.00	2.50
	25) HDDV8B	515,865		0.25	0.00	10.76
	26) HDDBT	15,628		0.01	0.00	0.39
	27) HDDBS	25,924		0.01	0.00	0.44
	28) MC	34,770		0.10	0.00	0.04
Grand Total		20,182,943	32.4	19.56	0.00	39.99

Emissions File: c:\C4Temp\PPSUITE\EMIS 05.DBF 10:04:50 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_05.DBF

2005 with Transit

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Vehicle Daily Speed ---------- Emissions (tons) ----------

Area	Type	VMT	(mph)	HC	CO	NOX
1) Jefferson	1) Auto/MC	5,299,682	30.0	6.51	0.00	4.85
	2) Lt. Trk	2,643,990		3.19	0.00	2.72
	3) Hvy.Trk	571,274		0.41	0.00	6.11
	4) Bus	17,668		0.02	0.00	0.28
	Subtotal	8,532,614	30.0	10.12	0.00	13.96
2) Orleans	1) Auto/MC	5,518,474	33.5	3.66	0.00	5.06
	2) Lt. Trk	2,644,416		1.90	0.00	2.74
	3) Hvy.Trk	630,929		0.22	0.00	7.35
	4) Bus	19,514		0.01	0.00	0.33
	Subtotal	8,813,333	33.5	5.78	0.00	15.49
4) St. Bernard	1) Auto/MC	411,450	30.0	0.49	0.00	0.36
	2) Lt. Trk	262,572		0.31	0.00	0.26
	3) Hvy.Trk	80,202		0.06	0.00	0.72
	4) Bus	2,480		0.00	0.00	0.03
	Subtotal	756,704	30.0	0.87	0.00	1.38
5) St. Charles	1) Auto/MC	1,158,481	41.2	1.60	0.00	2.10
	2) Lt. Trk	680,667		1.00	0.00	1.41
	3) Hvy.Trk	233,911		0.17	0.00	5.41
	4) Bus	7,233		0.01	0.00	0.25
	Subtotal	2,080,292	41.2	2.79	0.00	9.16
Region Total	1) Auto/MC	12,388,087	32.4	12.26	0.00	12.36
	2) Lt. Trk	6,231,645		6.40	0.00	7.14
	3) Hvy.Trk	1,516,316		0.86	0.00	19.59
	4) Bus	46,895		0.04	0.00	0.89
Grand Total		20,182,943	32.4	19.56	0.00	39.99

Emissions File: c:\C4Temp\PPSUITE\EMIS 05.DBF 10:04:50 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_05.DBF

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PEQUEST      Version:          4.15  Run Time:  09/03/2004 10:04:50
_____________________________________________________________________

 PPSUITE          Performance Evaluation and Emissions Analysis
 PEQUEST          Performance Queries for Surface Transportation

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_____________________________________________________________________

(Input ) Setup  File: C:\C4TEMP\$$NX007B.DRV
(Output) Report File: C:\C4TEMP\$$NX007.PRN

_____________________________________________________________________

Processing Setup File for instructions outside BEGIN PEQUEST

 17  TITLE  2005
 20  DEFINE FACTGROUP =  FACTYPE
 22    1 = 1   8 9
 24    2 = 2 3
 26    3 = 4 5
 28    4 = 6 7
 29  END
 37  DEFINE TIMEGROUP
 38    TIMEAM    7 8 9
 39    TIMEMID   10 11 12 13 14 15 16
 40    TIMEPM    17 18 19
 41    TIMENITE  19 20 21 22 23 24   1 2 3 4 5 6
 42  END
 46  DEFINE VEHTYPES
 47    1 = uLDGV  AUTO
 48    2 = uLDGT1 AUTO
 49    3 = uLDGT2 AUTO
 50    4 = uHDGV  TRUCK
 51    5 = uLDDV  AUTO
 52    6 = uLDDT  AUTO
 53    7 = uHDDV  TRUCK
 54    8 = uMC    AUTO
 55  END
 59  HWYLINK SUMMARY   c:\C4Temp\PPSUITE\LSUM 05.EXP
 63  DEFINE EQUIV = c:\C4Temp\PPSUITE\Common\NOM_equiv.DBF
 64    ZONE      = ZONE
 65    PATAREA   = PARISH
 66    VMTAREA   = PARISH
 67    EVENTAREA = PARISH
 68  END equiv file
 75  SKIP VMTAREA  3, 6, 7, 8, 9
 80  SCRATCH DIRECTORY c:\C4Temp\
 87  BEGIN NETWORK ANALYZER
 91    EXPLODED LINKFILE      c:\C4Temp\PPSUITE\LINK 05.DBF
 92    EXPLODED APPROACH      c:\C4Temp\PPSUITE\APPR_05.DBF
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 93    VMTVHT   SUMMARY       c:\C4Temp\PPSUITE\VMT1_05.DBF
 96    APPLY PEAK ADJUST PERIOD
 97    DEFINE PEAK PERIODS
 98      PEAKAM= 7 8 9
 99      PEAKPM= 16 17 18
100    END
102    APPLY PEAK SPREAD DEFAULT
103    SPREAD BANDWIDTH = 1
105    PEAK WARNING     40 %
108    LINKFILE THRESHOLD  1.2
109    APPROACH THRESHOLD  1.5
111    APPLY MINIMUM SPEED
112    MINIMUM SPEED 10.0
115    DEFINE NETWORK = c:\C4Temp\PPSUITE\NT1C.DBF
120      ANODE     ANODE
121      BNODE     BNODE
122      DISTANCE  LENGTH
123      ZONE      ZONE
124      FACTYPE   FC CODE
125      FCLASS    FC CODE
129      AREATYPE  AREATYPE
130      LANES     LANES
134      VOL24     TOTVOL DLY
135      VOLAM     TOTVOL AM
136      VOLPM     TOTVOL_PM
155    END define Network
159    DEFINE SPEEDCAP = c:\C4Temp\PPSUITE\Common\NOM_SPDCAP.DBF
160      AREATYPE  = AREATYPE
161      FACTYPE   = FC
162      LANES     = LANES
163      BPR P1    = BPR S
164      BPR P2    = BPR T
165      BPR P3    = BPR P
166      STOPCAP   = STOPCAP
167      YIELDCAP  = YLDCAP
168      SIGNALCAP = SIGCAP
169      STOPGAP   = STOPGAP
170      YIELDGAP  = YLDGAP
171      LINKCAP   = LCAP
172      FREESPEED = LSPEED
173      CDEV      = CDEV
174      ARRIVAL   = ARRTYPE
175      ADDLANES  = ADDLNS
176      SIGSPACING= SIG SP
177      CYCLEN    = CYCLE
178      MAJOR GC  = MAJ GC
179      MINOR GC  = MIN GC
180      OTHER GC  = OTH GC
181    END define speedcap
185    HOURLY PATTERN   = c:\C4Temp\PPSUITE\Common\PATTERN2.DAT
186    VEHTYPES MIX     = c:\C4Temp\PPSUITE\Common\NOM VTP.DAT
187    VEHTYPES FACTOR  = c:\C4Temp\PPSUITE\Common\VEHFAC03.DAT
192    PREVMT  ADJUSTMENT C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02A.dat  *
```

```
194    PREVMT  ADJUSTMENT C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02BS.dat *
196    POSTVMT ADJUSTMENT C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat *
201    PREVMT WARNING  5.00
202    POSTVMT WARNING 100
204  END NETWORK ANALYZER
209  BEGIN EVENTS ANALYZER
214    WEGIVEUP LIMITS 24
216    QUEUEING FACTOR 1.3
219    EVENT PARAMETERS  c:\C4Temp\PPSUITE\Common\NOM_INCDNT.dat
230    DEFINE NETWORK = NT1C.dbf
231      ANODE       A
232      BNODE       B
234    END define Network
237    EXPLODED EVENTDELAY  DL1C.DBF
241  END EVENTS ANALYZER
247  BEGIN EMISSIONS PROCESSOR
251    EMISSIONS DATABASE  =  c:\C4Temp\PPSUITE\EMIS 05.dbf
252    EMISSIONS VMTSPEED  =  c:\C4Temp\PPSUITE\VMTS_05.dbf
255    SPEEDBIN VMT  =  H L
256    RAMPVMT FRACTION = 0.08
258    MINMAX TEMPERATURE = c:\C4Temp\PPSUITE\Common\temps.dat
261    CALENDAR YEAR  = 2005
264    DEFINE BY FACILITY = FACTYPE
265      FREEWAYS = 1 8 9
266      ARTERIAL = 2 3 4 5
267      LOCALS   = 7 6
268      RAMPS    = 8 9
269    END
271    APPLY INTERNAL POSTVMT
274    DEFINE MOBILE6.2  c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN
291      REPORT FILE        :  c:\C4Temp\$$NX005.PRN    REPLACE
293      DATABASE OUTPUT    :
294      WITH FIELDNAMES    :
295      AGGREGATED OUTPUT  :
296      EMISSIONS TABLE    :  c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1    REPLACE
299      POLLUTANTS         :  HC NOX
300      SPREADSHEET        :
302      RUN DATA           :
304      NO REFUELING       :
305      FUEL RVP           : 7.8
307      MIN/MAX TEMP       :
308      ABSOLUTE HUMIDITY  : 149.07
310      REG DIST           : LA_REGD.D
312      EXPRESS HC AS VOC  :
315      SCENARIO REC       :
317      CALENDAR YEAR      :
318      EVALUATION MONTH   : 7
319      ALTITUDE           : 1
321      VMT FRACTIONS      :
323      VMT BY FACILITY    :
324      VMT BY HOUR        :
325      SPEED VMT          :
327    END OF RUN         :
```

```
  330     END  Define MOBILE6.2
  342     DEFINE VEHGROUPS
  343       gLDV  = uLDGV  + uLDDV
  344       gLDT1 = uLDGT1 + uLDDT
  345       gLDT2 = uLDGT2
  346       gHDV  = uHDGV  + uHDDV
  347       gMC   = uMC
  348     END
  356     DEFINE VEHCOMPOSIT MOBILE6
  358       LDV   =1.00 gLDV
  360       LDT1  = .23 gLDT1
  361       LDT2  = .77 gLDT1
  362       LDT3  = .68 gLDT2
  363       LDT4  = .32 gLDT2
  365       HDV2B = .33 gHDV
  366       HDV3  = .03 gHDV
  367       HDV4  = .02 gHDV
  368       HDV5  = .02 gHDV
  369       HDV6  = .07 gHDV
  370       HDV7  = .08 gHDV
  371       HDV8A = .09 gHDV
  372       HDV8B = .33 gHDV
  373       HDBS  = .02 gHDV
  375       HDBT  =0.01 gHDV
  376       MCYCL =1.00 gMC
  378     END
  381   END EMISSIONS PROCESSOR
  386   BEGIN PEQUEST
  388     NO LOS CALCS
  389     YES PERFORMANCE REPORTS
  391     IGNORE INTERNAL POSTVMT
  394     NO GIS FILE
  398     LICENSE CODE ##PQST##
  400     NAMES FILE  C:\2004AQ PYNet test\PPSuite\Common\nom_names.dbf
  403     DEFINE PERFORMANCE = 2005.OUT
  404       REPORTS = 101 102 103 104
  405       AREA     1 2  4 5
  406       TITLE1    2005 with Transit
  407       RPTFORMAT   = PRINT
  408       EMSCOLUMNS  = SKIPPED
  409       EMSDATADIR  = C:\2004AQ_PYNet_test\PPSuite\
  410       EMSRUNID    = 2005
  411     END
  413     UNITS tons 2
  415   END PEQUEST

  Processing Setup File for instructions inside BEGIN PEQUEST
```

TITLES 2005

```
Input Files:

  Network.............
  Exploded Linkfile...c:\C4Temp\PPSUITE\LINK 05.DBF
  Exploded Approach...c:\C4Temp\PPSUITE\APPR_05.DBF
  Exploded EventDelay.DL1C.DBF
  Exploded PersonFile.
  VmtVht Summary......c:\C4Temp\PPSUITE\VMT1 05.DBF
  Emissions Database..c:\C4Temp\PPSUITE\EMIS 05.dbf
  Emissions VmtSpeed..c:\C4Temp\PPSUITE\VMTS_05.dbf
  M5 Emissions........

Output Files:
  Los Linkfile........
  Los Approach........
  Link Statfile.......


Licensed to: LICENSING BYPASSED
-----------------------------------------------------------------------


  Include PERFORMANCE REPORTS


  Requested Reports 101 102 103 104 written to 2005.OUT

  Printing Series  1:  (  4 Reports)

       2005 with Transit


       Selecting Area,Subarea [1 2  4 5,]
       Filter: All Records
```

```
MOBILE6 INPUT FILE

REPORT FILE          :  c:\C4Temp\$$NX005.PRN    REPLACE
DATABASE OUTPUT      :
WITH FIELDNAMES      :
AGGREGATED OUTPUT    :
EMISSIONS TABLE      :  c:\C4Temp\PPSUITE\M6DATA\\M6OUTPUT.TB1    REPLACE
POLLUTANTS           :  HC NOX
SPREADSHEET          :
RUN DATA             : 0001

NO REFUELING         :
FUEL RVP             : 7.8
MIN/MAX TEMPERATURE:  74.2  91.1
ABSOLUTE HUMIDITY    : 149.07
REG DISTRIBUTION     : LA_REGD.D
EXPRESS HC AS VOC    :


SCENARIO RECORD      :[01 0001]  1  8  9

CALENDAR YEAR        :2005
EVALUATION MONTH     : 7
ALTITUDE             : 1
*VMT TOTALS            2426642
*                      1553324  122987  411740   82439   38795   70818    6438    4292
*                         4292   15022   17168   19314   70818    4292    2146    2757
VMT FRACTIONS        :
                       .640112 .050682 .169675 .033972 .015987 .029184 .002653 .001769
                       .001769 .006190 .007075 .007959 .029184 .001769 .000884 .001136
VMT BY FACILITY      :V000101F.def
VMT BY HOUR          :V000101H.def
SPEED VMT            :V000101S.def


SCENARIO RECORD      :[02 0001]  2  3

CALENDAR YEAR        :2005
EVALUATION MONTH     : 7
ALTITUDE             : 1
*VMT TOTALS            4775400
*                      2880990  296745  993449  184591   86867  107530    9775    6517
*                         6517   22809   26068   29326  107530    6517    3258    6910
VMT FRACTIONS        :
                       .603298 .062140 .208035 .038655 .018191 .022517 .002047 .001365
                       .001365 .004776 .005459 .006141 .022517 .001365 .000682 .001447
VMT BY FACILITY      :V000102F.def
VMT BY HOUR          :V000102H.def
SPEED VMT            :V000102S.def


SCENARIO RECORD      :[03 0001]  4  5
```

```
CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            889898
*                      548879   59538  199322   28181   13262   12757    1160     773
*                         773    2706    3092    3479   12757     773     387    2059
VMT FRACTIONS       :
                      .616787 .066904 .223983 .031668 .014903 .014335 .001304 .000869
                      .000869 .003041 .003475 .003909 .014335 .000869 .000435 .002314
VMT BY FACILITY     :V000103F.def
VMT BY HOUR         :V000103H.def
SPEED VMT           :V000103S.def


SCENARIO RECORD     :[04 0001]  6  7

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            440680
*                      303104   26285   87998    8021    3775    3247     295     197
*                         197     689     787     885    3247     197      98    1658
VMT FRACTIONS       :
                      .687813 .059646 .199687 .018201 .008566 .007368 .000669 .000447
                      .000447 .001563 .001786 .002008 .007368 .000447 .000222 .003762
VMT BY FACILITY     :V000104F.def
VMT BY HOUR         :V000104H.def
SPEED VMT           :V000104S.def


END OF RUN          : 0002

NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  75.0  91.6
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0002]  1  8  9

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           4077615
*                     2612196  206069  689883  138100   64988  119359   10851    7234
*                        7234   25319   28935   32552  119359    7234    3617    4685
VMT FRACTIONS       :
                      .640618 .050537 .169188 .033868 .015938 .029272 .002661 .001774
                      .001774 .006209 .007096 .007983 .029272 .001774 .000887 .001149
VMT BY FACILITY     :V000201F.def
VMT BY HOUR         :V000201H.def
```

```
SPEED VMT           :V000201S.def


SCENARIO RECORD     :[02 0002]  2  3

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           3633687
*                     2193171  225561  755138  140261   66005   81570    7415    4944
*                        4944   17303   19775   22247   81570    4944    2472    6366
VMT FRACTIONS       :
                      .603566 .062075 .207816 .038600 .018165 .022448 .002041 .001361
                      .001361 .004762 .005442 .006122 .022448 .001361 .000680 .001752
VMT BY FACILITY     :V000202F.def
VMT BY HOUR         :V000202H.def
SPEED VMT           :V000202S.def


SCENARIO RECORD     :[03 0002]  4  5

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            866140
*                      535311   57768  193397   27233   12816   12079    1098     732
*                         732    2562    2928    3294   12079     732     366    3013
VMT FRACTIONS       :
                      .618040 .066696 .223286 .031442 .014797 .013946 .001268 .000845
                      .000845 .002958 .003381 .003803 .013946 .000845 .000423 .003479
VMT BY FACILITY     :V000203F.def
VMT BY HOUR         :V000203H.def
SPEED VMT           :V000203S.def


SCENARIO RECORD     :[04 0002]  6  7

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            235894
*                      162221   14022   46942    4233    1992    1640     149      99
*                          99     348     398     447    1640      99      50    1515
VMT FRACTIONS       :
                      .687687 .059442 .198996 .017944 .008444 .006952 .000632 .000420
                      .000420 .001475 .001687 .001895 .006952 .000420 .000212 .006422
VMT BY FACILITY     :V000204F.def
VMT BY HOUR         :V000204H.def
SPEED VMT           :V000204S.def


END OF RUN          : 0004
```

```
NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  73.5  89.5
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0004]  1

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             14745
*                        8309     848    2839     588     277     608      55      37
*                          37     129     147     166     608      37      18      42
VMT FRACTIONS       :
                       .563517 .057511 .192538 .039878 .018786 .041234 .003730 .002509
                       .002509 .008749 .009969 .011258 .041234 .002509 .001221 .002848
VMT BY FACILITY     :V000401F.def
VMT BY HOUR         :V000401H.def
SPEED VMT           :V000401S.def


SCENARIO RECORD     :[02 0004]  2  3

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            590413
*                      319206   38402  128565   25143   11832   21869    1988    1325
*                        1325    4639    5302    5964   21869    1325     663     996
VMT FRACTIONS       :
                       .540651 .065043 .217754 .042585 .020040 .037040 .003367 .002244
                       .002244 .007857 .008980 .010101 .037040 .002244 .001123 .001687
VMT BY FACILITY     :V000402F.def
VMT BY HOUR         :V000402H.def
SPEED VMT           :V000402S.def


SCENARIO RECORD     :[03 0004]  4  5

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            101070
*                       52896    6552   21933    4713    2218    4129     375     250
*                         250     876    1001    1126    4129     250     125     247
VMT FRACTIONS       :
                       .523357 .064827 .217009 .046631 .021945 .040853 .003710 .002474
                       .002474 .008667 .009904 .011141 .040853 .002474 .001237 .002444
VMT BY FACILITY     :V000403F.def
VMT BY HOUR         :V000403H.def
```

```
SPEED VMT           :V000403S.def


SCENARIO RECORD     :[04 0004]  6  7

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             50476
*                       29259    3909   13085    1129     531     683      62      41
*                          41     145     166     186     683      41      21     494
VMT FRACTIONS       :
                      .579661 .077443 .259233 .022367 .010520 .013531 .001228 .000812
                      .000812 .002873 .003289 .003685 .013531 .000812 .000416 .009787
VMT BY FACILITY     :V000404F.def
VMT BY HOUR         :V000404H.def
SPEED VMT           :V000404S.def


END OF RUN          : 0005

NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  72.0  90.8
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0005]  1  8  9

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            831582
*                      477373   46109  154364   32098   15105   34815    3165    2110
*                        2110    7385    8440    9495   34815    2110    1055    1033
VMT FRACTIONS       :
                      .574055 .055447 .185627 .038599 .018164 .041866 .003806 .002537
                      .002537 .008881 .010149 .011418 .041866 .002537 .001269 .001242
VMT BY FACILITY     :V000501F.def
VMT BY HOUR         :V000501H.def
SPEED VMT           :V000501S.def


SCENARIO RECORD     :[02 0005]  2  3

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           1133544
*                      612797   73719  246797   48232   22697   41945    3813    2542
*                        2542    8897   10168   11439   41945    2542    1271    2198
```

```
VMT FRACTIONS       :
                      .540602 .065034 .217722 .042550 .020023 .037003 .003364 .002243
                      .002243 .007849 .008970 .010091 .037003 .002243 .001121 .001939
VMT BY FACILITY     :V000502F.def
VMT BY HOUR         :V000502H.def
SPEED VMT           :V000502S.def


SCENARIO RECORD     :[03 0005]  4

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             47570
*                       24924    3063   10253    2203    1037    1929     175     117
*                         117     409     468     526    1929     117      58     245
VMT FRACTIONS       :
                      .523943 .064389 .215535 .046311 .021799 .040551 .003679 .002460
                      .002460 .008598 .009838 .011057 .040551 .002460 .001219 .005150
VMT BY FACILITY     :V000503F.def
VMT BY HOUR         :V000503H.def
SPEED VMT           :V000503S.def


SCENARIO RECORD     :[04 0005]  6  7

CALENDAR YEAR       :2005
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             67635
*                       39360    5255   17594    1479     696     891      81      54
*                          54     189     216     243     891      54      27     551
VMT FRACTIONS       :
                      .581949 .077696 .260131 .021867 .010290 .013174 .001198 .000798
                      .000798 .002794 .003194 .003593 .013174 .000798 .000399 .008147
VMT BY FACILITY     :V000504F.def
VMT BY HOUR         :V000504H.def
SPEED VMT           :V000504S.def


END OF RUN          :
```

```
************************************************************************
* MOBILE6.2 (31-Oct-2002)                                              *
* Input file: M6INPUT.IN (file 1, run 1).                              *
************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0001]  1  8  9
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000101F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000101H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000101S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                   Calendar Year:  2005
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  74.2 (F)
             Maximum Temperature:  91.1 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   92. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:               <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.6388    0.2202    0.0492              0.0268    0.0013    0.0009    0.0617    0.0011    1.0000
 ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.992     1.050     0.645     0.976     0.966     0.632     0.626     0.386      2.88     0.951
```

```
    Composite NOX :      0.841     0.977     0.974     0.977     4.945     2.165     1.645    16.336      1.24     1.946
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0001]  2  3
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000102F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000102H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000102S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                   Calendar Year:  2005
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  74.2 (F)
             Maximum Temperature:  91.1 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   92. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:      0.6021    0.2700    0.0560              0.0207    0.0012    0.0010    0.0476    0.0014    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      1.089     1.149     0.699     1.072     1.164     0.696     0.709     0.471      2.60     1.057
    Composite NOX :      0.810     0.915     0.914     0.914     4.324     1.400     1.078     9.679      0.98     1.340
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0001]  4  5
* File 1, Run 1, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
```

```
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000103F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000103H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000103S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                   Calendar Year:  2005
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  74.2 (F)
             Maximum Temperature:  91.1 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   92. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.6156    0.2907    0.0459              0.0132    0.0012    0.0009    0.0303    0.0023    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      1.245     1.298     0.795     1.229     1.579     0.814     0.917     0.630      2.94     1.228
     Composite NOX :      0.877     0.959     0.960     0.959     3.985     1.439     1.174     9.951      0.91     1.221
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0001]  6  7
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000104F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
```

```
* data file: V000104H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000104S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

                   Calendar Year:  2005
                           Month:  July
                        Altitude:  Low
              Minimum Temperature:  74.2 (F)
              Maximum Temperature:  91.1 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   92. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.6864    0.2592    0.0264              0.0068    0.0014    0.0006    0.0156    0.0038    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      1.675     1.719     1.089     1.661     2.767     1.101     1.430     1.016      3.84     1.676
     Composite NOX :      0.837     0.887     0.895     0.888     3.508     1.789     1.612    11.305      0.79     1.034
  ---------------------------------------------------------------------------------------------------------------------------
*********************************************************************
* MOBILE6.2 (31-Oct-2002)                                           *
* Input file: M6INPUT.IN (file 1, run 2).                           *
*********************************************************************
  M603 Comment:
              User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0002]  1  8  9
* File 1, Run 2, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000201F.DEF

  Reading User Supplied ROADWAY VMT Factors
```

```
* Reading Hourly VMT distribution from the following external
* data file: V000201H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000201S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                   Calendar Year:  2005
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  75.0 (F)
             Maximum Temperature:  91.6 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.4 psi
             Fuel Sulfur Content:   92. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
             GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.6393    0.2196    0.0491              0.0269    0.0013    0.0009    0.0618    0.0011    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      1.005     1.062     0.652     0.987     0.998     0.640     0.633     0.396      2.92     0.964
    Composite NOX :      0.844     0.979     0.976     0.979     4.937     2.168     1.648    16.352      1.23     1.952
 ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0002]  2  3
* File 1, Run 2, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000202F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000202H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000202S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
```

```
                Calendar Year:  2005
                        Month:  July
                     Altitude:  Low
        Minimum Temperature:  75.0 (F)
        Maximum Temperature:  91.6 (F)
          Absolute Humidity:  149. grains/lb
           Nominal Fuel RVP:   7.8 psi
              Weathered RVP:   7.4 psi
        Fuel Sulfur Content:   92. ppm

        Exhaust I/M Program:  No
           Evap I/M Program:  No
                ATP Program:  No
           Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:               <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.6024    0.2697    0.0559              0.0206    0.0012    0.0010    0.0474    0.0018    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      1.086     1.146     0.695     1.068     1.157     0.695     0.709     0.471      2.60     1.054
    Composite NOX :      0.805     0.908     0.907     0.908     4.313     1.384     1.066     9.568      0.97     1.328
 ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0002]  4  5
* File 1, Run 2, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000203F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000203H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000203S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                Calendar Year:  2005
                        Month:  July
                     Altitude:  Low
        Minimum Temperature:  75.0 (F)
        Maximum Temperature:  91.6 (F)
          Absolute Humidity:  149. grains/lb
           Nominal Fuel RVP:   7.8 psi
```

```
                 Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   92. ppm

            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
               Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
             GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.6168    0.2898    0.0456              0.0128    0.0012    0.0009    0.0295    0.0035    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      1.188     1.243     0.757     1.177     1.438     0.782     0.885     0.587      2.84     1.175
    Composite NOX :      0.848     0.935     0.935     0.935     4.044     1.400     1.143     9.679      0.92     1.179
 ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0002]  6  7
* File 1, Run 2, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000204F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000204H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000204S.DEF
  M 48 Warning:
            there are no sales for vehicle class HDGV8b

                 Calendar Year:  2005
                         Month:  July
                      Altitude:  Low
            Minimum Temperature:  75.0 (F)
            Maximum Temperature:  91.6 (F)
              Absolute Humidity:  149. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.4 psi
            Fuel Sulfur Content:   92. ppm

            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
               Reformulated Gas:  No
```

```
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.6863    0.2583    0.0260              0.0064    0.0014    0.0005    0.0147    0.0064    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      1.689     1.728     1.094     1.670     2.763     1.101     1.436     1.006      3.86     1.694
     Composite NOX :      0.843     0.890     0.898     0.890     3.539     1.789     1.616    11.424      0.79     1.031
  ---------------------------------------------------------------------------------------------------------------------------
*********************************************************************
* MOBILE6.2 (31-Oct-2002)                                           *
* Input file: M6INPUT.IN (file 1, run 3).                           *
*********************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0004]  1
* File 1, Run 3, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000401F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000401H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000401S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                   Calendar Year:  2005
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  73.5 (F)
             Maximum Temperature:  89.5 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   92. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
```

```
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.5624    0.2499    0.0578              0.0378    0.0011    0.0010    0.0871    0.0028    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.939     0.998     0.614     0.926     0.864     0.611     0.596     0.357      3.09     0.887
     Composite NOX :      0.838     0.986     0.981     0.985     5.140     2.473     1.871    18.534      1.41     2.592
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0004]  2  3
* File 1, Run 3, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000402F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000402H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000402S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

                    Calendar Year:  2005
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  73.5 (F)
              Maximum Temperature:  89.5 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   92. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.5396    0.2826    0.0617              0.0340    0.0011    0.0011    0.0783    0.0017    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
```

```
     Composite VOC :      1.055     1.119     0.681     1.041     1.093     0.683     0.682     0.454      2.53     1.006
     Composite NOX :      0.797     0.909     0.907     0.908     4.377     1.416     1.080     9.793      1.00     1.662
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0004]  4  5
* File 1, Run 3, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000403F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000403H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000403S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                   Calendar Year:  2005
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  73.5 (F)
             Maximum Temperature:  89.5 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   92. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.5223    0.2817    0.0676              0.0375    0.0010    0.0012    0.0863    0.0024    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      1.122     1.184     0.721     1.094     1.281     0.745     0.718     0.538      2.70     1.071
     Composite NOX :      0.807     0.907     0.906     0.907     4.125     1.371     1.027     9.481      0.96     1.716
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0004]  6  7
* File 1, Run 3, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
```

```
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000404F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000404H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000404S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

                    Calendar Year:  2005
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  73.5 (F)
              Maximum Temperature:  89.5 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   92. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.5785    0.3365    0.0324              0.0124    0.0012    0.0007    0.0286    0.0098    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      1.643     1.700     1.079     1.645     2.708     1.101     1.460     1.011      3.81     1.659
    Composite NOX :      0.827     0.882     0.889     0.882     3.515     1.789     1.634    11.354      0.80     1.183
  ---------------------------------------------------------------------------------------------------------------------
*********************************************************************
* MOBILE6.2 (31-Oct-2002)                                           *
* Input file: M6INPUT.IN (file 1, run 4).                           *
*********************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0005]  1  8  9
```

```
* File 1, Run 4, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000501F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000501H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000501S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                   Calendar Year:  2005
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  72.0 (F)
             Maximum Temperature:  90.8 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   92. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:               <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.5729    0.2409    0.0559              0.0384    0.0011    0.0010    0.0885    0.0012    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.988     1.046     0.645     0.971     0.952     0.631     0.615     0.385      2.99     0.930
     Composite NOX :      0.849     0.992     0.988     0.991     4.993     2.314     1.747    17.256      1.28     2.505
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0005]  2  3
* File 1, Run 4, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000502F.DEF
```

```
  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000502H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000502S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                   Calendar Year:  2005
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  72.0 (F)
             Maximum Temperature:  90.8 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   92. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.5395    0.2826    0.0617              0.0339    0.0011    0.0011    0.0782    0.0019    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      1.023     1.089     0.661     1.012     0.998     0.648     0.647     0.407      2.47     0.972
     Composite NOX :      0.794     0.913     0.911     0.913     4.518     1.457     1.112    10.077      1.02     1.689
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0005]  4
* File 1, Run 4, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000503F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000503H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000503S.DEF
  M 48 Warning:
```

```
              there are no sales for vehicle class HDGV8b

                    Calendar Year:  2005
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  72.0 (F)
              Maximum Temperature:  90.8 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   92. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.5229    0.2798    0.0671              0.0372    0.0010    0.0012    0.0857    0.0051    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      1.072     1.134     0.687     1.048     1.127     0.693     0.667     0.468      2.58     1.021
     Composite NOX :      0.784     0.892     0.891     0.892     4.271     1.351     1.012     9.356      0.99     1.687
  ---------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0005]  6  7
* File 1, Run 4, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000504F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000504H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000504S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

                    Calendar Year:  2005
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  72.0 (F)
              Maximum Temperature:  90.8 (F)
                Absolute Humidity:  149. grains/lb
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              Nominal Fuel RVP:   7.8 psi
                 Weathered RVP:   7.5 psi
           Fuel Sulfur Content:   92. ppm

           Exhaust I/M Program:  No
              Evap I/M Program:  No
                   ATP Program:  No
              Reformulated Gas:  No
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Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.5808	0.3376	0.0317		0.0121	0.0012	0.0007	0.0278	0.0081	1.0000
Composite Emission Factors (g/mi):										
Composite VOC :	1.664	1.713	1.084	1.659	2.725	1.101	1.474	1.005	3.84	1.674
Composite NOX :	0.829	0.884	0.893	0.885	3.526	1.789	1.644	11.429	0.80	1.179

FILE	RUN	SCEN	CAL_YEAR	POL	VTYPE	GM_MILE	GM_DAY
STARTS	ENDS	MILES	MPG	VMT			
1	1	1	2005	1	1	0.9919	28.591	7.2800	5.3799	28.8228
24.00	0.638839									
1	1	1	2005	1	2	1.0302	35.040	8.0600	5.7548	34.0120
18.68	0.050651									
1	1	1	2005	1	3	1.0558	35.910	8.0600	5.7548	34.0120
18.68	0.169572									
1	1	1	2005	1	4	0.6315	27.335	8.0600	5.7548	43.2861
14.30	0.033471									
1	1	1	2005	1	5	0.6730	29.131	8.0600	5.7548	43.2861
14.30	0.015751									
1	1	1	2005	1	6	0.8026	28.977	6.8800	4.9123	36.1025
9.99	0.022273									
1	1	1	2005	1	7	1.1726	40.218	6.8800	4.9123	34.2980
9.22	0.000725									
1	1	1	2005	1	8	3.0854	62.388	6.8800	4.9123	20.2206
8.84	0.000245									
1	1	1	2005	1	9	1.5922	44.374	6.8800	4.9123	27.8686
7.89	0.000843									
1	1	1	2005	1	10	1.4677	42.287	6.8800	4.9123	28.8115
7.94	0.001686									
1	1	1	2005	1	11	1.7563	48.223	6.8800	4.9123	27.4571
7.29	0.000697									
1	1	1	2005	1	12	2.1329	53.093	6.8800	4.9123	24.8921
6.85	0.000002									
1	1	1	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000
0.00	0.000000									
1	1	1	2005	1	14	0.6324	10.457	7.2800	5.1979	16.5337
28.17	0.001273									
1	1	1	2005	1	15	2.2912	15.572	8.0600	5.7548	6.7962
27.10	0.000134									
1	1	1	2005	1	16	0.1623	6.840	6.6500	4.7481	42.1399
12.81	0.006911									
1	1	1	2005	1	17	0.1775	8.067	6.6500	4.7481	45.4542
11.58	0.001928									
1	1	1	2005	1	18	0.2182	12.374	6.6500	4.7481	56.7227
10.14	0.001524									
1	1	1	2005	1	19	0.2269	13.386	6.6500	4.7481	58.9966
9.83	0.000926									
1	1	1	2005	1	20	0.3263	19.110	6.6500	4.7481	58.5580
8.66	0.004504									
1	1	1	2005	1	21	0.4061	22.927	6.6500	4.7481	56.4564
7.52	0.006378									
1	1	1	2005	1	22	0.3909	42.346	6.6500	4.7481	108.3384
6.52	0.007957									
1	1	1	2005	1	23	0.4635	77.514	6.6500	4.7481	167.2209
6.19	0.029184									
1	1	1	2005	1	24	2.8814	23.559	1.3500	0.9639	8.1760
50.00	0.001136									
1	1	1	2005	1	25	4.4435	120.996	6.8800	4.9123	27.2301
6.24	0.000302									
1	1	1	2005	1	26	0.3876	37.587	6.6500	4.7481	96.9635

			4.29	0.000884								
1	1	1	2005	1	27	0.5221	14.215	6.6500	4.7481	27.2301		
			6.20	0.001467								
1	1	1	2005	1	28	0.3226	16.635	8.0600	5.7548	51.5596		
			17.00	0.000736								
1	1	1	2005	3	1	0.8406	24.229	7.2800	5.3799	28.8228		
			24.00	0.638839								
1	1	1	2005	3	2	0.8235	28.009	8.0600	5.7548	34.0120		
			18.68	0.050651								
1	1	1	2005	3	3	1.0233	34.805	8.0600	5.7548	34.0120		
			18.68	0.169572								
1	1	1	2005	3	4	0.8794	38.067	8.0600	5.7548	43.2861		
			14.30	0.033471								
1	1	1	2005	3	5	1.1737	50.804	8.0600	5.7548	43.2861		
			14.30	0.015751								
1	1	1	2005	3	6	4.6672	168.497	6.8800	4.9123	36.1025		
			9.99	0.022273								
1	1	1	2005	3	7	5.2965	181.660	6.8800	4.9123	34.2980		
			9.22	0.000725								
1	1	1	2005	3	8	6.6769	135.011	6.8800	4.9123	20.2206		
			8.84	0.000245								
1	1	1	2005	3	9	6.1050	170.138	6.8800	4.9123	27.8686		
			7.89	0.000843								
1	1	1	2005	3	10	5.9989	172.837	6.8800	4.9123	28.8115		
			7.94	0.001686								
1	1	1	2005	3	11	6.8911	189.210	6.8800	4.9123	27.4571		
			7.29	0.000697								
1	1	1	2005	3	12	7.7077	191.861	6.8800	4.9123	24.8921		
			6.85	0.000002								
1	1	1	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000		
			0.00	0.000000								
1	1	1	2005	3	14	2.1648	35.792	7.2800	5.1979	16.5337		
			28.17	0.001273								
1	1	1	2005	3	15	3.5721	24.277	8.0600	5.7548	6.7962		
			27.10	0.000134								
1	1	1	2005	3	16	5.3485	225.386	6.6500	4.7481	42.1399		
			12.81	0.006911								
1	1	1	2005	3	17	5.9436	270.160	6.6500	4.7481	45.4542		
			11.58	0.001928								
1	1	1	2005	3	18	7.2682	412.270	6.6500	4.7481	56.7227		
			10.14	0.001524								
1	1	1	2005	3	19	7.6337	450.360	6.6500	4.7481	58.9966		
			9.83	0.000926								
1	1	1	2005	3	20	10.9240	639.690	6.6500	4.7481	58.5580		
			8.66	0.004504								
1	1	1	2005	3	21	13.5836	766.881	6.6500	4.7481	56.4564		
			7.52	0.006378								
1	1	1	2005	3	22	18.0156	1951.784	6.6500	4.7481	108.3384		
			6.52	0.007957								
1	1	1	2005	3	23	21.0964	3527.760	6.6500	4.7481	167.2209		
			6.19	0.029184								
1	1	1	2005	3	24	1.2409	10.145	1.3500	0.9639	8.1760		
			50.00	0.001136								

1	1	1	2005	3	25	9.5639	260.427	6.8800	4.9123	27.2301	6.24	0.000302
1	1	1	2005	3	26	24.2067	2347.168	6.6500	4.7481	96.9635	4.29	0.000884
1	1	1	2005	3	27	16.7118	455.064	6.6500	4.7481	27.2301	6.20	0.001467
1	1	1	2005	3	28	1.2939	66.714	8.0600	5.7548	51.5596	17.00	0.000736
1	1	2	2005	1	1	1.0889	31.385	7.2800	5.3799	28.8228	24.00	0.602099
1	1	2	2005	1	2	1.1227	38.185	8.0600	5.7548	34.0120	18.68	0.062102
1	1	2	2005	1	3	1.1570	39.353	8.0600	5.7548	34.0120	18.68	0.207908
1	1	2	2005	1	4	0.6834	29.580	8.0600	5.7548	43.2861	14.30	0.038085
1	1	2	2005	1	5	0.7314	31.658	8.0600	5.7548	43.2861	14.30	0.017923
1	1	2	2005	1	6	0.9733	35.137	6.8800	4.9123	36.1025	9.99	0.017185
1	1	2	2005	1	7	1.4241	48.844	6.8800	4.9123	34.2980	9.22	0.000559
1	1	2	2005	1	8	3.5744	72.277	6.8800	4.9123	20.2206	8.84	0.000189
1	1	2	2005	1	9	1.8666	52.020	6.8800	4.9123	27.8686	7.89	0.000650
1	1	2	2005	1	10	1.7251	49.702	6.8800	4.9123	28.8115	7.94	0.001301
1	1	2	2005	1	11	2.0707	56.856	6.8800	4.9123	27.4571	7.29	0.000537
1	1	2	2005	1	12	2.5066	62.395	6.8800	4.9123	24.8921	6.85	0.000002
1	1	2	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	2	2005	1	14	0.6956	11.501	7.2800	5.1979	16.5337	28.17	0.001199
1	1	2	2005	1	15	2.4254	16.483	8.0600	5.7548	6.7962	27.10	0.000164
1	1	2	2005	1	16	0.1980	8.345	6.6500	4.7481	42.1399	12.81	0.005332
1	1	2	2005	1	17	0.2166	9.844	6.6500	4.7481	45.4542	11.58	0.001488
1	1	2	2005	1	18	0.2662	15.098	6.6500	4.7481	56.7227	10.14	0.001176
1	1	2	2005	1	19	0.2768	16.333	6.6500	4.7481	58.9966	9.83	0.000715
1	1	2	2005	1	20	0.3981	23.314	6.6500	4.7481	58.5580	8.66	0.003475
1	1	2	2005	1	21	0.4955	27.971	6.6500	4.7481	56.4564	7.52	0.004922
1	1	2	2005	1	22	0.4769	51.662	6.6500	4.7481	108.3384	6.52	0.006139
1	1	2	2005	1	23	0.5655	94.566	6.6500	4.7481	167.2209		

	6.19	0.022517										
1	1	2	2005	1	24	2.5952	21.218	1.3500	0.9639	8.1760		
	50.00	0.001447										
1	1	2	2005	1	25	5.4449	148.265	6.8800	4.9123	27.2301		
	6.24	0.000233										
1	1	2	2005	1	26	0.4729	45.855	6.6500	4.7481	96.9635		
	4.29	0.000682										
1	1	2	2005	1	27	0.6370	17.344	6.6500	4.7481	27.2301		
	6.20	0.001132										
1	1	2	2005	1	28	0.3719	19.175	8.0600	5.7548	51.5596		
	17.00	0.000838										
1	1	2	2005	3	1	0.8098	23.340	7.2800	5.3799	28.8228		
	24.00	0.602099										
1	1	2	2005	3	2	0.7619	25.913	8.0600	5.7548	34.0120		
	18.68	0.062102										
1	1	2	2005	3	3	0.9603	32.661	8.0600	5.7548	34.0120		
	18.68	0.207908										
1	1	2	2005	3	4	0.8207	35.524	8.0600	5.7548	43.2861		
	14.30	0.038085										
1	1	2	2005	3	5	1.1109	48.087	8.0600	5.7548	43.2861		
	14.30	0.017923										
1	1	2	2005	3	6	4.0815	147.353	6.8800	4.9123	36.1025		
	9.99	0.017185										
1	1	2	2005	3	7	4.6306	158.821	6.8800	4.9123	34.2980		
	9.22	0.000559										
1	1	2	2005	3	8	5.8365	118.018	6.8800	4.9123	20.2206		
	8.84	0.000189										
1	1	2	2005	3	9	5.3381	148.765	6.8800	4.9123	27.8686		
	7.89	0.000650										
1	1	2	2005	3	10	5.2457	151.135	6.8800	4.9123	28.8115		
	7.94	0.001301										
1	1	2	2005	3	11	6.0254	165.440	6.8800	4.9123	27.4571		
	7.29	0.000537										
1	1	2	2005	3	12	6.7394	167.758	6.8800	4.9123	24.8921		
	6.85	0.000002										
1	1	2	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000		
	0.00	0.000000										
1	1	2	2005	3	14	1.3998	23.144	7.2800	5.1979	16.5337		
	28.17	0.001199										
1	1	2	2005	3	15	2.3796	16.172	8.0600	5.7548	6.7962		
	27.10	0.000164										
1	1	2	2005	3	16	3.3690	141.968	6.6500	4.7481	42.1399		
	12.81	0.005332										
1	1	2	2005	3	17	3.7428	170.127	6.6500	4.7481	45.4542		
	11.58	0.001488										
1	1	2	2005	3	18	4.5776	259.652	6.6500	4.7481	56.7227		
	10.14	0.001176										
1	1	2	2005	3	19	4.8078	283.642	6.6500	4.7481	58.9966		
	9.83	0.000715										
1	1	2	2005	3	20	6.6129	387.238	6.6500	4.7481	58.5580		
	8.66	0.003475										
1	1	2	2005	3	21	8.2296	464.614	6.6500	4.7481	56.4564		
	7.52	0.004922										

1	1	2	2005	3	22	10.4913	1136.614	6.6500	4.7481	108.3384	6.52	0.006139
1	1	2	2005	3	23	12.3525	2065.599	6.6500	4.7481	167.2209	6.19	0.022517
1	1	2	2005	3	24	0.9788	8.003	1.3500	0.9639	8.1760	50.00	0.001447
1	1	2	2005	3	25	8.3572	227.567	6.8800	4.9123	27.2301	6.24	0.000233
1	1	2	2005	3	26	15.1132	1465.431	6.6500	4.7481	96.9635	4.29	0.000682
1	1	2	2005	3	27	10.4199	283.735	6.6500	4.7481	27.2301	6.20	0.001132
1	1	2	2005	3	28	0.8228	42.426	8.0600	5.7548	51.5596	17.00	0.000838
1	1	3	2005	1	1	1.2448	35.878	7.2800	5.3799	28.8228	24.00	0.615561
1	1	3	2005	1	2	1.2661	43.064	8.0600	5.7548	34.0120	18.68	0.066863
1	1	3	2005	1	3	1.3069	44.452	8.0600	5.7548	34.0120	18.68	0.223847
1	1	3	2005	1	4	0.7780	33.678	8.0600	5.7548	43.2861	14.30	0.031201
1	1	3	2005	1	5	0.8326	36.040	8.0600	5.7548	43.2861	14.30	0.014683
1	1	3	2005	1	6	1.3240	47.800	6.8800	4.9123	36.1025	9.99	0.010940
1	1	3	2005	1	7	1.9942	68.399	6.8800	4.9123	34.2980	9.22	0.000356
1	1	3	2005	1	8	4.6561	94.149	6.8800	4.9123	20.2206	8.84	0.000120
1	1	3	2005	1	9	2.4613	68.593	6.8800	4.9123	27.8686	7.89	0.000414
1	1	3	2005	1	10	2.2825	65.763	6.8800	4.9123	28.8115	7.94	0.000828
1	1	3	2005	1	11	2.7738	76.160	6.8800	4.9123	27.4571	7.29	0.000342
1	1	3	2005	1	12	3.3296	82.880	6.8800	4.9123	24.8921	6.85	0.000001
1	1	3	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	3	2005	1	14	0.8138	13.454	7.2800	5.1979	16.5337	28.17	0.001226
1	1	3	2005	1	15	2.6762	18.188	8.0600	5.7548	6.7962	27.10	0.000177
1	1	3	2005	1	16	0.2648	11.159	6.6500	4.7481	42.1399	12.81	0.003395
1	1	3	2005	1	17	0.2896	13.163	6.6500	4.7481	45.4542	11.58	0.000948
1	1	3	2005	1	18	0.3559	20.188	6.6500	4.7481	56.7227	10.14	0.000749
1	1	3	2005	1	19	0.3702	21.840	6.6500	4.7481	58.9966	9.83	0.000455
1	1	3	2005	1	20	0.5324	31.175	6.6500	4.7481	58.5580		

	8.66	0.002213									
1	1	3	2005	1	21	0.6625	37.403	6.6500	4.7481	56.4564	
	7.52	0.003133									
1	1	3	2005	1	22	0.6376	69.081	6.6500	4.7481	108.3384	
	6.52	0.003908									
1	1	3	2005	1	23	0.7562	126.451	6.6500	4.7481	167.2209	
	6.19	0.014335									
1	1	3	2005	1	24	2.9411	24.046	1.3500	0.9639	8.1760	
	50.00	0.002314									
1	1	3	2005	1	25	7.6853	209.271	6.8800	4.9123	27.2301	
	6.24	0.000148									
1	1	3	2005	1	26	0.6324	61.317	6.6500	4.7481	96.9635	
	4.29	0.000435									
1	1	3	2005	1	27	0.8517	23.192	6.6500	4.7481	27.2301	
	6.20	0.000721									
1	1	3	2005	1	28	0.4640	23.923	8.0600	5.7548	51.5596	
	17.00	0.000686									
1	1	3	2005	3	1	0.8767	25.269	7.2800	5.3799	28.8228	
	24.00	0.615561									
1	1	3	2005	3	2	0.7998	27.202	8.0600	5.7548	34.0120	
	18.68	0.066863									
1	1	3	2005	3	3	1.0069	34.246	8.0600	5.7548	34.0120	
	18.68	0.223847									
1	1	3	2005	3	4	0.8632	37.364	8.0600	5.7548	43.2861	
	14.30	0.031201									
1	1	3	2005	3	5	1.1668	50.507	8.0600	5.7548	43.2861	
	14.30	0.014683									
1	1	3	2005	3	6	3.7612	135.787	6.8800	4.9123	36.1025	
	9.99	0.010940									
1	1	3	2005	3	7	4.2680	146.384	6.8800	4.9123	34.2980	
	9.22	0.000356									
1	1	3	2005	3	8	5.3807	108.801	6.8800	4.9123	20.2206	
	8.84	0.000120									
1	1	3	2005	3	9	4.9197	137.105	6.8800	4.9123	27.8686	
	7.89	0.000414									
1	1	3	2005	3	10	4.8344	139.286	6.8800	4.9123	28.8115	
	7.94	0.000828									
1	1	3	2005	3	11	5.5533	152.478	6.8800	4.9123	27.4571	
	7.29	0.000342									
1	1	3	2005	3	12	6.2115	154.617	6.8800	4.9123	24.8921	
	6.85	0.000001									
1	1	3	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	3	2005	3	14	1.4392	23.794	7.2800	5.1979	16.5337	
	28.17	0.001226									
1	1	3	2005	3	15	2.4410	16.589	8.0600	5.7548	6.7962	
	27.10	0.000177									
1	1	3	2005	3	16	3.4708	146.261	6.6500	4.7481	42.1399	
	12.81	0.003395									
1	1	3	2005	3	17	3.8560	175.272	6.6500	4.7481	45.4542	
	11.58	0.000948									
1	1	3	2005	3	18	4.7160	267.505	6.6500	4.7481	56.7227	
	10.14	0.000749									

1	1	3	2005	3	19	4.9532	292.220	6.6500	4.7481	58.9966	9.83
0.000455											
1	1	3	2005	3	20	6.8149	399.070	6.6500	4.7481	58.5580	8.66
0.002213											
1	1	3	2005	3	21	8.4810	478.806	6.6500	4.7481	56.4564	7.52
0.003133											
1	1	3	2005	3	22	10.7842	1168.338	6.6500	4.7481	108.3384	6.52
0.003908											
1	1	3	2005	3	23	12.6874	2121.596	6.6500	4.7481	167.2209	6.19
0.014335											
1	1	3	2005	3	24	0.9125	7.460	1.3500	0.9639	8.1760	50.00
0.002314											
1	1	3	2005	3	25	7.7075	209.877	6.8800	4.9123	27.2301	6.24
0.000148											
1	1	3	2005	3	26	15.5799	1510.686	6.6500	4.7481	96.9635	4.29
0.000435											
1	1	3	2005	3	27	10.7426	292.522	6.6500	4.7481	27.2301	6.20
0.000721											
1	1	3	2005	3	28	0.8471	43.676	8.0600	5.7548	51.5596	17.00
0.000686											
1	1	4	2005	1	1	1.6754	48.290	7.2800	5.3799	28.8228	24.00
0.686446											
1	1	4	2005	1	2	1.6736	56.922	8.0600	5.7548	34.0120	18.68
0.059610											
1	1	4	2005	1	3	1.7328	58.935	8.0600	5.7548	34.0120	18.68
0.199566											
1	1	4	2005	1	4	1.0652	46.110	8.0600	5.7548	43.2861	14.30
0.017933											
1	1	4	2005	1	5	1.1407	49.376	8.0600	5.7548	43.2861	14.30
0.008440											
1	1	4	2005	1	6	2.3331	84.231	6.8800	4.9123	36.1025	9.99
0.005623											
1	1	4	2005	1	7	3.6093	123.793	6.8800	4.9123	34.2980	9.22
0.000183											
1	1	4	2005	1	8	7.6852	155.399	6.8800	4.9123	20.2206	8.84
0.000062											
1	1	4	2005	1	9	4.1279	115.038	6.8800	4.9123	27.8686	7.89
0.000213											
1	1	4	2005	1	10	3.8889	112.046	6.8800	4.9123	28.8115	7.94
0.000426											
1	1	4	2005	1	11	4.8023	131.857	6.8800	4.9123	27.4571	7.29
0.000176											
1	1	4	2005	1	12	5.7015	141.921	6.8800	4.9123	24.8921	6.85
0.000001											
1	1	4	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	1	4	2005	1	14	1.1012	18.207	7.2800	5.1979	16.5337	28.17
0.001367											
1	1	4	2005	1	15	3.2865	22.336	8.0600	5.7548	6.7962	27.10
0.000158											
1	1	4	2005	1	16	0.4273	18.007	6.6500	4.7481	42.1399	12.81
0.001745											
1	1	4	2005	1	17	0.4633	21.057	6.6500	4.7481	45.4542	

	11.58	0.000486									
1	1	4	2005	1	18	0.5671	32.168	6.6500	4.7481	56.7227	
	10.14	0.000385									
1	1	4	2005	1	19	0.5899	34.800	6.6500	4.7481	58.9966	
	9.83	0.000234									
1	1	4	2005	1	20	0.8591	50.305	6.6500	4.7481	58.5580	
	8.66	0.001137									
1	1	4	2005	1	21	1.0690	60.355	6.6500	4.7481	56.4564	
	7.52	0.001610									
1	1	4	2005	1	22	1.0289	111.473	6.6500	4.7481	108.3384	
	6.52	0.002007									
1	1	4	2005	1	23	1.2202	204.046	6.6500	4.7481	167.2209	
	6.19	0.007368									
1	1	4	2005	1	24	3.8434	31.423	1.3500	0.9639	8.1760	
	50.00	0.003762									
1	1	4	2005	1	25	13.9552	380.003	6.8800	4.9123	27.2301	
	6.24	0.000076									
1	1	4	2005	1	26	1.0076	97.702	6.6500	4.7481	96.9635	
	4.29	0.000222									
1	1	4	2005	1	27	1.3571	36.955	6.6500	4.7481	27.2301	
	6.20	0.000371									
1	1	4	2005	1	28	0.6881	35.478	8.0600	5.7548	51.5596	
	17.00	0.000395									
1	1	4	2005	3	1	0.8371	24.128	7.2800	5.3799	28.8228	
	24.00	0.686446									
1	1	4	2005	3	2	0.7333	24.941	8.0600	5.7548	34.0120	
	18.68	0.059610									
1	1	4	2005	3	3	0.9329	31.731	8.0600	5.7548	34.0120	
	18.68	0.199566									
1	1	4	2005	3	4	0.8000	34.631	8.0600	5.7548	43.2861	
	14.30	0.017933									
1	1	4	2005	3	5	1.0979	47.523	8.0600	5.7548	43.2861	
	14.30	0.008440									
1	1	4	2005	3	6	3.3080	119.428	6.8800	4.9123	36.1025	
	9.99	0.005623									
1	1	4	2005	3	7	3.7782	129.585	6.8800	4.9123	34.2980	
	9.22	0.000183									
1	1	4	2005	3	8	4.7780	96.614	6.8800	4.9123	20.2206	
	8.84	0.000062									
1	1	4	2005	3	9	4.3678	121.725	6.8800	4.9123	27.8686	
	7.89	0.000213									
1	1	4	2005	3	10	4.2520	122.507	6.8800	4.9123	28.8115	
	7.94	0.000426									
1	1	4	2005	3	11	4.8844	134.111	6.8800	4.9123	27.4571	
	7.29	0.000176									
1	1	4	2005	3	12	5.4633	135.992	6.8800	4.9123	24.8921	
	6.85	0.000001									
1	1	4	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	4	2005	3	14	1.7888	29.576	7.2800	5.1979	16.5337	
	28.17	0.001367									
1	1	4	2005	3	15	2.9860	20.294	8.0600	5.7548	6.7962	
	27.10	0.000158									

1	1	4	2005	3	16	4.3758	184.394	6.6500	4.7481	42.1399	12.81	0.001745
1	1	4	2005	3	17	4.8906	222.300	6.6500	4.7481	45.4542	11.58	0.000486
1	1	4	2005	3	18	5.9979	340.218	6.6500	4.7481	56.7227	10.14	0.000385
1	1	4	2005	3	19	6.2995	371.651	6.6500	4.7481	58.9966	9.83	0.000234
1	1	4	2005	3	20	8.4962	497.522	6.6500	4.7481	58.5580	8.66	0.001137
1	1	4	2005	3	21	10.5758	597.070	6.6500	4.7481	56.4564	7.52	0.001610
1	1	4	2005	3	22	11.9988	1299.930	6.6500	4.7481	108.3384	6.52	0.002007
1	1	4	2005	3	23	13.8285	2312.412	6.6500	4.7481	167.2209	6.19	0.007368
1	1	4	2005	3	24	0.7941	6.493	1.3500	0.9639	8.1760	50.00	0.003762
1	1	4	2005	3	25	6.8458	186.411	6.8800	4.9123	27.2301	6.24	0.000076
1	1	4	2005	3	26	19.9016	1929.730	6.6500	4.7481	96.9635	4.29	0.000222
1	1	4	2005	3	27	13.7306	373.886	6.6500	4.7481	27.2301	6.20	0.000371
1	1	4	2005	3	28	1.0624	54.777	8.0600	5.7548	51.5596	17.00	0.000395
1	2	1	2005	1	1	1.0053	28.975	7.2800	5.3799	28.8228	24.00	0.639344
1	2	1	2005	1	2	1.0423	35.451	8.0600	5.7548	34.0120	18.68	0.050506
1	2	1	2005	1	3	1.0682	36.330	8.0600	5.7548	34.0120	18.68	0.169085
1	2	1	2005	1	4	0.6390	27.660	8.0600	5.7548	43.2861	14.30	0.033369
1	2	1	2005	1	5	0.6808	29.468	8.0600	5.7548	43.2861	14.30	0.015703
1	2	1	2005	1	6	0.8293	29.940	6.8800	4.9123	36.1025	9.99	0.022340
1	2	1	2005	1	7	1.2156	41.693	6.8800	4.9123	34.2980	9.22	0.000727
1	2	1	2005	1	8	3.1750	64.200	6.8800	4.9123	20.2206	8.84	0.000246
1	2	1	2005	1	9	1.6404	45.715	6.8800	4.9123	27.8686	7.89	0.000845
1	2	1	2005	1	10	1.5125	43.578	6.8800	4.9123	28.8115	7.94	0.001691
1	2	1	2005	1	11	1.8122	49.757	6.8800	4.9123	27.4571	7.29	0.000699
1	2	1	2005	1	12	2.1989	54.736	6.8800	4.9123	24.8921	6.85	0.000002
1	2	1	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	2	1	2005	1	14	0.6397	10.576	7.2800	5.1979	16.5337		

	28.17	0.001274									
1	2	1	2005	1	15	2.3066	15.676	8.0600	5.7548	6.7962	
	27.10	0.000134									
1	2	1	2005	1	16	0.1664	7.012	6.6500	4.7481	42.1399	
	12.81	0.006932									
1	2	1	2005	1	17	0.1820	8.271	6.6500	4.7481	45.4542	
	11.58	0.001934									
1	2	1	2005	1	18	0.2236	12.686	6.6500	4.7481	56.7227	
	10.14	0.001528									
1	2	1	2005	1	19	0.2326	13.724	6.6500	4.7481	58.9966	
	9.83	0.000929									
1	2	1	2005	1	20	0.3345	19.590	6.6500	4.7481	58.5580	
	8.66	0.004518									
1	2	1	2005	1	21	0.4163	23.504	6.6500	4.7481	56.4564	
	7.52	0.006397									
1	2	1	2005	1	22	0.4007	43.410	6.6500	4.7481	108.3384	
	6.52	0.007981									
1	2	1	2005	1	23	0.4752	79.459	6.6500	4.7481	167.2209	
	6.19	0.029272									
1	2	1	2005	1	24	2.9180	23.857	1.3500	0.9639	8.1760	
	50.00	0.001149									
1	2	1	2005	1	25	4.6089	125.501	6.8800	4.9123	27.2301	
	6.24	0.000303									
1	2	1	2005	1	26	0.3974	38.534	6.6500	4.7481	96.9635	
	4.29	0.000887									
1	2	1	2005	1	27	0.5352	14.574	6.6500	4.7481	27.2301	
	6.20	0.001471									
1	2	1	2005	1	28	0.3283	16.925	8.0600	5.7548	51.5596	
	17.00	0.000734									
1	2	1	2005	3	1	0.8440	24.326	7.2800	5.3799	28.8228	
	24.00	0.639344									
1	2	1	2005	3	2	0.8252	28.068	8.0600	5.7548	34.0120	
	18.68	0.050506									
1	2	1	2005	3	3	1.0253	34.873	8.0600	5.7548	34.0120	
	18.68	0.169085									
1	2	1	2005	3	4	0.8813	38.148	8.0600	5.7548	43.2861	
	14.30	0.033369									
1	2	1	2005	3	5	1.1760	50.906	8.0600	5.7548	43.2861	
	14.30	0.015703									
1	2	1	2005	3	6	4.6610	168.272	6.8800	4.9123	36.1025	
	9.99	0.022340									
1	2	1	2005	3	7	5.2834	181.210	6.8800	4.9123	34.2980	
	9.22	0.000727									
1	2	1	2005	3	8	6.6531	134.530	6.8800	4.9123	20.2206	
	8.84	0.000246									
1	2	1	2005	3	9	6.0929	169.801	6.8800	4.9123	27.8686	
	7.89	0.000845									
1	2	1	2005	3	10	5.9878	172.519	6.8800	4.9123	28.8115	
	7.94	0.001691									
1	2	1	2005	3	11	6.8762	188.800	6.8800	4.9123	27.4571	
	7.29	0.000699									
1	2	1	2005	3	12	7.6907	191.438	6.8800	4.9123	24.8921	
	6.85	0.000002									

1	2	1	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	1	2005	3	14	2.1683	35.850	7.2800	5.1979	16.5337	28.17
0.001274											
1	2	1	2005	3	15	3.5776	24.314	8.0600	5.7548	6.7962	27.10
0.000134											
1	2	1	2005	3	16	5.3581	225.788	6.6500	4.7481	42.1399	12.81
0.006932											
1	2	1	2005	3	17	5.9522	270.550	6.6500	4.7481	45.4542	11.58
0.001934											
1	2	1	2005	3	18	7.2802	412.951	6.6500	4.7481	56.7227	10.14
0.001528											
1	2	1	2005	3	19	7.6463	451.104	6.6500	4.7481	58.9966	9.83
0.000929											
1	2	1	2005	3	20	10.9410	640.685	6.6500	4.7481	58.5580	8.66
0.004518											
1	2	1	2005	3	21	13.6033	767.996	6.6500	4.7481	56.4564	7.52
0.006397											
1	2	1	2005	3	22	18.0297	1953.311	6.6500	4.7481	108.3384	6.52
0.007981											
1	2	1	2005	3	23	21.1121	3530.381	6.6500	4.7481	167.2209	6.19
0.029272											
1	2	1	2005	3	24	1.2309	10.064	1.3500	0.9639	8.1760	50.00
0.001149											
1	2	1	2005	3	25	9.5102	258.963	6.8800	4.9123	27.2301	6.24
0.000303											
1	2	1	2005	3	26	24.2474	2351.110	6.6500	4.7481	96.9635	4.29
0.000887											
1	2	1	2005	3	27	16.7409	455.856	6.6500	4.7481	27.2301	6.20
0.001471											
1	2	1	2005	3	28	1.2961	66.827	8.0600	5.7548	51.5596	17.00
0.000734											
1	2	2	2005	1	1	1.0861	31.305	7.2800	5.3799	28.8228	24.00
0.602366											
1	2	2	2005	1	2	1.1194	38.073	8.0600	5.7548	34.0120	18.68
0.062037											
1	2	2	2005	1	3	1.1536	39.238	8.0600	5.7548	34.0120	18.68
0.207690											
1	2	2	2005	1	4	0.6797	29.422	8.0600	5.7548	43.2861	14.30
0.038031											
1	2	2	2005	1	5	0.7275	31.489	8.0600	5.7548	43.2861	14.30
0.017897											
1	2	2	2005	1	6	0.9670	34.912	6.8800	4.9123	36.1025	9.99
0.017132											
1	2	2	2005	1	7	1.4128	48.456	6.8800	4.9123	34.2980	9.22
0.000558											
1	2	2	2005	1	8	3.5617	72.020	6.8800	4.9123	20.2206	8.84
0.000189											
1	2	2	2005	1	9	1.8585	51.792	6.8800	4.9123	27.8686	7.89
0.000648											
1	2	2	2005	1	10	1.7172	49.475	6.8800	4.9123	28.8115	7.94
0.001297											
1	2	2	2005	1	11	2.0598	56.556	6.8800	4.9123	27.4571	

	7.29	0.000536									
1	2	2	2005	1	12	2.4947	62.098	6.8800	4.9123	24.8921	
	6.85	0.000002									
1	2	2	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	2	2005	1	14	0.6953	11.496	7.2800	5.1979	16.5337	
	28.17	0.001200									
1	2	2	2005	1	15	2.4247	16.479	8.0600	5.7548	6.7962	
	27.10	0.000164									
1	2	2	2005	1	16	0.1979	8.338	6.6500	4.7481	42.1399	
	12.81	0.005316									
1	2	2	2005	1	17	0.2164	9.835	6.6500	4.7481	45.4542	
	11.58	0.001483									
1	2	2	2005	1	18	0.2659	15.085	6.6500	4.7481	56.7227	
	10.14	0.001172									
1	2	2	2005	1	19	0.2766	16.319	6.6500	4.7481	58.9966	
	9.83	0.000713									
1	2	2	2005	1	20	0.3978	23.294	6.6500	4.7481	58.5580	
	8.66	0.003465									
1	2	2	2005	1	21	0.4950	27.948	6.6500	4.7481	56.4564	
	7.52	0.004906									
1	2	2	2005	1	22	0.4765	51.619	6.6500	4.7481	108.3384	
	6.52	0.006120									
1	2	2	2005	1	23	0.5650	94.486	6.6500	4.7481	167.2209	
	6.19	0.022448									
1	2	2	2005	1	24	2.5996	21.254	1.3500	0.9639	8.1760	
	50.00	0.001752									
1	2	2	2005	1	25	5.3986	147.006	6.8800	4.9123	27.2301	
	6.24	0.000233									
1	2	2	2005	1	26	0.4725	45.817	6.6500	4.7481	96.9635	
	4.29	0.000680									
1	2	2	2005	1	27	0.6364	17.330	6.6500	4.7481	27.2301	
	6.20	0.001128									
1	2	2	2005	1	28	0.3717	19.163	8.0600	5.7548	51.5596	
	17.00	0.000837									
1	2	2	2005	3	1	0.8049	23.200	7.2800	5.3799	28.8228	
	24.00	0.602366									
1	2	2	2005	3	2	0.7561	25.717	8.0600	5.7548	34.0120	
	18.68	0.062037									
1	2	2	2005	3	3	0.9536	32.436	8.0600	5.7548	34.0120	
	18.68	0.207690									
1	2	2	2005	3	4	0.8146	35.262	8.0600	5.7548	43.2861	
	14.30	0.038031									
1	2	2	2005	3	5	1.1036	47.769	8.0600	5.7548	43.2861	
	14.30	0.017897									
1	2	2	2005	3	6	4.0713	146.983	6.8800	4.9123	36.1025	
	9.99	0.017132									
1	2	2	2005	3	7	4.6151	158.289	6.8800	4.9123	34.2980	
	9.22	0.000558									
1	2	2	2005	3	8	5.8114	117.510	6.8800	4.9123	20.2206	
	8.84	0.000189									
1	2	2	2005	3	9	5.3221	148.319	6.8800	4.9123	27.8686	
	7.89	0.000648									

1	2	2	2005	3	10	5.2304	150.695	6.8800	4.9123	28.8115	7.94
0.001297											
1	2	2	2005	3	11	6.0064	164.918	6.8800	4.9123	27.4571	7.29
0.000536											
1	2	2	2005	3	12	6.7178	167.221	6.8800	4.9123	24.8921	6.85
0.000002											
1	2	2	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	2	2005	3	14	1.3838	22.879	7.2800	5.1979	16.5337	28.17
0.001200											
1	2	2	2005	3	15	2.3546	16.003	8.0600	5.7548	6.7962	27.10
0.000164											
1	2	2	2005	3	16	3.3275	140.221	6.6500	4.7481	42.1399	12.81
0.005316											
1	2	2	2005	3	17	3.6968	168.035	6.6500	4.7481	45.4542	11.58
0.001483											
1	2	2	2005	3	18	4.5213	256.458	6.6500	4.7481	56.7227	10.14
0.001172											
1	2	2	2005	3	19	4.7486	280.153	6.6500	4.7481	58.9966	9.83
0.000713											
1	2	2	2005	3	20	6.5307	382.427	6.6500	4.7481	58.5580	8.66
0.003465											
1	2	2	2005	3	21	8.1274	458.842	6.6500	4.7481	56.4564	7.52
0.004906											
1	2	2	2005	3	22	10.3722	1123.712	6.6500	4.7481	108.3384	6.52
0.006120											
1	2	2	2005	3	23	12.2163	2042.824	6.6500	4.7481	167.2209	6.19
0.022448											
1	2	2	2005	3	24	0.9721	7.948	1.3500	0.9639	8.1760	50.00
0.001752											
1	2	2	2005	3	25	8.3070	226.200	6.8800	4.9123	27.2301	6.24
0.000233											
1	2	2	2005	3	26	14.9234	1447.026	6.6500	4.7481	96.9635	4.29
0.000680											
1	2	2	2005	3	27	10.2887	280.161	6.6500	4.7481	27.2301	6.20
0.001128											
1	2	2	2005	3	28	0.8130	41.917	8.0600	5.7548	51.5596	17.00
0.000837											
1	2	3	2005	1	1	1.1879	34.240	7.2800	5.3799	28.8228	24.00
0.616811											
1	2	3	2005	1	2	1.2127	41.248	8.0600	5.7548	34.0120	18.68
0.066655											
1	2	3	2005	1	3	1.2514	42.563	8.0600	5.7548	34.0120	18.68
0.223150											
1	2	3	2005	1	4	0.7401	32.034	8.0600	5.7548	43.2861	14.30
0.030979											
1	2	3	2005	1	5	0.7922	34.290	8.0600	5.7548	43.2861	14.30
0.014579											
1	2	3	2005	1	6	1.2050	43.504	6.8800	4.9123	36.1025	9.99
0.010643											
1	2	3	2005	1	7	1.8008	61.765	6.8800	4.9123	34.2980	9.22
0.000346											
1	2	3	2005	1	8	4.2984	86.917	6.8800	4.9123	20.2206	

	8.84	0.000117										
1	2	3	2005	1	9	2.2630	63.065	6.8800	4.9123	27.8686		
	7.89	0.000402										
1	2	3	2005	1	10	2.0963	60.397	6.8800	4.9123	28.8115		
	7.94	0.000806										
1	2	3	2005	1	11	2.5384	69.697	6.8800	4.9123	27.4571		
	7.29	0.000333										
1	2	3	2005	1	12	3.0549	76.044	6.8800	4.9123	24.8921		
	6.85	0.000001										
1	2	3	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000		
	0.00	0.000000										
1	2	3	2005	1	14	0.7815	12.921	7.2800	5.1979	16.5337		
	28.17	0.001229										
1	2	3	2005	1	15	2.6077	17.722	8.0600	5.7548	6.7962		
	27.10	0.000176										
1	2	3	2005	1	16	0.2466	10.391	6.6500	4.7481	42.1399		
	12.81	0.003303										
1	2	3	2005	1	17	0.2696	12.256	6.6500	4.7481	45.4542		
	11.58	0.000922										
1	2	3	2005	1	18	0.3314	18.798	6.6500	4.7481	56.7227		
	10.14	0.000728										
1	2	3	2005	1	19	0.3447	20.336	6.6500	4.7481	58.9966		
	9.83	0.000443										
1	2	3	2005	1	20	0.4957	29.028	6.6500	4.7481	58.5580		
	8.66	0.002152										
1	2	3	2005	1	21	0.6169	34.827	6.6500	4.7481	56.4564		
	7.52	0.003048										
1	2	3	2005	1	22	0.5937	64.325	6.6500	4.7481	108.3384		
	6.52	0.003802										
1	2	3	2005	1	23	0.7041	117.744	6.6500	4.7481	167.2209		
	6.19	0.013946										
1	2	3	2005	1	24	2.8396	23.217	1.3500	0.9639	8.1760		
	50.00	0.003479										
1	2	3	2005	1	25	6.9258	188.590	6.8800	4.9123	27.2301		
	6.24	0.000144										
1	2	3	2005	1	26	0.5888	57.094	6.6500	4.7481	96.9635		
	4.29	0.000423										
1	2	3	2005	1	27	0.7931	21.595	6.6500	4.7481	27.2301		
	6.20	0.000701										
1	2	3	2005	1	28	0.4388	22.626	8.0600	5.7548	51.5596		
	17.00	0.000682										
1	2	3	2005	3	1	0.8480	24.441	7.2800	5.3799	28.8228		
	24.00	0.616811										
1	2	3	2005	3	2	0.7789	26.492	8.0600	5.7548	34.0120		
	18.68	0.066655										
1	2	3	2005	3	3	0.9817	33.390	8.0600	5.7548	34.0120		
	18.68	0.223150										
1	2	3	2005	3	4	0.8402	36.369	8.0600	5.7548	43.2861		
	14.30	0.030979										
1	2	3	2005	3	5	1.1375	49.236	8.0600	5.7548	43.2861		
	14.30	0.014579										
1	2	3	2005	3	6	3.8176	137.826	6.8800	4.9123	36.1025		
	9.99	0.010643										

1	2	3	2005	3	7	4.3282	148.449	6.8800	4.9123	34.2980	9.22
0.000346											
1	2	3	2005	3	8	5.4511	110.225	6.8800	4.9123	20.2206	8.84
0.000117											
1	2	3	2005	3	9	4.9910	139.091	6.8800	4.9123	27.8686	7.89
0.000402											
1	2	3	2005	3	10	4.9049	141.317	6.8800	4.9123	28.8115	7.94
0.000806											
1	2	3	2005	3	11	5.6328	154.662	6.8800	4.9123	27.4571	7.29
0.000333											
1	2	3	2005	3	12	6.3001	156.823	6.8800	4.9123	24.8921	6.85
0.000001											
1	2	3	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	3	2005	3	14	1.3999	23.145	7.2800	5.1979	16.5337	28.17
0.001229											
1	2	3	2005	3	15	2.3797	16.173	8.0600	5.7548	6.7962	27.10
0.000176											
1	2	3	2005	3	16	3.3692	141.978	6.6500	4.7481	42.1399	12.81
0.003303											
1	2	3	2005	3	17	3.7431	170.139	6.6500	4.7481	45.4542	11.58
0.000922											
1	2	3	2005	3	18	4.5779	259.670	6.6500	4.7481	56.7227	10.14
0.000728											
1	2	3	2005	3	19	4.8081	283.661	6.6500	4.7481	58.9966	9.83
0.000443											
1	2	3	2005	3	20	6.6134	387.266	6.6500	4.7481	58.5580	8.66
0.002152											
1	2	3	2005	3	21	8.2302	464.647	6.6500	4.7481	56.4564	7.52
0.003048											
1	2	3	2005	3	22	10.4920	1136.687	6.6500	4.7481	108.3384	6.52
0.003802											
1	2	3	2005	3	23	12.3533	2065.728	6.6500	4.7481	167.2209	6.19
0.013946											
1	2	3	2005	3	24	0.9184	7.509	1.3500	0.9639	8.1760	50.00
0.003479											
1	2	3	2005	3	25	7.7943	212.240	6.8800	4.9123	27.2301	6.24
0.000144											
1	2	3	2005	3	26	15.1143	1465.536	6.6500	4.7481	96.9635	4.29
0.000423											
1	2	3	2005	3	27	10.4206	283.755	6.6500	4.7481	27.2301	6.20
0.000701											
1	2	3	2005	3	28	0.8229	42.429	8.0600	5.7548	51.5596	17.00
0.000682											
1	2	4	2005	1	1	1.6892	48.687	7.2800	5.3799	28.8228	24.00
0.686320											
1	2	4	2005	1	2	1.6821	57.213	8.0600	5.7548	34.0120	18.68
0.059406											
1	2	4	2005	1	3	1.7415	59.233	8.0600	5.7548	34.0120	18.68
0.198875											
1	2	4	2005	1	4	1.0703	46.327	8.0600	5.7548	43.2861	14.30
0.017680											
1	2	4	2005	1	5	1.1459	49.603	8.0600	5.7548	43.2861	

										14.30	0.008320
1	2	4	2005	1	6	2.3301	84.121	6.8800	4.9123	36.1025	9.99
											0.005306
1	2	4	2005	1	7	3.6203	124.168	6.8800	4.9123	34.2980	9.22
											0.000173
1	2	4	2005	1	8	7.6994	155.687	6.8800	4.9123	20.2206	8.84
											0.000058
1	2	4	2005	1	9	4.1321	115.156	6.8800	4.9123	27.8686	7.89
											0.000200
1	2	4	2005	1	10	3.8720	111.557	6.8800	4.9123	28.8115	7.94
											0.000402
1	2	4	2005	1	11	4.7798	131.239	6.8800	4.9123	27.4571	7.29
											0.000166
1	2	4	2005	1	12	5.6766	141.302	6.8800	4.9123	24.8921	6.85
											0.000001
1	2	4	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
											0.000000
1	2	4	2005	1	14	1.1012	18.207	7.2800	5.1979	16.5337	28.17
											0.001367
1	2	4	2005	1	15	3.2865	22.336	8.0600	5.7548	6.7962	27.10
											0.000157
1	2	4	2005	1	16	0.4236	17.852	6.6500	4.7481	42.1399	12.81
											0.001646
1	2	4	2005	1	17	0.4614	20.973	6.6500	4.7481	45.4542	11.58
											0.000459
1	2	4	2005	1	18	0.5633	31.953	6.6500	4.7481	56.7227	10.14
											0.000362
1	2	4	2005	1	19	0.5859	34.567	6.6500	4.7481	58.9966	9.83
											0.000220
1	2	4	2005	1	20	0.8483	49.674	6.6500	4.7481	58.5580	8.66
											0.001073
1	2	4	2005	1	21	1.0556	59.597	6.6500	4.7481	56.4564	7.52
											0.001521
1	2	4	2005	1	22	1.0160	110.074	6.6500	4.7481	108.3384	6.52
											0.001894
1	2	4	2005	1	23	1.2097	202.295	6.6500	4.7481	167.2209	6.19
											0.006952
1	2	4	2005	1	24	3.8573	31.537	1.3500	0.9639	8.1760	50.00
											0.006422
1	2	4	2005	1	25	13.9712	380.438	6.8800	4.9123	27.2301	6.24
											0.000072
1	2	4	2005	1	26	0.9921	96.199	6.6500	4.7481	96.9635	4.29
											0.000212
1	2	4	2005	1	27	1.3481	36.708	6.6500	4.7481	27.2301	6.20
											0.000348
1	2	4	2005	1	28	0.6881	35.478	8.0600	5.7548	51.5596	17.00
											0.000389
1	2	4	2005	3	1	0.8435	24.311	7.2800	5.3799	28.8228	24.00
											0.686320
1	2	4	2005	3	2	0.7356	25.020	8.0600	5.7548	34.0120	18.68
											0.059406
1	2	4	2005	3	3	0.9357	31.824	8.0600	5.7548	34.0120	18.68
											0.198875

1	2	4	2005	3	4	0.8027	34.746	8.0600	5.7548	43.2861	14.30
1	2	4	2005	3	5	1.1012	47.668	8.0600	5.7548	43.2861	14.30
1	2	4	2005	3	6	3.3372	120.481	6.8800	4.9123	36.1025	9.99
1	2	4	2005	3	7	3.7947	130.152	6.8800	4.9123	34.2980	9.22
1	2	4	2005	3	8	4.8030	97.120	6.8800	4.9123	20.2206	8.84
1	2	4	2005	3	9	4.3971	122.542	6.8800	4.9123	27.8686	7.89
1	2	4	2005	3	10	4.3003	123.897	6.8800	4.9123	28.8115	7.94
1	2	4	2005	3	11	4.9385	135.598	6.8800	4.9123	27.4571	7.29
1	2	4	2005	3	12	5.5235	137.493	6.8800	4.9123	24.8921	6.85
1	2	4	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	2	4	2005	3	14	1.7888	29.576	7.2800	5.1979	16.5337	28.17
1	2	4	2005	3	15	2.9860	20.294	8.0600	5.7548	6.7962	27.10
1	2	4	2005	3	16	4.4021	185.505	6.6500	4.7481	42.1399	12.81
1	2	4	2005	3	17	4.9042	222.915	6.6500	4.7481	45.4542	11.58
1	2	4	2005	3	18	6.0255	341.781	6.6500	4.7481	56.7227	10.14
1	2	4	2005	3	19	6.3285	373.358	6.6500	4.7481	58.9966	9.83
1	2	4	2005	3	20	8.5826	502.583	6.6500	4.7481	58.5580	8.66
1	2	4	2005	3	21	10.6830	603.124	6.6500	4.7481	56.4564	7.52
1	2	4	2005	3	22	12.1752	1319.041	6.6500	4.7481	108.3384	6.52
1	2	4	2005	3	23	13.9721	2336.432	6.6500	4.7481	167.2209	6.19
1	2	4	2005	3	24	0.7898	6.458	1.3500	0.9639	8.1760	50.00
1	2	4	2005	3	25	6.8685	187.031	6.8800	4.9123	27.2301	6.24
1	2	4	2005	3	26	20.1153	1950.448	6.6500	4.7481	96.9635	4.29
1	2	4	2005	3	27	13.7948	375.634	6.6500	4.7481	27.2301	6.20
1	2	4	2005	3	28	1.0624	54.777	8.0600	5.7548	51.5596	17.00
1	3	1	2005	1	1	0.9390	27.064	7.2800	5.3799	28.8228	24.00
1	3	1	2005	1	2	0.9815	33.383	8.0600	5.7548	34.0120	

	18.68	0.057476									
1	3	1	2005	1	3	1.0035	34.131	8.0600	5.7548	34.0120	
	18.68	0.192421									
1	3	1	2005	1	4	0.6016	26.043	8.0600	5.7548	43.2861	
	14.30	0.039290									
1	3	1	2005	1	5	0.6407	27.735	8.0600	5.7548	43.2861	
	14.30	0.018509									
1	3	1	2005	1	6	0.7192	25.966	6.8800	4.9123	36.1025	
	9.99	0.031469									
1	3	1	2005	1	7	1.0143	34.788	6.8800	4.9123	34.2980	
	9.22	0.001019									
1	3	1	2005	1	8	2.7509	55.625	6.8800	4.9123	20.2206	
	8.84	0.000348									
1	3	1	2005	1	9	1.4116	39.340	6.8800	4.9123	27.8686	
	7.89	0.001195									
1	3	1	2005	1	10	1.3291	38.292	6.8800	4.9123	28.8115	
	7.94	0.002383									
1	3	1	2005	1	11	1.5830	43.464	6.8800	4.9123	27.4571	
	7.29	0.000981									
1	3	1	2005	1	12	1.9249	47.916	6.8800	4.9123	24.8921	
	6.85	0.000003									
1	3	1	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	1	2005	1	14	0.6113	10.107	7.2800	5.1979	16.5337	
	28.17	0.001120									
1	3	1	2005	1	15	2.2472	15.272	8.0600	5.7548	6.7962	
	27.10	0.000152									
1	3	1	2005	1	16	0.1505	6.343	6.6500	4.7481	42.1399	
	12.81	0.009765									
1	3	1	2005	1	17	0.1594	7.243	6.6500	4.7481	45.4542	
	11.58	0.002711									
1	3	1	2005	1	18	0.1959	11.109	6.6500	4.7481	56.7227	
	10.14	0.002161									
1	3	1	2005	1	19	0.2037	12.018	6.6500	4.7481	58.9966	
	9.83	0.001314									
1	3	1	2005	1	20	0.3019	17.678	6.6500	4.7481	58.5580	
	8.66	0.006366									
1	3	1	2005	1	21	0.3745	21.146	6.6500	4.7481	56.4564	
	7.52	0.008988									
1	3	1	2005	1	22	0.3604	39.040	6.6500	4.7481	108.3384	
	6.52	0.011255									
1	3	1	2005	1	23	0.4298	71.875	6.6500	4.7481	167.2209	
	6.19	0.041234									
1	3	1	2005	1	24	3.0881	25.248	1.3500	0.9639	8.1760	
	50.00	0.002848									
1	3	1	2005	1	25	3.8122	103.807	6.8800	4.9123	27.2301	
	6.24	0.000429									
1	3	1	2005	1	26	0.3480	33.742	6.6500	4.7481	96.9635	
	4.29	0.001221									
1	3	1	2005	1	27	0.4687	12.763	6.6500	4.7481	27.2301	
	6.20	0.002080									
1	3	1	2005	1	28	0.3056	15.757	8.0600	5.7548	51.5596	
	17.00	0.000865									

1	3	1	2005	3	1	0.8382	24.159	7.2800	5.3799	28.8228	24.00
0.562397											
1	3	1	2005	3	2	0.8329	28.327	8.0600	5.7548	34.0120	18.68
0.057476											
1	3	1	2005	3	3	1.0318	35.093	8.0600	5.7548	34.0120	18.68
0.192421											
1	3	1	2005	3	4	0.8867	38.382	8.0600	5.7548	43.2861	14.30
0.039290											
1	3	1	2005	3	5	1.1802	51.085	8.0600	5.7548	43.2861	14.30
0.018509											
1	3	1	2005	3	6	4.8397	174.725	6.8800	4.9123	36.1025	9.99
0.031469											
1	3	1	2005	3	7	5.5912	191.766	6.8800	4.9123	34.2980	9.22
0.001019											
1	3	1	2005	3	8	7.0658	142.874	6.8800	4.9123	20.2206	8.84
0.000348											
1	3	1	2005	3	9	6.4397	179.465	6.8800	4.9123	27.8686	7.89
0.001195											
1	3	1	2005	3	10	6.2344	179.623	6.8800	4.9123	28.8115	7.94
0.002383											
1	3	1	2005	3	11	7.1766	197.048	6.8800	4.9123	27.4571	7.29
0.000981											
1	3	1	2005	3	12	8.0298	199.878	6.8800	4.9123	24.8921	6.85
0.000003											
1	3	1	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	3	1	2005	3	14	2.4726	40.882	7.2800	5.1979	16.5337	28.17
0.001120											
1	3	1	2005	3	15	4.0441	27.485	8.0600	5.7548	6.7962	27.10
0.000152											
1	3	1	2005	3	16	6.1367	258.599	6.6500	4.7481	42.1399	12.81
0.009765											
1	3	1	2005	3	17	7.1100	323.180	6.6500	4.7481	45.4542	11.58
0.002711											
1	3	1	2005	3	18	8.6957	493.245	6.6500	4.7481	56.7227	10.14
0.002161											
1	3	1	2005	3	19	9.1330	538.816	6.6500	4.7481	58.9966	9.83
0.001314											
1	3	1	2005	3	20	12.5280	733.616	6.6500	4.7481	58.5580	8.66
0.006366											
1	3	1	2005	3	21	15.6425	883.120	6.6500	4.7481	56.4564	7.52
0.008988											
1	3	1	2005	3	22	20.4578	2216.366	6.6500	4.7481	108.3384	6.52
0.011255											
1	3	1	2005	3	23	23.6840	3960.458	6.6500	4.7481	167.2209	6.19
0.041234											
1	3	1	2005	3	24	1.4082	11.513	1.3500	0.9639	8.1760	50.00
0.002848											
1	3	1	2005	3	25	10.1624	276.725	6.8800	4.9123	27.2301	6.24
0.000429											
1	3	1	2005	3	26	28.9967	2811.624	6.6500	4.7481	96.9635	4.29
0.001221											
1	3	1	2005	3	27	20.0189	545.118	6.6500	4.7481	27.2301	

	6.20	0.002080									
1	3	1	2005	3	28	1.4886	76.750	8.0600	5.7548	51.5596	
	17.00	0.000865									
1	3	2	2005	1	1	1.0545	30.394	7.2800	5.3799	28.8228	
	24.00	0.539576									
1	3	2	2005	1	2	1.0932	37.182	8.0600	5.7548	34.0120	
	18.68	0.065003									
1	3	2	2005	1	3	1.1267	38.320	8.0600	5.7548	34.0120	
	18.68	0.217622									
1	3	2	2005	1	4	0.6660	28.829	8.0600	5.7548	43.2861	
	14.30	0.041957									
1	3	2	2005	1	5	0.7132	30.872	8.0600	5.7548	43.2861	
	14.30	0.019745									
1	3	2	2005	1	6	0.9140	32.998	6.8800	4.9123	36.1025	
	9.99	0.028268									
1	3	2	2005	1	7	1.3320	45.686	6.8800	4.9123	34.2980	
	9.22	0.000920									
1	3	2	2005	1	8	3.3714	68.171	6.8800	4.9123	20.2206	
	8.84	0.000311									
1	3	2	2005	1	9	1.7593	49.030	6.8800	4.9123	27.8686	
	7.89	0.001069									
1	3	2	2005	1	10	1.6254	46.830	6.8800	4.9123	28.8115	
	7.94	0.002140									
1	3	2	2005	1	11	1.9484	53.498	6.8800	4.9123	27.4571	
	7.29	0.000884									
1	3	2	2005	1	12	2.3607	58.762	6.8800	4.9123	24.8921	
	6.85	0.000003									
1	3	2	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	2	2005	1	14	0.6826	11.286	7.2800	5.1979	16.5337	
	28.17	0.001075									
1	3	2	2005	1	15	2.3977	16.295	8.0600	5.7548	6.7962	
	27.10	0.000172									
1	3	2	2005	1	16	0.1907	8.035	6.6500	4.7481	42.1399	
	12.81	0.008772									
1	3	2	2005	1	17	0.2085	9.478	6.6500	4.7481	45.4542	
	11.58	0.002447									
1	3	2	2005	1	18	0.2563	14.537	6.6500	4.7481	56.7227	
	10.14	0.001933									
1	3	2	2005	1	19	0.2666	15.726	6.6500	4.7481	58.9966	
	9.83	0.001175									
1	3	2	2005	1	20	0.3833	22.447	6.6500	4.7481	58.5580	
	8.66	0.005717									
1	3	2	2005	1	21	0.4770	26.932	6.6500	4.7481	56.4564	
	7.52	0.008096									
1	3	2	2005	1	22	0.4591	49.742	6.6500	4.7481	108.3384	
	6.52	0.010098									
1	3	2	2005	1	23	0.5445	91.051	6.6500	4.7481	167.2209	
	6.19	0.037040									
1	3	2	2005	1	24	2.5349	20.726	1.3500	0.9639	8.1760	
	50.00	0.001687									
1	3	2	2005	1	25	5.0837	138.430	6.8800	4.9123	27.2301	
	6.24	0.000383									

1	3	2	2005	1	26	0.4553	44.151	6.6500	4.7481	96.9635	4.29	0.001123
1	3	2	2005	1	27	0.6133	16.700	6.6500	4.7481	27.2301	6.20	0.001861
1	3	2	2005	1	28	0.3617	18.651	8.0600	5.7548	51.5596	17.00	0.000923
1	3	2	2005	3	1	0.7974	22.984	7.2800	5.3799	28.8228	24.00	0.539576
1	3	2	2005	3	2	0.7571	25.749	8.0600	5.7548	34.0120	18.68	0.065003
1	3	2	2005	3	3	0.9538	32.441	8.0600	5.7548	34.0120	18.68	0.217622
1	3	2	2005	3	4	0.8147	35.263	8.0600	5.7548	43.2861	14.30	0.041957
1	3	2	2005	3	5	1.1024	47.717	8.0600	5.7548	43.2861	14.30	0.019745
1	3	2	2005	3	6	4.1295	149.084	6.8800	4.9123	36.1025	9.99	0.028268
1	3	2	2005	3	7	4.6921	160.931	6.8800	4.9123	34.2980	9.22	0.000920
1	3	2	2005	3	8	5.9247	119.801	6.8800	4.9123	20.2206	8.84	0.000311
1	3	2	2005	3	9	5.4057	150.650	6.8800	4.9123	27.8686	7.89	0.001069
1	3	2	2005	3	10	5.3113	153.026	6.8800	4.9123	28.8115	7.94	0.002140
1	3	2	2005	3	11	6.1035	167.584	6.8800	4.9123	27.4571	7.29	0.000884
1	3	2	2005	3	12	6.8275	169.950	6.8800	4.9123	24.8921	6.85	0.000003
1	3	2	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	2	2005	3	14	1.4163	23.416	7.2800	5.1979	16.5337	28.17	0.001075
1	3	2	2005	3	15	2.4053	16.347	8.0600	5.7548	6.7962	27.10	0.000172
1	3	2	2005	3	16	3.4116	143.766	6.6500	4.7481	42.1399	12.81	0.008772
1	3	2	2005	3	17	3.7903	172.283	6.6500	4.7481	45.4542	11.58	0.002447
1	3	2	2005	3	18	4.6356	262.942	6.6500	4.7481	56.7227	10.14	0.001933
1	3	2	2005	3	19	4.8687	287.235	6.6500	4.7481	58.9966	9.83	0.001175
1	3	2	2005	3	20	6.6975	392.195	6.6500	4.7481	58.5580	8.66	0.005717
1	3	2	2005	3	21	8.3349	470.559	6.6500	4.7481	56.4564	7.52	0.008096
1	3	2	2005	3	22	10.6140	1149.904	6.6500	4.7481	108.3384	6.52	0.010098
1	3	2	2005	3	23	12.4928	2089.058	6.6500	4.7481	167.2209	6.19	0.037040
1	3	2	2005	3	24	1.0009	8.184	1.3500	0.9639	8.1760		

	50.00	0.001687									
1	3	2	2005	3	25	8.5093	231.709	6.8800	4.9123	27.2301	
	6.24	0.000383									
1	3	2	2005	3	26	15.3087	1484.390	6.6500	4.7481	96.9635	
	4.29	0.001123									
1	3	2	2005	3	27	10.5551	287.416	6.6500	4.7481	27.2301	
	6.20	0.001861									
1	3	2	2005	3	28	0.8330	42.949	8.0600	5.7548	51.5596	
	17.00	0.000923									
1	3	3	2005	1	1	1.1218	32.333	7.2800	5.3799	28.8228	
	24.00	0.522317									
1	3	3	2005	1	2	1.1552	39.291	8.0600	5.7548	34.0120	
	18.68	0.064788									
1	3	3	2005	1	3	1.1925	40.561	8.0600	5.7548	34.0120	
	18.68	0.216877									
1	3	3	2005	1	4	0.7049	30.510	8.0600	5.7548	43.2861	
	14.30	0.045944									
1	3	3	2005	1	5	0.7554	32.698	8.0600	5.7548	43.2861	
	14.30	0.021622									
1	3	3	2005	1	6	1.0732	38.744	6.8800	4.9123	36.1025	
	9.99	0.031178									
1	3	3	2005	1	7	1.5869	54.428	6.8800	4.9123	34.2980	
	9.22	0.001014									
1	3	3	2005	1	8	3.8521	77.891	6.8800	4.9123	20.2206	
	8.84	0.000343									
1	3	3	2005	1	9	2.0266	56.478	6.8800	4.9123	27.8686	
	7.89	0.001178									
1	3	3	2005	1	10	1.8762	54.057	6.8800	4.9123	28.8115	
	7.94	0.002361									
1	3	3	2005	1	11	2.2636	62.152	6.8800	4.9123	27.4571	
	7.29	0.000975									
1	3	3	2005	1	12	2.7293	67.939	6.8800	4.9123	24.8921	
	6.85	0.000003									
1	3	3	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	3	2005	1	14	0.7453	12.322	7.2800	5.1979	16.5337	
	28.17	0.001040									
1	3	3	2005	1	15	2.5307	17.199	8.0600	5.7548	6.7962	
	27.10	0.000172									
1	3	3	2005	1	16	0.2261	9.527	6.6500	4.7481	42.1399	
	12.81	0.009675									
1	3	3	2005	1	17	0.2472	11.238	6.6500	4.7481	45.4542	
	11.58	0.002696									
1	3	3	2005	1	18	0.3039	17.236	6.6500	4.7481	56.7227	
	10.14	0.002131									
1	3	3	2005	1	19	0.3161	18.646	6.6500	4.7481	58.9966	
	9.83	0.001296									
1	3	3	2005	1	20	0.4545	26.616	6.6500	4.7481	58.5580	
	8.66	0.006306									
1	3	3	2005	1	21	0.5656	31.933	6.6500	4.7481	56.4564	
	7.52	0.008929									
1	3	3	2005	1	22	0.5444	58.980	6.6500	4.7481	108.3384	
	6.52	0.011138									

1	3	3	2005	1	23	0.6456	107.961	6.6500	4.7481	167.2209	6.19	0.040853
1	3	3	2005	1	24	2.7004	22.078	1.3500	0.9639	8.1760	50.00	0.002444
1	3	3	2005	1	25	6.0719	165.340	6.8800	4.9123	27.2301	6.24	0.000423
1	3	3	2005	1	26	0.5389	52.254	6.6500	4.7481	96.9635	4.29	0.001237
1	3	3	2005	1	27	0.7272	19.801	6.6500	4.7481	27.2301	6.20	0.002051
1	3	3	2005	1	28	0.4106	21.169	8.0600	5.7548	51.5596	17.00	0.001011
1	3	3	2005	3	1	0.8069	23.257	7.2800	5.3799	28.8228	24.00	0.522317
1	3	3	2005	3	2	0.7541	25.648	8.0600	5.7548	34.0120	18.68	0.064788
1	3	3	2005	3	3	0.9525	32.397	8.0600	5.7548	34.0120	18.68	0.216877
1	3	3	2005	3	4	0.8130	35.194	8.0600	5.7548	43.2861	14.30	0.045944
1	3	3	2005	3	5	1.1034	47.761	8.0600	5.7548	43.2861	14.30	0.021622
1	3	3	2005	3	6	3.8913	140.486	6.8800	4.9123	36.1025	9.99	0.031178
1	3	3	2005	3	7	4.4227	151.690	6.8800	4.9123	34.2980	9.22	0.001014
1	3	3	2005	3	8	5.5863	112.958	6.8800	4.9123	20.2206	8.84	0.000343
1	3	3	2005	3	9	5.0948	141.985	6.8800	4.9123	27.8686	7.89	0.001178
1	3	3	2005	3	10	5.0056	144.220	6.8800	4.9123	28.8115	7.94	0.002361
1	3	3	2005	3	11	5.7527	157.952	6.8800	4.9123	27.4571	7.29	0.000975
1	3	3	2005	3	12	6.4352	160.186	6.8800	4.9123	24.8921	6.85	0.000003
1	3	3	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	3	2005	3	14	1.3709	22.665	7.2800	5.1979	16.5337	28.17	0.001040
1	3	3	2005	3	15	2.3345	15.866	8.0600	5.7548	6.7962	27.10	0.000172
1	3	3	2005	3	16	3.2941	138.815	6.6500	4.7481	42.1399	12.81	0.009675
1	3	3	2005	3	17	3.6597	166.349	6.6500	4.7481	45.4542	11.58	0.002696
1	3	3	2005	3	18	4.4759	253.885	6.6500	4.7481	56.7227	10.14	0.002131
1	3	3	2005	3	19	4.7010	277.342	6.6500	4.7481	58.9966	9.83	0.001296
1	3	3	2005	3	20	6.4645	378.550	6.6500	4.7481	58.5580	8.66	0.006306
1	3	3	2005	3	21	8.0450	454.192	6.6500	4.7481	56.4564		

	7.52	0.008929									
1	3	3	2005	3	22	10.2763	1113.317	6.6500	4.7481	108.3384	
	6.52	0.011138									
1	3	3	2005	3	23	12.1066	2024.475	6.6500	4.7481	167.2209	
	6.19	0.040853									
1	3	3	2005	3	24	0.9576	7.830	1.3500	0.9639	8.1760	
	50.00	0.002444									
1	3	3	2005	3	25	8.0275	218.591	6.8800	4.9123	27.2301	
	6.24	0.000423									
1	3	3	2005	3	26	14.8861	1443.406	6.6500	4.7481	96.9635	
	4.29	0.001237									
1	3	3	2005	3	27	10.1829	277.282	6.6500	4.7481	27.2301	
	6.20	0.002051									
1	3	3	2005	3	28	0.8050	41.508	8.0600	5.7548	51.5596	
	17.00	0.001011									
1	3	4	2005	1	1	1.6426	47.343	7.2800	5.3799	28.8228	
	24.00	0.578508									
1	3	4	2005	1	2	1.6544	56.270	8.0600	5.7548	34.0120	
	18.68	0.077396									
1	3	4	2005	1	3	1.7133	58.273	8.0600	5.7548	34.0120	
	18.68	0.259075									
1	3	4	2005	1	4	1.0551	45.670	8.0600	5.7548	43.2861	
	14.30	0.022037									
1	3	4	2005	1	5	1.1302	48.923	8.0600	5.7548	43.2861	
	14.30	0.010365									
1	3	4	2005	1	6	2.2940	82.818	6.8800	4.9123	36.1025	
	9.99	0.010327									
1	3	4	2005	1	7	3.5129	120.487	6.8800	4.9123	34.2980	
	9.22	0.000336									
1	3	4	2005	1	8	7.4413	150.468	6.8800	4.9123	20.2206	
	8.84	0.000112									
1	3	4	2005	1	9	3.9992	111.453	6.8800	4.9123	27.8686	
	7.89	0.000387									
1	3	4	2005	1	10	3.7787	108.871	6.8800	4.9123	28.8115	
	7.94	0.000783									
1	3	4	2005	1	11	4.6677	128.162	6.8800	4.9123	27.4571	
	7.29	0.000324									
1	3	4	2005	1	12	5.5611	138.429	6.8800	4.9123	24.8921	
	6.85	0.000001									
1	3	4	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	4	2005	1	14	1.1012	18.207	7.2800	5.1979	16.5337	
	28.17	0.001152									
1	3	4	2005	1	15	3.2865	22.336	8.0600	5.7548	6.7962	
	27.10	0.000205									
1	3	4	2005	1	16	0.4273	18.007	6.6500	4.7481	42.1399	
	12.81	0.003204									
1	3	4	2005	1	17	0.4583	20.833	6.6500	4.7481	45.4542	
	11.58	0.000892									
1	3	4	2005	1	18	0.5584	31.673	6.6500	4.7481	56.7227	
	10.14	0.000700									
1	3	4	2005	1	19	0.5808	34.264	6.6500	4.7481	58.9966	
	9.83	0.000425									

1	3	4	2005	1	20	0.8483	49.674	6.6500	4.7481	58.5580	8.66	0.002090
1	3	4	2005	1	21	1.0556	59.597	6.6500	4.7481	56.4564	7.52	0.002965
1	3	4	2005	1	22	1.0201	110.516	6.6500	4.7481	108.3384	6.52	0.003684
1	3	4	2005	1	23	1.2202	204.046	6.6500	4.7481	167.2209	6.19	0.013531
1	3	4	2005	1	24	3.8141	31.184	1.3500	0.9639	8.1760	50.00	0.009787
1	3	4	2005	1	25	13.5067	367.788	6.8800	4.9123	27.2301	6.24	0.000139
1	3	4	2005	1	26	0.9813	95.154	6.6500	4.7481	96.9635	4.29	0.000416
1	3	4	2005	1	27	1.3363	36.386	6.6500	4.7481	27.2301	6.20	0.000673
1	3	4	2005	1	28	0.6881	35.478	8.0600	5.7548	51.5596	17.00	0.000485
1	3	4	2005	3	1	0.8268	23.830	7.2800	5.3799	28.8228	24.00	0.578508
1	3	4	2005	3	2	0.7286	24.783	8.0600	5.7548	34.0120	18.68	0.077396
1	3	4	2005	3	3	0.9272	31.536	8.0600	5.7548	34.0120	18.68	0.259075
1	3	4	2005	3	4	0.7946	34.394	8.0600	5.7548	43.2861	14.30	0.022037
1	3	4	2005	3	5	1.0908	47.215	8.0600	5.7548	43.2861	14.30	0.010365
1	3	4	2005	3	6	3.3071	119.393	6.8800	4.9123	36.1025	9.99	0.010327
1	3	4	2005	3	7	3.8113	130.720	6.8800	4.9123	34.2980	9.22	0.000336
1	3	4	2005	3	8	4.8435	97.939	6.8800	4.9123	20.2206	8.84	0.000112
1	3	4	2005	3	9	4.4179	123.122	6.8800	4.9123	27.8686	7.89	0.000387
1	3	4	2005	3	10	4.2930	123.687	6.8800	4.9123	28.8115	7.94	0.000783
1	3	4	2005	3	11	4.9334	135.457	6.8800	4.9123	27.4571	7.29	0.000324
1	3	4	2005	3	12	5.5024	136.965	6.8800	4.9123	24.8921	6.85	0.000001
1	3	4	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	4	2005	3	14	1.7888	29.576	7.2800	5.1979	16.5337	28.17	0.001152
1	3	4	2005	3	15	2.9860	20.294	8.0600	5.7548	6.7962	27.10	0.000205
1	3	4	2005	3	16	4.3758	184.394	6.6500	4.7481	42.1399	12.81	0.003204
1	3	4	2005	3	17	4.9267	223.939	6.6500	4.7481	45.4542	11.58	0.000892
1	3	4	2005	3	18	6.0613	343.813	6.6500	4.7481	56.7227		

	10.14	0.000700									
1	3	4	2005	3	19	6.3661	375.578	6.6500	4.7481	58.9966	
	9.83	0.000425									
1	3	4	2005	3	20	8.5826	502.583	6.6500	4.7481	58.5580	
	8.66	0.002090									
1	3	4	2005	3	21	10.6830	603.124	6.6500	4.7481	56.4564	
	7.52	0.002965									
1	3	4	2005	3	22	12.1195	1313.006	6.6500	4.7481	108.3384	
	6.52	0.003684									
1	3	4	2005	3	23	13.8285	2312.412	6.6500	4.7481	167.2209	
	6.19	0.013531									
1	3	4	2005	3	24	0.8026	6.562	1.3500	0.9639	8.1760	
	50.00	0.009787									
1	3	4	2005	3	25	6.9592	189.499	6.8800	4.9123	27.2301	
	6.24	0.000139									
1	3	4	2005	3	26	20.2639	1964.860	6.6500	4.7481	96.9635	
	4.29	0.000416									
1	3	4	2005	3	27	13.8783	377.908	6.6500	4.7481	27.2301	
	6.20	0.000673									
1	3	4	2005	3	28	1.0624	54.777	8.0600	5.7548	51.5596	
	17.00	0.000485									
1	4	1	2005	1	1	0.9880	28.478	7.2800	5.3799	28.8228	
	24.00	0.572914									
1	4	1	2005	1	2	1.0273	34.939	8.0600	5.7548	34.0120	
	18.68	0.055413									
1	4	1	2005	1	3	1.0522	35.788	8.0600	5.7548	34.0120	
	18.68	0.185514									
1	4	1	2005	1	4	0.6315	27.333	8.0600	5.7548	43.2861	
	14.30	0.038030									
1	4	1	2005	1	5	0.6727	29.119	8.0600	5.7548	43.2861	
	14.30	0.017896									
1	4	1	2005	1	6	0.7908	28.548	6.8800	4.9123	36.1025	
	9.99	0.031951									
1	4	1	2005	1	7	1.1567	39.671	6.8800	4.9123	34.2980	
	9.22	0.001040									
1	4	1	2005	1	8	3.0470	61.611	6.8800	4.9123	20.2206	
	8.84	0.000351									
1	4	1	2005	1	9	1.5720	43.809	6.8800	4.9123	27.8686	
	7.89	0.001208									
1	4	1	2005	1	10	1.4488	41.742	6.8800	4.9123	28.8115	
	7.94	0.002419									
1	4	1	2005	1	11	1.7341	47.613	6.8800	4.9123	27.4571	
	7.29	0.000999									
1	4	1	2005	1	12	2.1053	52.406	6.8800	4.9123	24.8921	
	6.85	0.000003									
1	4	1	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	4	1	2005	1	14	0.6312	10.437	7.2800	5.1979	16.5337	
	28.17	0.001141									
1	4	1	2005	1	15	2.2887	15.554	8.0600	5.7548	6.7962	
	27.10	0.000147									
1	4	1	2005	1	16	0.1616	6.811	6.6500	4.7481	42.1399	
	12.81	0.009915									

1	4	1	2005	1	17	0.1768	8.035	6.6500	4.7481	45.4542	11.58	0.002766
1	4	1	2005	1	18	0.2173	12.323	6.6500	4.7481	56.7227	10.14	0.002186
1	4	1	2005	1	19	0.2260	13.331	6.6500	4.7481	58.9966	9.83	0.001329
1	4	1	2005	1	20	0.3250	19.029	6.6500	4.7481	58.5580	8.66	0.006462
1	4	1	2005	1	21	0.4044	22.832	6.6500	4.7481	56.4564	7.52	0.009150
1	4	1	2005	1	22	0.3892	42.169	6.6500	4.7481	108.3384	6.52	0.011415
1	4	1	2005	1	23	0.4616	77.184	6.6500	4.7481	167.2209	6.19	0.041866
1	4	1	2005	1	24	2.9866	24.418	1.3500	0.9639	8.1760	50.00	0.001242
1	4	1	2005	1	25	4.3726	119.066	6.8800	4.9123	27.2301	6.24	0.000433
1	4	1	2005	1	26	0.3860	37.424	6.6500	4.7481	96.9635	4.29	0.001269
1	4	1	2005	1	27	0.5199	14.157	6.6500	4.7481	27.2301	6.20	0.002104
1	4	1	2005	1	28	0.3217	16.586	8.0600	5.7548	51.5596	17.00	0.000837
1	4	1	2005	3	1	0.8489	24.469	7.2800	5.3799	28.8228	24.00	0.572914
1	4	1	2005	3	2	0.8378	28.497	8.0600	5.7548	34.0120	18.68	0.055413
1	4	1	2005	3	3	1.0384	35.317	8.0600	5.7548	34.0120	18.68	0.185514
1	4	1	2005	3	4	0.8929	38.650	8.0600	5.7548	43.2861	14.30	0.038030
1	4	1	2005	3	5	1.1890	51.469	8.0600	5.7548	43.2861	14.30	0.017896
1	4	1	2005	3	6	4.7114	170.094	6.8800	4.9123	36.1025	9.99	0.031951
1	4	1	2005	3	7	5.3510	183.530	6.8800	4.9123	34.2980	9.22	0.001040
1	4	1	2005	3	8	6.7530	136.550	6.8800	4.9123	20.2206	8.84	0.000351
1	4	1	2005	3	9	6.1655	171.823	6.8800	4.9123	27.8686	7.89	0.001208
1	4	1	2005	3	10	6.0584	174.553	6.8800	4.9123	28.8115	7.94	0.002419
1	4	1	2005	3	11	6.9610	191.128	6.8800	4.9123	27.4571	7.29	0.000999
1	4	1	2005	3	12	7.7865	193.824	6.8800	4.9123	24.8921	6.85	0.000003
1	4	1	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	4	1	2005	3	14	2.3139	38.258	7.2800	5.1979	16.5337	28.17	0.001141
1	4	1	2005	3	15	3.8046	25.857	8.0600	5.7548	6.7962		

	27.10	0.000147									
1	4	1	2005	3	16	5.7353	241.687	6.6500	4.7481	42.1399	
	12.81	0.009915									
1	4	1	2005	3	17	6.3715	289.611	6.6500	4.7481	45.4542	
	11.58	0.002766									
1	4	1	2005	3	18	7.7905	441.900	6.6500	4.7481	56.7227	
	10.14	0.002186									
1	4	1	2005	3	19	8.1823	482.728	6.6500	4.7481	58.9966	
	9.83	0.001329									
1	4	1	2005	3	20	11.6732	683.562	6.6500	4.7481	58.5580	
	8.66	0.006462									
1	4	1	2005	3	21	14.5136	819.385	6.6500	4.7481	56.4564	
	7.52	0.009150									
1	4	1	2005	3	22	18.9807	2056.337	6.6500	4.7481	108.3384	
	6.52	0.011415									
1	4	1	2005	3	23	22.1770	3708.457	6.6500	4.7481	167.2209	
	6.19	0.041866									
1	4	1	2005	3	24	1.2805	10.470	1.3500	0.9639	8.1760	
	50.00	0.001242									
1	4	1	2005	3	25	9.6911	263.890	6.8800	4.9123	27.2301	
	6.24	0.000433									
1	4	1	2005	3	26	25.9937	2520.444	6.6500	4.7481	96.9635	
	4.29	0.001269									
1	4	1	2005	3	27	17.9421	488.565	6.6500	4.7481	27.2301	
	6.20	0.002104									
1	4	1	2005	3	28	1.3859	71.455	8.0600	5.7548	51.5596	
	17.00	0.000837									
1	4	2	2005	1	1	1.0230	29.487	7.2800	5.3799	28.8228	
	24.00	0.539527									
1	4	2	2005	1	2	1.0650	36.221	8.0600	5.7548	34.0120	
	18.68	0.064994									
1	4	2	2005	1	3	1.0962	37.286	8.0600	5.7548	34.0120	
	18.68	0.217590									
1	4	2	2005	1	4	0.6469	28.003	8.0600	5.7548	43.2861	
	14.30	0.041923									
1	4	2	2005	1	5	0.6923	29.966	8.0600	5.7548	43.2861	
	14.30	0.019728									
1	4	2	2005	1	6	0.8322	30.044	6.8800	4.9123	36.1025	
	9.99	0.028240									
1	4	2	2005	1	7	1.1994	41.136	6.8800	4.9123	34.2980	
	9.22	0.000919									
1	4	2	2005	1	8	3.1426	63.545	6.8800	4.9123	20.2206	
	8.84	0.000311									
1	4	2	2005	1	9	1.6289	45.395	6.8800	4.9123	27.8686	
	7.89	0.001068									
1	4	2	2005	1	10	1.5023	43.282	6.8800	4.9123	28.8115	
	7.94	0.002138									
1	4	2	2005	1	11	1.7918	49.199	6.8800	4.9123	27.4571	
	7.29	0.000883									
1	4	2	2005	1	12	2.1790	54.240	6.8800	4.9123	24.8921	
	6.85	0.000003									
1	4	2	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									

1	4	2	2005	1	14	0.6477	10.709	7.2800	5.1979	16.5337	28.17
1	4	2	2005	1	15	2.3236	15.792	8.0600	5.7548	6.7962	27.10
1	4	2	2005	1	16	0.1709	7.204	6.6500	4.7481	42.1399	12.81
1	4	2	2005	1	17	0.1869	8.497	6.6500	4.7481	45.4542	11.58
1	4	2	2005	1	18	0.2298	13.033	6.6500	4.7481	56.7227	10.14
1	4	2	2005	1	19	0.2390	14.099	6.6500	4.7481	58.9966	9.83
1	4	2	2005	1	20	0.3437	20.125	6.6500	4.7481	58.5580	8.66
1	4	2	2005	1	21	0.4277	24.146	6.6500	4.7481	56.4564	7.52
1	4	2	2005	1	22	0.4116	44.596	6.6500	4.7481	108.3384	6.52
1	4	2	2005	1	23	0.4882	81.632	6.6500	4.7481	167.2209	6.19
1	4	2	2005	1	24	2.4694	20.190	1.3500	0.9639	8.1760	50.00
1	4	2	2005	1	25	4.5619	124.222	6.8800	4.9123	27.2301	6.24
1	4	2	2005	1	26	0.4082	39.584	6.6500	4.7481	96.9635	4.29
1	4	2	2005	1	27	0.5498	14.972	6.6500	4.7481	27.2301	6.20
1	4	2	2005	1	28	0.3345	17.249	8.0600	5.7548	51.5596	17.00
1	4	2	2005	3	1	0.7941	22.888	7.2800	5.3799	28.8228	24.00
1	4	2	2005	3	2	0.7618	25.911	8.0600	5.7548	34.0120	18.68
1	4	2	2005	3	3	0.9581	32.586	8.0600	5.7548	34.0120	18.68
1	4	2	2005	3	4	0.8188	35.442	8.0600	5.7548	43.2861	14.30
1	4	2	2005	3	5	1.1058	47.865	8.0600	5.7548	43.2861	14.30
1	4	2	2005	3	6	4.2628	153.896	6.8800	4.9123	36.1025	9.99
1	4	2	2005	3	7	4.8422	166.078	6.8800	4.9123	34.2980	9.22
1	4	2	2005	3	8	6.1121	123.589	6.8800	4.9123	20.2206	8.84
1	4	2	2005	3	9	5.5792	155.486	6.8800	4.9123	27.8686	7.89
1	4	2	2005	3	10	5.4819	157.943	6.8800	4.9123	28.8115	7.94
1	4	2	2005	3	11	6.2990	172.953	6.8800	4.9123	27.4571	7.29
1	4	2	2005	3	12	7.0461	175.391	6.8800	4.9123	24.8921	

	6.85	0.000003									
1	4	2	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	4	2	2005	3	14	1.4574	24.097	7.2800	5.1979	16.5337	
	28.17	0.001075									
1	4	2	2005	3	15	2.4695	16.783	8.0600	5.7548	6.7962	
	27.10	0.000172									
1	4	2	2005	3	16	3.5182	148.257	6.6500	4.7481	42.1399	
	12.81	0.008763									
1	4	2	2005	3	17	3.9086	177.664	6.6500	4.7481	45.4542	
	11.58	0.002445									
1	4	2	2005	3	18	4.7803	271.154	6.6500	4.7481	56.7227	
	10.14	0.001932									
1	4	2	2005	3	19	5.0207	296.206	6.6500	4.7481	58.9966	
	9.83	0.001175									
1	4	2	2005	3	20	6.9088	404.568	6.6500	4.7481	58.5580	
	8.66	0.005711									
1	4	2	2005	3	21	8.5978	485.401	6.6500	4.7481	56.4564	
	7.52	0.008087									
1	4	2	2005	3	22	10.9202	1183.082	6.6500	4.7481	108.3384	
	6.52	0.010088									
1	4	2	2005	3	23	12.8430	2147.622	6.6500	4.7481	167.2209	
	6.19	0.037003									
1	4	2	2005	3	24	1.0244	8.376	1.3500	0.9639	8.1760	
	50.00	0.001939									
1	4	2	2005	3	25	8.7734	238.901	6.8800	4.9123	27.2301	
	6.24	0.000383									
1	4	2	2005	3	26	15.7968	1531.718	6.6500	4.7481	96.9635	
	4.29	0.001121									
1	4	2	2005	3	27	10.8925	296.606	6.6500	4.7481	27.2301	
	6.20	0.001860									
1	4	2	2005	3	28	0.8584	44.256	8.0600	5.7548	51.5596	
	17.00	0.000922									
1	4	3	2005	1	1	1.0717	30.890	7.2800	5.3799	28.8228	
	24.00	0.522901									
1	4	3	2005	1	2	1.1076	37.671	8.0600	5.7548	34.0120	
	18.68	0.064350									
1	4	3	2005	1	3	1.1422	38.849	8.0600	5.7548	34.0120	
	18.68	0.215404									
1	4	3	2005	1	4	0.6718	29.081	8.0600	5.7548	43.2861	
	14.30	0.045628									
1	4	3	2005	1	5	0.7197	31.153	8.0600	5.7548	43.2861	
	14.30	0.021478									
1	4	3	2005	1	6	0.9428	34.036	6.8800	4.9123	36.1025	
	9.99	0.030948									
1	4	3	2005	1	7	1.3711	47.025	6.8800	4.9123	34.2980	
	9.22	0.001005									
1	4	3	2005	1	8	3.4619	70.001	6.8800	4.9123	20.2206	
	8.84	0.000341									
1	4	3	2005	1	9	1.8075	50.373	6.8800	4.9123	27.8686	
	7.89	0.001172									
1	4	3	2005	1	10	1.6737	48.221	6.8800	4.9123	28.8115	
	7.94	0.002342									

1	4	3	2005	1	11	2.0054	55.063	6.8800	4.9123	27.4571	7.29
1	4	3	2005	1	12	2.4292	60.469	6.8800	4.9123	24.8921	6.85
1	4	3	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	4	3	2005	1	14	0.6930	11.458	7.2800	5.1979	16.5337	28.17
1	4	3	2005	1	15	2.4198	16.446	8.0600	5.7548	6.7962	27.10
1	4	3	2005	1	16	0.1966	8.283	6.6500	4.7481	42.1399	12.81
1	4	3	2005	1	17	0.2147	9.761	6.6500	4.7481	45.4542	11.58
1	4	3	2005	1	18	0.2634	14.940	6.6500	4.7481	56.7227	10.14
1	4	3	2005	1	19	0.2740	16.162	6.6500	4.7481	58.9966	9.83
1	4	3	2005	1	20	0.3952	23.140	6.6500	4.7481	58.5580	8.66
1	4	3	2005	1	21	0.4918	27.763	6.6500	4.7481	56.4564	7.52
1	4	3	2005	1	22	0.4733	51.277	6.6500	4.7481	108.3384	6.52
1	4	3	2005	1	23	0.5613	93.861	6.6500	4.7481	167.2209	6.19
1	4	3	2005	1	24	2.5770	21.069	1.3500	0.9639	8.1760	50.00
1	4	3	2005	1	25	5.2159	142.029	6.8800	4.9123	27.2301	6.24
1	4	3	2005	1	26	0.4662	45.207	6.6500	4.7481	96.9635	4.29
1	4	3	2005	1	27	0.6303	17.163	6.6500	4.7481	27.2301	6.20
1	4	3	2005	1	28	0.3699	19.070	8.0600	5.7548	51.5596	17.00
1	4	3	2005	3	1	0.7839	22.595	7.2800	5.3799	28.8228	24.00
1	4	3	2005	3	2	0.7412	25.208	8.0600	5.7548	34.0120	18.68
1	4	3	2005	3	3	0.9372	31.875	8.0600	5.7548	34.0120	18.68
1	4	3	2005	3	4	0.7990	34.584	8.0600	5.7548	43.2861	14.30
1	4	3	2005	3	5	1.0853	46.977	8.0600	5.7548	43.2861	14.30
1	4	3	2005	3	6	4.0292	145.465	6.8800	4.9123	36.1025	9.99
1	4	3	2005	3	7	4.5813	157.129	6.8800	4.9123	34.2980	9.22
1	4	3	2005	3	8	5.7946	117.171	6.8800	4.9123	20.2206	8.84
1	4	3	2005	3	9	5.2882	147.376	6.8800	4.9123	27.8686	

	7.89	0.001172									
1	4	3	2005	3	10	5.1819	149.299	6.8800	4.9123	28.8115	
	7.94	0.002342									
1	4	3	2005	3	11	5.9545	163.493	6.8800	4.9123	27.4571	
	7.29	0.000969									
1	4	3	2005	3	12	6.6607	165.800	6.8800	4.9123	24.8921	
	6.85	0.000003									
1	4	3	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	4	3	2005	3	14	1.3514	22.344	7.2800	5.1979	16.5337	
	28.17	0.001042									
1	4	3	2005	3	15	2.3042	15.660	8.0600	5.7548	6.7962	
	27.10	0.000170									
1	4	3	2005	3	16	3.2437	136.691	6.6500	4.7481	42.1399	
	12.81	0.009603									
1	4	3	2005	3	17	3.6177	164.440	6.6500	4.7481	45.4542	
	11.58	0.002674									
1	4	3	2005	3	18	4.4630	253.154	6.6500	4.7481	56.7227	
	10.14	0.002119									
1	4	3	2005	3	19	4.6874	276.543	6.6500	4.7481	58.9966	
	9.83	0.001288									
1	4	3	2005	3	20	6.3646	372.698	6.6500	4.7481	58.5580	
	8.66	0.006256									
1	4	3	2005	3	21	7.9207	447.173	6.6500	4.7481	56.4564	
	7.52	0.008869									
1	4	3	2005	3	22	10.1315	1097.626	6.6500	4.7481	108.3384	
	6.52	0.011054									
1	4	3	2005	3	23	11.9410	1996.779	6.6500	4.7481	167.2209	
	6.19	0.040551									
1	4	3	2005	3	24	0.9877	8.076	1.3500	0.9639	8.1760	
	50.00	0.005150									
1	4	3	2005	3	25	8.3202	226.561	6.8800	4.9123	27.2301	
	6.24	0.000420									
1	4	3	2005	3	26	14.9577	1450.350	6.6500	4.7481	96.9635	
	4.29	0.001219									
1	4	3	2005	3	27	10.1529	276.464	6.6500	4.7481	27.2301	
	6.20	0.002040									
1	4	3	2005	3	28	0.7931	40.889	8.0600	5.7548	51.5596	
	17.00	0.001004									
1	4	4	2005	1	1	1.6643	47.971	7.2800	5.3799	28.8228	
	24.00	0.580792									
1	4	4	2005	1	2	1.6677	56.721	8.0600	5.7548	34.0120	
	18.68	0.077649									
1	4	4	2005	1	3	1.7267	58.729	8.0600	5.7548	34.0120	
	18.68	0.259973									
1	4	4	2005	1	4	1.0613	45.941	8.0600	5.7548	43.2861	
	14.30	0.021545									
1	4	4	2005	1	5	1.1311	48.961	8.0600	5.7548	43.2861	
	14.30	0.010138									
1	4	4	2005	1	6	2.3014	83.087	6.8800	4.9123	36.1025	
	9.99	0.010054									
1	4	4	2005	1	7	3.5495	121.742	6.8800	4.9123	34.2980	
	9.22	0.000327									

1	4	4	2005	1	8	7.5327	152.316	6.8800	4.9123	20.2206	8.84
0.000111											
1	4	4	2005	1	9	4.0474	112.795	6.8800	4.9123	27.8686	7.89
0.000380											
1	4	4	2005	1	10	3.8232	110.153	6.8800	4.9123	28.8115	7.94
0.000761											
1	4	4	2005	1	11	4.7198	129.591	6.8800	4.9123	27.4571	7.29
0.000314											
1	4	4	2005	1	12	5.6037	139.487	6.8800	4.9123	24.8921	6.85
0.000001											
1	4	4	2005	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	4	4	2005	1	14	1.1012	18.207	7.2800	5.1979	16.5337	28.17
0.001157											
1	4	4	2005	1	15	3.2865	22.336	8.0600	5.7548	6.7962	27.10
0.000206											
1	4	4	2005	1	16	0.4236	17.852	6.6500	4.7481	42.1399	12.81
0.003120											
1	4	4	2005	1	17	0.4583	20.833	6.6500	4.7481	45.4542	11.58
0.000871											
1	4	4	2005	1	18	0.5584	31.673	6.6500	4.7481	56.7227	10.14
0.000687											
1	4	4	2005	1	19	0.5808	34.264	6.6500	4.7481	58.9966	9.83
0.000418											
1	4	4	2005	1	20	0.8483	49.674	6.6500	4.7481	58.5580	8.66
0.002033											
1	4	4	2005	1	21	1.0556	59.597	6.6500	4.7481	56.4564	7.52
0.002880											
1	4	4	2005	1	22	1.0160	110.074	6.6500	4.7481	108.3384	6.52
0.003592											
1	4	4	2005	1	23	1.2097	202.295	6.6500	4.7481	167.2209	6.19
0.013174											
1	4	4	2005	1	24	3.8382	31.381	1.3500	0.9639	8.1760	50.00
0.008147											
1	4	4	2005	1	25	13.6420	371.472	6.8800	4.9123	27.2301	6.24
0.000136											
1	4	4	2005	1	26	0.9820	95.219	6.6500	4.7481	96.9635	4.29
0.000399											
1	4	4	2005	1	27	1.3363	36.386	6.6500	4.7481	27.2301	6.20
0.000662											
1	4	4	2005	1	28	0.6881	35.478	8.0600	5.7548	51.5596	17.00
0.000474											
1	4	4	2005	3	1	0.8293	23.902	7.2800	5.3799	28.8228	24.00
0.580792											
1	4	4	2005	3	2	0.7309	24.860	8.0600	5.7548	34.0120	18.68
0.077649											
1	4	4	2005	3	3	0.9302	31.637	8.0600	5.7548	34.0120	18.68
0.259973											
1	4	4	2005	3	4	0.7972	34.508	8.0600	5.7548	43.2861	14.30
0.021545											
1	4	4	2005	3	5	1.0962	47.449	8.0600	5.7548	43.2861	14.30
0.010138											
1	4	4	2005	3	6	3.3215	119.913	6.8800	4.9123	36.1025	

		9.99	0.010054								
1	4	4	2005	3	7	3.8036	130.455	6.8800	4.9123	34.2980	
		9.22	0.000327								
1	4	4	2005	3	8	4.8335	97.736	6.8800	4.9123	20.2206	
		8.84	0.000111								
1	4	4	2005	3	9	4.4092	122.877	6.8800	4.9123	27.8686	
		7.89	0.000380								
1	4	4	2005	3	10	4.2843	123.437	6.8800	4.9123	28.8115	
		7.94	0.000761								
1	4	4	2005	3	11	4.9233	135.180	6.8800	4.9123	27.4571	
		7.29	0.000314								
1	4	4	2005	3	12	5.5073	137.089	6.8800	4.9123	24.8921	
		6.85	0.000001								
1	4	4	2005	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
		0.00	0.000000								
1	4	4	2005	3	14	1.7888	29.576	7.2800	5.1979	16.5337	
		28.17	0.001157								
1	4	4	2005	3	15	2.9860	20.294	8.0600	5.7548	6.7962	
		27.10	0.000206								
1	4	4	2005	3	16	4.4021	185.505	6.6500	4.7481	42.1399	
		12.81	0.003120								
1	4	4	2005	3	17	4.9267	223.939	6.6500	4.7481	45.4542	
		11.58	0.000871								
1	4	4	2005	3	18	6.0613	343.813	6.6500	4.7481	56.7227	
		10.14	0.000687								
1	4	4	2005	3	19	6.3661	375.578	6.6500	4.7481	58.9966	
		9.83	0.000418								
1	4	4	2005	3	20	8.5826	502.583	6.6500	4.7481	58.5580	
		8.66	0.002033								
1	4	4	2005	3	21	10.6830	603.125	6.6500	4.7481	56.4564	
		7.52	0.002880								
1	4	4	2005	3	22	12.1752	1319.041	6.6500	4.7481	108.3384	
		6.52	0.003592								
1	4	4	2005	3	23	13.9721	2336.432	6.6500	4.7481	167.2209	
		6.19	0.013174								
1	4	4	2005	3	24	0.8005	6.545	1.3500	0.9639	8.1760	
		50.00	0.008147								
1	4	4	2005	3	25	6.9440	189.087	6.8800	4.9123	27.2301	
		6.24	0.000136								
1	4	4	2005	3	26	20.2546	1963.959	6.6500	4.7481	96.9635	
		4.29	0.000399								
1	4	4	2005	3	27	13.8783	377.908	6.6500	4.7481	27.2301	
		6.20	0.000662								
1	4	4	2005	3	28	1.0624	54.777	8.0600	5.7548	51.5596	
		17.00	0.000474								

```
NOM2PPAQ:  Converts a NOM TransCAD Loaded Networks to PPAQ Ready Network

Version 1.0

Run Date: 09/03/2004     Time: 10:04:02
-------------------------------------------------------------------------


Driver File: C:\C4TEMP\$$NX002B.DRV
======================================= Driver File Echo >> Start
NOMLINK:  C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
LODNETAM: C:\2004AQ PYNET TEST\PPSUITE\NET LDAM.DBF
LODNETMD: C:\2004AQ PYNET TEST\PPSUITE\NET LDMD.DBF
LODNETMD: C:\2004AQ PYNET TEST\PPSUITE\NET LDPM.DBF
LODNETNT: C:\2004AQ PYNET TEST\PPSUITE\NET LDNT.DBF
PPLINK:   C:\2004AQ PYNET TEST\PPSUITE\NT1C.DBF
======================================== Driver File Echo >> End


=================================== File Validation Echo >> Start

 NOM Links:             C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
 AM NOM Loaded Net:     C:\2004AQ PYNET TEST\PPSUITE\NET LDAM.DBF
 MD NOM Loaded Net:     C:\2004AQ PYNET TEST\PPSUITE\NET LDMD.DBF
 PM NOM Loaded Net:     C:\2004AQ PYNET TEST\PPSUITE\NET LDPM.DBF
 NT NOM Loaded Net:     C:\2004AQ PYNET TEST\PPSUITE\NET LDNT.DBF
 PPsuite Network:       C:\2004AQ_PYNET_TEST\PPSUITE\NT1C.DBF

==========================++========= File Validation Echo >> End

All input and output files were opened successfully


Select fields of C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
copied to JUNKCOPY.DBF  This will become the working database file



  17726 Records were read and processed
  30335 Records were output




Summary of One-Way Output Links by AM:PM Volume Ratio
-----------------------------------------------------

                 -----AM<=PM----    -----AM>PM-----    -----TOTAL-----
  Ratio          Number  Percent    Number  Percent    Number  Percent
-------------    ---------------    ---------------    ---------------
```

>0.50	4878	18.0%	4878	12.2%	7664	15.3%
0.31 - 0.50	1846	6.8%	242	1.1%	2088	4.2%
0.21 - 0.30	487	1.8%	30	0.1%	517	1.0%
0.11 - 0.20	139	0.5%	38	0.2%	177	0.4%
0.06 - 0.10	39	0.1%	23	0.1%	62	0.1%
0.026 - 0.05	15	0.1%	8	0.0%	23	0.0%
0.001 - 0.025	6	0.0%	6	0.0%	12	0.0%
= 0.00	0	0.0%	0	0.0%	0	0.0%
=0.00						
>500 vph	24	0.1%	13	0.1%	37	0.1%
251-500 vph	17	0.1%	3	0.0%	20	0.0%
101-250 vph	10	0.0%	9	0.0%	19	0.0%
51-100 vph	13	0.0%	7	0.0%	20	0.0%
11- 50 vph	22	0.1%	7	0.0%	29	0.1%
1- 10 vph	25	0.1%	31	0.1%	56	0.1%
0 vph	19645	72.3%	19645	86.0%	39290	78.6%
TOTAL	27166		22848		50014	

Execution Ending.

```
PPNET          Version  5.07        04/15/03    Fri Sep  3 10:04:19 2004

PPSUITE module:  Post Processing Recurring Delay Network Analyzer
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX003B.DRV


MODULE: PPNET.exe
MEMBER: NETWORKS
TITLE:  2005

DEFINE TIMEGROUPS
  1 =  7  8  9
  2 = 10 11 12 13 14 15 16
  3 = 17 18
  4 =  1  2  3  4  5  6 19 20 21 22 23 24

DEFINE PEAK | BANDWIDTH
  Peak AM =   7  8  9
  Peak PM =  16 17 18

SPREAD BANDWIDTH =  1 hours before and  1 hours after V/C hour

DEFINE FACTGROUPS = FACTYPE
  1 =  1  8  9
  2 =  2  3
  3 =  4  5
  4 =  6  7

System Parameters:
    Links    Nodes    Zones  Factype AreaType    Lanes    Cdevs    Files
      n/a    32000     4800       64      160        9        4        9

 VMTareas FACTgrps TIMEgrps VEHtypes PATareas PATtypes    Bases    Hours
     1024       64       24       28     1024        3       64       24

   Coords  Effects
     4096       10


System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4507296
```

License Authentication: OK, Unlimited Resource Access.
PPsuite Module: PPNET, Licensee: New Orleans Regional Planning Commission

2005

Key File specification [[d:] path] name[.ext]	Unit	X	Recl	Age
EXP=c:\C4Temp\PPSUITE\LSUM 05.EXP	10	0	54	new
NET=c:\C4Temp\PPSUITE\NT1C.DBF	191	1	0	old
SPC=c:\C4Temp\PPSUITE\Common\NOM SPDCAP.DBF	521	1	0	old
EQU=c:\C4Temp\PPSUITE\Common\NOM equiv.DBF	531	1	0	old
PAT=c:\C4Temp\PPSUITE\Common\PATTERN2.DAT	471	0	0	old
VTP=c:\C4Temp\PPSUITE\Common\NOM VTP.DAT	451	0	0	old
VTF=c:\C4Temp\PPSUITE\Common\VEHFAC03.DAT	461	0	0	old
PRE=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02A.dat	481	0	0	old
PRE=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02BS.dat	482	0	0	old
PST=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02CS.dat	491	0	0	old
LNK=c:\C4Temp\PPSUITE\LINK 05.DBF	114	1	0	new
APR=c:\C4Temp\PPSUITE\APPR 05.DBF	116	1	0	new
ARE=c:\C4Temp\PPSUITE\VMT1_05.DBF	112	1	0	new
SCR=c:\C4Temp\SCRATCH.BIN	90	1	0	tmp
SCR=c:\C4Temp\SCRATCH.HRS	450	0	96	tmp
SCR=c:\C4Temp\SCRATCH.AQM	480	0	96	tmp
SCR=c:\C4Temp\SCRATCH.TAB	420	0	96	tmp

PPNT_VTP.0000(I)

Vehicle	Vehicle Name	Vehicle Type	Average Patrn
1	ULDGV	AUTO	59.92%
2	ULDGT1	AUTO	25.98%
3	ULDGT2	AUTO	5.00%
4	UHDGV	TRUCK	1.25%
5	ULDDV	AUTO	.10%
6	ULDDT	AUTO	.29%
7	UHDDV	TRUCK	7.36%
8	UMC	AUTO	.10%

```
PPNTHEAD.0000(I) Operation Modes and Options.
                 Peak  Mode,  VOL24 with VOLAM and VOLPM.
                 Truck Mode,  no TRUCK % & no Truck Volumes

PPNTHEAD.0000(I) Operation Modes and Options.
                 Peak  Mode,  VOL24 with VOLAM and VOLPM.
                 Truck Mode,  no TRUCK % & no Truck Volumes
                 Option:  Apply Peak Volume adjustments.
                          Peak Volumes are PERIOD based (not hourly)
                 Option:  Spread excess V/C within 3 hour total bandwidth
                          Linkfile V/C Threshold =  1.20
                          Approach V/C Threshold =  1.50
                          and DO NOT Throw away excess VMT.
                 Option:  Index to Hourly Pattern File = FACILITY TYPE
                 Option:  Index to Vehicle Mix File = FACILITY TYPE
```

```
                  Option:  Apply a Minimum Speed to non-zero volume links
                           System Wide Minimum Speed is: 10.0 mph


PPNTBFOR.8000(I) Network Links Processed:     11895
                   Skip DO/SKIP AREAS           460
                   Skip Volume   = 0           1110
                   Skip Distance = 0              7
                   ================================
                 Total Links Skipped:          1577
                 Network Links Accepted:      10318

PPNT PRE.3200(W) Area Group    3, Fact Group  1, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  2, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  4, not found in any NETWORK File
PRE File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02A.dat

PPNT PRE.3200(W) Area Group    3, Fact Group  1, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  2, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PRE File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02BS.dat



2005

PPNT PST.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PST File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat


PPNTOPUT.1500(I) The Speeds reported in the EXPLODED LINKFILE are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.


REPORT(I) Running VMT Totals

  20620810  20620810  c:\C4Temp\PPSUITE\NT1C.DBF
====================
  20620810  20620810  Network VMT (  Raw  )
  20620809        -1  Network VMT (Pattern) 100.00 %

====================
  20620810         1  Peak Period Volume Adjustments


  18451601  -2169209  C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02A.dat
  19571552   1119951  C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02BS.dat
====================
  19571552  -1049258  PRE VMT Adjustments
```

```
  20182950    611398  C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat
====================
  20182950    611398  POST VMT Adjustments


REPORT(I) Process Totals

                                 24 HOUR         AM PEAK         PM PEAK
Raw Network VMT.......        20,620,810       3,611,580       4,716,955
Pattern Generated VMT.        20,620,810       3,232,068       4,915,666

Delta of VMTs
Peak Adjustments..hrs.                 1         372,073        -203,835
Pre Adjustments.......        -1,049,258        -191,676        -252,944
Spread Excess v/c.....                 0            -568            -156
                              ==========      ==========      ==========
Hywlink Summary VMT...        19,571,590       3,412,050       4,459,010
Hywlink Summary VHT...           595,917         109,616         147,394

Post Adjustments......           611,398         107,330         141,266
                              ==========      ==========      ==========
Final Output VMT......        20,182,990       3,519,380       4,600,275
Final Output VHT......           622,591         114,618         154,222
Network(s) Speed......             32.42 mph       30.71 mph       29.83 mph


PPNTMAIN.9000(I)    * * * *  End PPNET.EXE  * * * *
```

```
PREMOBILE     Version  5.08.01     12/02/03    Fri Sep  3 10:04:24 2004

PPSUITE module:  Pre Mobile Air Quality Network Analyzer
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX004B.DRV


MODULE: PREMOBILE.exe
MEMBER: EMISSIONS
TITLE:  2005

System Parameters:
Links Nods Zones VMTareas PATareas FACTgrps TIMEgrps VEHtypes FACtypes AREAtypes
 na  32000  4800   1024     1024       64       24       28       64      160

System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4585216

License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: PREMOBILE, Licensee:  New Orleans Regional Planning Commission


2005
Pre Mobile6 Air Quality Network Analyzer


Key File specification [[d:] path] name[.ext]                    Unit X Recl Age
--- ------------------------------------------------------------ ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 05.EXP                                  10 0   54 old
MOB=c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN                           591 0    0 new
TMP=c:\C4Temp\PPSUITE\Common\temps.dat                            521 0    0 old
SCR=c:\C4Temp\SCRATCH.AQM                                         480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TMP                                         510 0  100 tmp
SCR=c:\C4Temp\SCRATCH.DTL                                         580 0  196 tmp

PPAQ_AQM.0500(I) The Speeds provided to the MOBILE program are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.

PPAQ_AQM.1200(I) Network Links Processed:     10318
                 Total Links Skipped:             0
                 Network Links Accepted:      10318
```

```
PPAQ_PST.1200(I) Internal Post VMT factors will be applied to Network Links.
                 Issue:  IGNORE INTERNAL POSTVMT in Setup file to change status.

PPAQMOB6.0000(I) Current settings for SPEEDVMT.def file.
                 VMT/VHT accumulated LINK by LINK
                 Speed VMT Bins populated by HARMONIC mean


REPORT(I) Process Totals

                                 24 HOUR         AM PEAK         PM PEAK
Hwylink Summary VMT...        19,571,590       3,412,050       4,459,010

Pre Adjustments.......        -1,049,258        -191,676        -252,944
Post Adjustments......            611,398         107,330         141,266

Total Output VMT......        20,182,990       3,519,380       4,600,275
Total Output VHT......            622,521         114,605         154,213
Speed Summary.........              32.42 mph       30.71 mph       29.83 mph


PPAQMAIN.9000(I)    * * * *  End PREMOBILE.EXE  * * * *
```

```
POSTMOBILE    Version  5.06.01     12/10/03    Fri Sep  3 10:04:48 2004

PPSUITE module:  Post Mobile Air Quality Emissions Processor
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX006B.DRV


MODULE: POSTMOBILE.exe
MEMBER: EMISSIONS
TITLE:  2005

DEFINE TIMEGROUPS
  1 =  7  8  9
  2 = 10 11 12 13 14 15 16
  3 = 17 18
  4 =  1  2  3  4  5  6 19 20 21 22 23 24

System Parameters:
Links Nods Zones VMTareas PATareas FACTgrps TIMEgrps VEHtypes FACtypes AREAtypes
 na  32000  4800   1024     1024       64       24       28       64      160

System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4397392

License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: POSTMOBILE, Licensee:  New Orleans Regional Planning Commission


2005
Post Mobile6 Air Quality Network Analyzer


Key File specification [[d:] path] name[.ext]                   Unit X Recl Age
--- ------------------------------------------------------------ ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 05.EXP                                 10 0   54 old
MOB=c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN                          591 0    0 old
TB1=c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1                        611 0    0 old
RPT=c:\C4Temp\$$NX005.PRN                                        588 0    0 old
EMS=c:\C4Temp\PPSUITE\EMIS 05.dbf                                161 1    0 new
VMS=c:\C4Temp\PPSUITE\VMTS_05.dbf                                162 1    0 new
SCR=c:\C4Temp\SCRATCH.AQM                                        480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TAB                                        420 0  128 tmp
```

```
PPEM_AQM.0500(I) The Speeds applied to the MOBILE6 emissions are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.

PPEM_AQM.1200(I) Network Links Processed:     10318
                 Total Links Skipped:             0
                 Network Links Accepted:      10318

PPEM_PST.1200(I) Internal Post VMT factors will be applied to Network Links.
                 Issue:  IGNORE INTERNAL POSTVMT in Setup File file to change status.

PPEMOUT6.1000(I) Processing Mobile6 Database Output File
                 c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1
                 AGGREGATED OUTPUT - fast process, do not blink


PPEMMAIN.7000(I) System Totals

                                 24 HOUR         AM PEAK         PM PEAK
Hwylink Summary VMT...        19,571,590       3,412,050       4,459,010

Pre  VMT Adjustments..        -1,049,258        -191,676        -252,944
Post VMT Adjustments..           611,398         107,330         141,266

Total Output VMT......        20,182,990       3,519,380       4,600,275
Total Output VHT......           622,521         114,605         154,213
Speed Summary.........             32.42 mph       30.71 mph       29.83 mph


PPEMMAIN.9000(I)   * * * *   End POSTMOBILE.EXE  * * * *
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2007

2007 with Transit

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) Freeways	2,423,224	45.1	2.19	0.00	4.26
	2) Arterials	4,786,928	32.8	4.77	0.00	5.78
	3) Collectors	878,690	21.2	1.02	0.00	0.96
	4) Locals	439,203	10.7	0.69	0.00	0.41
	Subtotal	8,528,045	30.2	8.67	0.00	11.41
2) Orleans	1) Freeways	4,091,632	43.5	3.72	0.00	7.21
	2) Arterials	3,643,083	32.8	3.65	0.00	4.37
	3) Collectors	866,248	24.4	0.96	0.00	0.92
	4) Locals	236,005	10.2	0.38	0.00	0.22
	Subtotal	8,836,968	33.5	8.71	0.00	12.72
4) St. Bernard	1) Freeways	14,687	69.9	0.01	0.00	0.03
	2) Arterials	585,838	34.3	0.56	0.00	0.88
	3) Collectors	107,669	26.4	0.11	0.00	0.17
	4) Locals	50,420	12.0	0.08	0.00	0.05
	Subtotal	758,614	29.6	0.76	0.00	1.14
5) St. Charles	1) Freeways	825,453	52.2	0.72	0.00	1.88
	2) Arterials	1,137,020	40.7	1.05	0.00	1.74
	3) Collectors	47,556	33.6	0.05	0.00	0.07
	4) Locals	67,647	13.1	0.11	0.00	0.07
	Subtotal	2,077,676	41.3	1.93	0.00	3.76
Region Total		20,201,303	32.5	20.07	0.00	29.04

Emissions File: c:\C4Temp\PPSUITE\EMIS_07.DBF 10:12:02 09/03/2004

2007 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) Freeways	AM	415,745	46.7			
		Midday	999,651	45.8			
		PM	357,732	39.8			
		Night	650,096	46.2			
		DAILY	2,423,224	45.1	2.19	0.00	4.26
1) Jefferson	2) Arterials	AM	841,401	31.8			
		Midday	1,958,725	33.3			
		PM	771,413	29.9			
		Night	1,215,389	34.9			
		DAILY	4,786,928	32.8	4.77	0.00	5.78
1) Jefferson	3) Collectors	AM	150,512	20.2			
		Midday	338,268	21.6			
		PM	138,072	18.0			
		Night	251,838	23.8			
		DAILY	878,690	21.2	1.02	0.00	0.96
1) Jefferson	4) Locals	AM	75,313	10.7			
		Midday	169,514	10.7			
		PM	67,910	10.6			
		Night	126,466	10.7			
		DAILY	439,203	10.7	0.69	0.00	0.41
	Subtotal	AM	1,482,971	29.7			
		Midday	3,466,158	30.9			
		PM	1,335,127	27.3			
		Night	2,243,789	31.4			
		DAILY	8,528,045	30.2	8.67	0.00	11.41
2) Orleans	1) Freeways	AM	677,982	35.5			
		Midday	1,696,164	48.8			
		PM	603,203	36.9			
		Night	1,114,283	46.8			

		DAILY	4,091,632	43.5	3.72	0.00	7.21
2) Orleans	2) Arterials	AM	664,844	32.2			
		Midday	1,476,698	33.1			
		PM	598,600	31.1			
		Night	902,941	34.0			

Emissions File: c:\C4Temp\PPSUITE\EMIS 07.DBF 10:12:02 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_07.DBF

2007 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
		DAILY	3,643,083	32.8	3.65	0.00	4.37
2) Orleans	3) Collectors	AM	154,363	22.6			
		Midday	330,124	25.1			
		PM	139,892	22.5			
		Night	241,869	25.8			
		DAILY	866,248	24.4	0.96	0.00	0.92
2) Orleans	4) Locals	AM	40,800	10.2			
		Midday	90,783	10.2			
		PM	36,739	10.2			
		Night	67,683	10.2			
		DAILY	236,005	10.2	0.38	0.00	0.22
	Subtotal	AM	1,537,989	30.4			
		Midday	3,593,769	35.5			
		PM	1,378,434	30.3			
		Night	2,326,776	35.1			
		DAILY	8,836,968	33.5	8.71	0.00	12.72
4) St. Bernard	1) Freeways	AM	3,342	69.6			
		Midday	6,006	69.8			
		PM	1,994	71.2			
		Night	3,345	69.7			
		DAILY	14,687	69.9	0.01	0.00	0.03
4) St. Bernard	2) Arterials	AM	107,699	30.7			
		Midday	239,829	36.0			
		PM	93,434	31.8			
		Night	144,876	36.2			

		DAILY	585,838	34.3	0.56	0.00	0.88
4) St. Bernard	3) Collectors	AM	19,861	20.7			
		Midday	42,637	28.3			
		PM	14,839	24.9			
		Night	30,332	29.6			
		DAILY	107,669	26.4	0.11	0.00	0.17
4) St. Bernard	4) Locals	AM	8,554	12.0			
		Midday	19,541	12.0			
		PM	7,784	12.0			

Emissions File: c:\C4Temp\PPSUITE\EMIS 07.DBF 10:12:02 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_07.DBF

2007 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
		Night	14,541	11.9			
		DAILY	50,420	12.0	0.08	0.00	0.05
	Subtotal	AM	139,456	26.7			
		Midday	308,013	31.2			
		PM	118,051	28.0			
		Night	193,094	30.7			
		DAILY	758,614	29.6	0.76	0.00	1.14
5) St. Charles	1) Freeways	AM	136,139	51.8			
		Midday	341,098	59.5			
		PM	123,703	42.5			
		Night	224,513	49.5			
		DAILY	825,453	52.2	0.72	0.00	1.88
5) St. Charles	2) Arterials	AM	206,766	38.7			
		Midday	467,059	41.5			
		PM	182,581	39.4			
		Night	280,614	42.1			
		DAILY	1,137,020	40.7	1.05	0.00	1.74
5) St. Charles	3) Collectors	AM	8,418	33.1			
		Midday	18,177	33.9			
		PM	7,641	32.2			
		Night	13,320	34.3			

		DAILY	47,556	33.6	0.05	0.00	0.07
5) St. Charles	4) Locals	AM	12,210	13.1			
		Midday	25,880	13.1			
		PM	10,607	13.1			
		Night	18,950	13.1			
		DAILY	67,647	13.1	0.11	0.00	0.07
	Subtotal	AM	363,533	39.7			
		Midday	852,214	43.7			
		PM	324,532	37.8			
		Night	537,397	41.2			
		DAILY	2,077,676	41.3	1.93	0.00	3.76

Emissions File: c:\C4Temp\PPSUITE\EMIS 07.DBF 10:12:02 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_07.DBF

2007 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	Region Total	AM	3,523,949	30.7			
		Midday	8,220,154	33.8			
		PM	3,156,144	29.5			
		Night	5,301,056	33.7			
		DAILY	20,201,303	32.5	20.07	0.00	29.04

Emissions File: c:\C4Temp\PPSUITE\EMIS 07.DBF 10:12:02 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_07.DBF

2007 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) LDGV	5,276,051	30.2	5.52	0.00	3.84
	2) LDGT1	505,204		0.55	0.00	0.34
	3) LDGT2	1,691,338		1.90	0.00	1.52
	4) LDGT3	298,749		0.19	0.00	0.22
	5) LDGT4	140,589		0.10	0.00	0.14
	6) HDGV2B	148,436		0.13	0.00	0.54
	7) HDGV3	4,779		0.00	0.00	0.02
	8) HDGV4	1,469		0.00	0.00	0.01
	9) HDGV5	5,427		0.01	0.00	0.03
	10) HDGV6	11,031		0.02	0.00	0.05
	11) HDGV7	4,533		0.01	0.00	0.03
	12) HDGV8A	15		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	1,624		0.01	0.00	0.02
	15) LDDV	6,418		0.00	0.00	0.01
	16) LDDT12	388		0.00	0.00	0.00

	17) LDDT34	6,600		0.00	0.00	0.01
	18) HDDV2B	46,000		0.01	0.00	0.18
	19) HDDV3	12,898		0.00	0.00	0.06
	20) HDDV4	10,315		0.00	0.00	0.06
	21) HDDV5	6,358		0.00	0.00	0.04
	22) HDDV6	30,211		0.01	0.00	0.23
	23) HDDV7	42,602		0.02	0.00	0.41
	24) HDDV8A	53,014		0.02	0.00	0.64
	25) HDDV8B	194,434		0.10	0.00	2.78
	26) HDDBT	5,891		0.00	0.00	0.11
	27) HDDBS	10,158		0.01	0.00	0.13
	28) MC	13,521		0.04	0.00	0.01
	Subtotal	8,528,053	30.2	8.67	0.00	11.41
2) Orleans	1) LDGV	5,510,805	33.5	3.12	0.00	4.02
	2) LDGT1	504,704		0.33	0.00	0.35
	3) LDGT2	1,689,664		1.14	0.00	1.53
	4) LDGT3	306,113		0.11	0.00	0.23
	5) LDGT4	144,049		0.06	0.00	0.15
	6) HDGV2B	164,319		0.07	0.00	0.61
	7) HDGV3	5,287		0.00	0.00	0.02
	8) HDGV4	1,624		0.00	0.00	0.01
	9) HDGV5	6,009		0.00	0.00	0.03
	10) HDGV6	12,216		0.01	0.00	0.06

Emissions File: c:\C4Temp\PPSUITE\EMIS 07.DBF 10:12:02 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_07.DBF

2007 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	11) HDGV7	5,015		0.00	0.00	0.03
	12) HDGV8A	14		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	1,792		0.00	0.00	0.02
	15) LDDV	6,702		0.00	0.00	0.01
	16) LDDT12	389		0.00	0.00	0.00
	17) LDDT34	6,759		0.00	0.00	0.01
	18) HDDV2B	50,925		0.00	0.00	0.22
	19) HDDV3	14,283		0.00	0.00	0.07
	20) HDDV4	11,419		0.00	0.00	0.07
	21) HDDV5	7,032		0.00	0.00	0.04
	22) HDDV6	33,444		0.01	0.00	0.28

	23) HDDV7	47,168		0.01	0.00	0.50
	24) HDDV8A	58,685		0.01	0.00	0.78
	25) HDDV8B	215,242		0.06	0.00	3.39
	26) HDDBT	6,521		0.00	0.00	0.13
	27) HDDBS	11,248		0.00	0.00	0.16
	28) MC	15,533		0.03	0.00	0.02
	Subtotal	8,836,961	33.5	4.99	0.00	12.72
4) St. Bernard	1) LDGV	410,012	29.6	0.42	0.00	0.29
	2) LDGT1	49,832		0.05	0.00	0.03
	3) LDGT2	166,834		0.19	0.00	0.15
	4) LDGT3	31,217		0.02	0.00	0.02
	5) LDGT4	14,689		0.01	0.00	0.01
	6) HDGV2B	20,925		0.02	0.00	0.07
	7) HDGV3	673		0.00	0.00	0.00
	8) HDGV4	207		0.00	0.00	0.00
	9) HDGV5	765		0.00	0.00	0.00
	10) HDGV6	1,556		0.00	0.00	0.01
	11) HDGV7	639		0.00	0.00	0.00
	12) HDGV8A	1		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	229		0.00	0.00	0.00
	15) LDDV	497		0.00	0.00	0.00
	16) LDDT12	38		0.00	0.00	0.00
	17) LDDT34	689		0.00	0.00	0.00
	18) HDDV2B	6,486		0.00	0.00	0.02
	19) HDDV3	1,819		0.00	0.00	0.01
	20) HDDV4	1,453		0.00	0.00	0.01
	21) HDDV5	896		0.00	0.00	0.00

Emissions File: c:\C4Temp\PPSUITE\EMIS 07.DBF 10:12:02 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_07.DBF

2007 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	22) HDDV6	4,259		0.00	0.00	0.03
	23) HDDV7	6,005		0.00	0.00	0.05
	24) HDDV8A	7,474		0.00	0.00	0.07
	25) HDDV8B	27,408		0.02	0.00	0.32
	26) HDDBT	830		0.00	0.00	0.01
	27) HDDBS	1,431		0.00	0.00	0.02
	28) MC	1,748		0.01	0.00	0.00

	Subtotal	758,612	29.6	0.75	0.00	1.14
5) St. Charles	1) LDGV	1,151,499	41.3	1.36	0.00	1.66
	2) LDGT1	128,022		0.17	0.00	0.18
	3) LDGT2	428,600		0.60	0.00	0.77
	4) LDGT3	82,710		0.06	0.00	0.12
	5) LDGT4	38,922		0.03	0.00	0.08
	6) HDGV2B	60,638		0.05	0.00	0.46
	7) HDGV3	1,951		0.00	0.00	0.02
	8) HDGV4	600		0.00	0.00	0.01
	9) HDGV5	2,220		0.00	0.00	0.02
	10) HDGV6	4,507		0.01	0.00	0.05
	11) HDGV7	1,852		0.00	0.00	0.02
	12) HDGV8A	6		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	664		0.00	0.00	0.01
	15) LDDV	1,399		0.00	0.00	0.00
	16) LDDT12	97		0.00	0.00	0.00
	17) LDDT34	1,794		0.00	0.00	0.00
	18) HDDV2B	18,793		0.00	0.00	0.16
	19) HDDV3	5,273		0.00	0.00	0.05
	20) HDDV4	4,216		0.00	0.00	0.05
	21) HDDV5	2,597		0.00	0.00	0.03
	22) HDDV6	12,343		0.00	0.00	0.21
	23) HDDV7	17,405		0.01	0.00	0.37
	24) HDDV8A	21,660		0.01	0.00	0.57
	25) HDDV8B	79,432		0.04	0.00	2.46
	26) HDDBT	2,408		0.00	0.00	0.10
	27) HDDBS	4,152		0.00	0.00	0.12
	28) MC	3,888		0.02	0.00	0.01
	Subtotal	2,077,648	41.3	2.40	0.00	7.53

Emissions File: c:\C4Temp\PPSUITE\EMIS 07.DBF 10:12:02 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_07.DBF

2007 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX

Region Total	1) LDGV	12,348,367	32.5	10.43	0.00	9.81
	2) LDGT1	1,187,762		1.10	0.00	0.90
	3) LDGT2	3,976,436		3.82	0.00	3.96
	4) LDGT3	718,789		0.38	0.00	0.60
	5) LDGT4	338,249		0.19	0.00	0.39
	6) HDGV2B	394,318		0.27	0.00	1.69
	7) HDGV3	12,690		0.01	0.00	0.06
	8) HDGV4	3,900		0.01	0.00	0.03
	9) HDGV5	14,421		0.02	0.00	0.08
	10) HDGV6	29,310		0.04	0.00	0.17
	11) HDGV7	12,039		0.02	0.00	0.08
	12) HDGV8A	36		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	4,309		0.02	0.00	0.05
	15) LDDV	15,016		0.01	0.00	0.02
	16) LDDT12	912		0.00	0.00	0.00
	17) LDDT34	15,842		0.00	0.00	0.01
	18) HDDV2B	122,204		0.02	0.00	0.59
	19) HDDV3	34,273		0.01	0.00	0.18
	20) HDDV4	27,403		0.01	0.00	0.18
	21) HDDV5	16,883		0.00	0.00	0.12
	22) HDDV6	80,257		0.02	0.00	0.75
	23) HDDV7	113,180		0.04	0.00	1.32
	24) HDDV8A	140,833		0.05	0.00	2.06
	25) HDDV8B	516,516		0.22	0.00	8.95
	26) HDDBT	15,650		0.00	0.00	0.35
	27) HDDBS	26,989		0.01	0.00	0.42
	28) MC	34,690		0.10	0.00	0.04
Grand Total		20,201,274	32.5	16.81	0.00	32.80

Emissions File: c:\C4Temp\PPSUITE\EMIS 07.DBF 10:12:02 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_07.DBF

2007 with Transit

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Vehicle	Daily	Speed	Emissions (tons)

Area	Type	VMT	(mph)	HC	CO	NOX
1) Jefferson	1) Auto/MC	5,295,990	30.2	5.57	0.00	3.86
	2) Lt. Trk	2,642,868		2.73	0.00	2.24
	3) Hvy.Trk	571,522		0.35	0.00	5.06
	4) Bus	17,673		0.02	0.00	0.25
	Subtotal	8,528,053	30.2	8.67	0.00	11.41
2) Orleans	1) Auto/MC	5,533,040	33.5	3.16	0.00	4.05
	2) Lt. Trk	2,651,678		1.64	0.00	2.26
	3) Hvy.Trk	632,682		0.19	0.00	6.11
	4) Bus	19,561		0.01	0.00	0.31
	Subtotal	8,836,961	33.5	4.99	0.00	12.72
4) St. Bernard	1) Auto/MC	412,257	29.6	0.43	0.00	0.29
	2) Lt. Trk	263,299		0.27	0.00	0.22
	3) Hvy.Trk	80,566		0.05	0.00	0.60
	4) Bus	2,490		0.00	0.00	0.03
	Subtotal	758,612	29.6	0.75	0.00	1.14
5) St. Charles	1) Auto/MC	1,156,786	41.3	1.38	0.00	1.67
	2) Lt. Trk	680,145		0.87	0.00	1.16
	3) Hvy.Trk	233,493		0.15	0.00	4.47
	4) Bus	7,224		0.01	0.00	0.23
	Subtotal	2,077,648	41.3	2.40	0.00	7.53
Region Total	1) Auto/MC	12,398,073	32.5	10.53	0.00	9.87
	2) Lt. Trk	6,237,990		5.50	0.00	5.87
	3) Hvy.Trk	1,518,263		0.74	0.00	16.24
	4) Bus	46,948		0.04	0.00	0.82
Grand Total		20,201,274	32.5	16.81	0.00	32.80

Emissions File: c:\C4Temp\PPSUITE\EMIS 07.DBF 10:12:02 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_07.DBF

```
PEQUEST      Version:          4.15  Run Time:  09/03/2004 10:12:01
_____________________________________________________________________

 PPSUITE          Performance Evaluation and Emissions Analysis
 PEQUEST          Performance Queries for Surface Transportation

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_____________________________________________________________________

(Input ) Setup  File: C:\C4TEMP\$$NX007B.DRV
(Output) Report File: C:\C4TEMP\$$NX007.PRN

_____________________________________________________________________

Processing Setup File for instructions outside BEGIN PEQUEST

 17  TITLE  2007
 20  DEFINE FACTGROUP =  FACTYPE
 22    1 = 1   8 9
 24    2 = 2 3
 26    3 = 4 5
 28    4 = 6 7
 29  END
 37  DEFINE TIMEGROUP
 38    TIMEAM    7 8 9
 39    TIMEMID   10 11 12 13 14 15 16
 40    TIMEPM    17 18 19
 41    TIMENITE  19 20 21 22 23 24   1 2 3 4 5 6
 42  END
 46  DEFINE VEHTYPES
 47    1 = uLDGV  AUTO
 48    2 = uLDGT1 AUTO
 49    3 = uLDGT2 AUTO
 50    4 = uHDGV  TRUCK
 51    5 = uLDDV  AUTO
 52    6 = uLDDT  AUTO
 53    7 = uHDDV  TRUCK
 54    8 = uMC    AUTO
 55  END
 59  HWYLINK SUMMARY   c:\C4Temp\PPSUITE\LSUM 07.EXP
 63  DEFINE EQUIV = c:\C4Temp\PPSUITE\Common\NOM_equiv.DBF
 64    ZONE      = ZONE
 65    PATAREA   = PARISH
 66    VMTAREA   = PARISH
 67    EVENTAREA = PARISH
 68  END equiv file
 75  SKIP VMTAREA  3, 6, 7, 8, 9
 80  SCRATCH DIRECTORY c:\C4Temp\
 87  BEGIN NETWORK ANALYZER
 91    EXPLODED LINKFILE      c:\C4Temp\PPSUITE\LINK 07.DBF
 92    EXPLODED APPROACH      c:\C4Temp\PPSUITE\APPR_07.DBF
```

```
 93    VMTVHT   SUMMARY       c:\C4Temp\PPSUITE\VMT1_07.DBF
 96    APPLY PEAK ADJUST PERIOD
 97    DEFINE PEAK PERIODS
 98      PEAKAM= 7 8 9
 99      PEAKPM= 16 17 18
100    END
102    APPLY PEAK SPREAD DEFAULT
103    SPREAD BANDWIDTH = 1
105    PEAK WARNING     40 %
108    LINKFILE THRESHOLD  1.2
109    APPROACH THRESHOLD  1.5
111    APPLY MINIMUM SPEED
112    MINIMUM SPEED 10.0
115    DEFINE NETWORK = c:\C4Temp\PPSUITE\NT1C.DBF
120      ANODE     ANODE
121      BNODE     BNODE
122      DISTANCE  LENGTH
123      ZONE      ZONE
124      FACTYPE   FC CODE
125      FCLASS    FC CODE
129      AREATYPE  AREATYPE
130      LANES     LANES
134      VOL24     TOTVOL DLY
135      VOLAM     TOTVOL AM
136      VOLPM     TOTVOL_PM
155    END define Network
159    DEFINE SPEEDCAP = c:\C4Temp\PPSUITE\Common\NOM_SPDCAP.DBF
160      AREATYPE  = AREATYPE
161      FACTYPE   = FC
162      LANES     = LANES
163      BPR P1    = BPR S
164      BPR P2    = BPR T
165      BPR P3    = BPR P
166      STOPCAP   = STOPCAP
167      YIELDCAP  = YLDCAP
168      SIGNALCAP = SIGCAP
169      STOPGAP   = STOPGAP
170      YIELDGAP  = YLDGAP
171      LINKCAP   = LCAP
172      FREESPEED = LSPEED
173      CDEV      = CDEV
174      ARRIVAL   = ARRTYPE
175      ADDLANES  = ADDLNS
176      SIGSPACING= SIG SP
177      CYCLEN    = CYCLE
178      MAJOR GC  = MAJ GC
179      MINOR GC  = MIN GC
180      OTHER GC  = OTH GC
181    END define speedcap
185    HOURLY PATTERN   = c:\C4Temp\PPSUITE\Common\PATTERN2.DAT
186    VEHTYPES MIX     = c:\C4Temp\PPSUITE\Common\NOM VTP.DAT
187    VEHTYPES FACTOR  = c:\C4Temp\PPSUITE\Common\VEHFAC03.DAT
192    PREVMT  ADJUSTMENT C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02A.dat  *
```

```
194     PREVMT  ADJUSTMENT C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02BS.dat *
196     POSTVMT ADJUSTMENT C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat *
201     PREVMT WARNING  5.00
202     POSTVMT WARNING 100
204   END NETWORK ANALYZER
209   BEGIN EVENTS ANALYZER
214     WEGIVEUP LIMITS 24
216     QUEUEING FACTOR 1.3
219     EVENT PARAMETERS  c:\C4Temp\PPSUITE\Common\NOM_INCDNT.dat
230     DEFINE NETWORK = NT1C.dbf
231       ANODE       A
232       BNODE       B
234     END define Network
237     EXPLODED EVENTDELAY  DL1C.DBF
241   END EVENTS ANALYZER
247   BEGIN EMISSIONS PROCESSOR
251     EMISSIONS DATABASE  =  c:\C4Temp\PPSUITE\EMIS 07.dbf
252     EMISSIONS VMTSPEED  =  c:\C4Temp\PPSUITE\VMTS_07.dbf
255     SPEEDBIN VMT  =  H L
256     RAMPVMT FRACTION = 0.08
258     MINMAX TEMPERATURE = c:\C4Temp\PPSUITE\Common\temps.dat
261     CALENDAR YEAR  = 2007
264     DEFINE BY FACILITY = FACTYPE
265       FREEWAYS = 1 8 9
266       ARTERIAL = 2 3 4 5
267       LOCALS   = 7 6
268       RAMPS    = 8 9
269     END
271     APPLY INTERNAL POSTVMT
274     DEFINE MOBILE6.2  c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN
291       REPORT FILE        :  c:\C4Temp\$$NX005.PRN    REPLACE
293       DATABASE OUTPUT    :
294       WITH FIELDNAMES    :
295       AGGREGATED OUTPUT  :
296       EMISSIONS TABLE    :  c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1    REPLACE
299       POLLUTANTS         :  HC NOX
300       SPREADSHEET        :
302       RUN DATA           :
304       NO REFUELING       :
305       FUEL RVP           : 7.8
307       MIN/MAX TEMP       :
308       ABSOLUTE HUMIDITY  : 149.07
310       REG DIST           : LA_REGD.D
312       EXPRESS HC AS VOC  :
315       SCENARIO REC       :
317       CALENDAR YEAR      :
318       EVALUATION MONTH   : 7
319       ALTITUDE           : 1
321       VMT FRACTIONS      :
323       VMT BY FACILITY    :
324       VMT BY HOUR        :
325       SPEED VMT          :
327     END OF RUN         :
```

```
330    END  Define MOBILE6.2
342    DEFINE VEHGROUPS
343      gLDV  = uLDGV  + uLDDV
344      gLDT1 = uLDGT1 + uLDDT
345      gLDT2 = uLDGT2
346      gHDV  = uHDGV  + uHDDV
347      gMC   = uMC
348    END
356    DEFINE VEHCOMPOSIT MOBILE6
358      LDV   =1.00 gLDV
360      LDT1  = .23 gLDT1
361      LDT2  = .77 gLDT1
362      LDT3  = .68 gLDT2
363      LDT4  = .32 gLDT2
365      HDV2B = .33 gHDV
366      HDV3  = .03 gHDV
367      HDV4  = .02 gHDV
368      HDV5  = .02 gHDV
369      HDV6  = .07 gHDV
370      HDV7  = .08 gHDV
371      HDV8A = .09 gHDV
372      HDV8B = .33 gHDV
373      HDBS  = .02 gHDV
375      HDBT  =0.01 gHDV
376      MCYCL =1.00 gMC
378    END
381  END EMISSIONS PROCESSOR
386  BEGIN PEQUEST
388    NO LOS CALCS
389    YES PERFORMANCE REPORTS
391    IGNORE INTERNAL POSTVMT
394    NO GIS FILE
398    LICENSE CODE ##PQST##
400    NAMES FILE  C:\2004AQ PYNet test\PPSuite\Common\nom_names.dbf
403    DEFINE PERFORMANCE = 2007.OUT
404      REPORTS = 101 102 103 104
405      AREA     1 2  4 5
406      TITLE1    2007 with Transit
407      RPTFORMAT   = PRINT
408      EMSCOLUMNS  = SKIPPED
409      EMSDATADIR  = C:\2004AQ_PYNet_test\PPSuite\
410      EMSRUNID    = 2007
411    END
413    UNITS tons 2
415  END PEQUEST

Processing Setup File for instructions inside BEGIN PEQUEST
```

TITLES 2007

```
Input Files:

  Network.............
  Exploded Linkfile...c:\C4Temp\PPSUITE\LINK 07.DBF
  Exploded Approach...c:\C4Temp\PPSUITE\APPR_07.DBF
  Exploded EventDelay.DL1C.DBF
  Exploded PersonFile.
  VmtVht Summary......c:\C4Temp\PPSUITE\VMT1 07.DBF
  Emissions Database..c:\C4Temp\PPSUITE\EMIS 07.dbf
  Emissions VmtSpeed..c:\C4Temp\PPSUITE\VMTS_07.dbf
  M5 Emissions........

Output Files:
  Los Linkfile........
  Los Approach........
  Link Statfile.......


Licensed to: LICENSING BYPASSED
-----------------------------------------------------------------------


  Include PERFORMANCE REPORTS


  Requested Reports 101 102 103 104 written to 2007.OUT

  Printing Series  1:  (  4 Reports)

       2007 with Transit


       Selecting Area,Subarea [1 2  4 5,]
       Filter: All Records
```

```
MOBILE6 INPUT FILE

REPORT FILE          :  c:\C4Temp\$$NX005.PRN    REPLACE
DATABASE OUTPUT      :
WITH FIELDNAMES      :
AGGREGATED OUTPUT    :
EMISSIONS TABLE      :  c:\C4Temp\PPSUITE\M6DATA\\M6OUTPUT.TB1    REPLACE
POLLUTANTS           :  HC NOX
SPREADSHEET          :
RUN DATA             : 0001

NO REFUELING         :
FUEL RVP             : 7.8
MIN/MAX TEMPERATURE:  74.2  91.1
ABSOLUTE HUMIDITY    : 149.07
REG DISTRIBUTION     : LA_REGD.D
EXPRESS HC AS VOC    :


SCENARIO RECORD      :[01 0001]  1  8  9

CALENDAR YEAR        :2007
EVALUATION MONTH     : 7
ALTITUDE             : 1
*VMT TOTALS            2423225
*                      1550441  122901  411451   82382   38768   70794    6436    4291
*                         4291   15017   17162   19308   70794    4291    2145    2753
VMT FRACTIONS        :
                       .639824 .050718 .169795 .033997 .015999 .029215 .002656 .001771
                       .001771 .006197 .007082 .007968 .029215 .001771 .000885 .001136
VMT BY FACILITY      :V000101F.def
VMT BY HOUR          :V000101H.def
SPEED VMT            :V000101S.def


SCENARIO RECORD      :[02 0001]  2  3

CALENDAR YEAR        :2007
EVALUATION MONTH     : 7
ALTITUDE             : 1
*VMT TOTALS            4786928
*                      2888211  297408  995670  185015   87066  107751    9796    6530
*                         6530   22856   26121   29387  107751    6530    3265    7041
VMT FRACTIONS        :
                       .603355 .062129 .207998 .038650 .018188 .022509 .002046 .001364
                       .001364 .004775 .005457 .006139 .022509 .001364 .000682 .001471
VMT BY FACILITY      :V000102F.def
VMT BY HOUR          :V000102H.def
SPEED VMT            :V000102S.def


SCENARIO RECORD      :[03 0001]  4  5
```

```
LENDAR YEAR       :2007
ALUATION MONTH    : 7
TITUDE            : 1
MT TOTALS            878690
                     541744   58791  196821   27844   13103   12647    1150     766
                        766    2683    3066    3449   12647     766     383    2064
T FRACTIONS       :
                    .616535 .066908 .223994 .031688 .014912 .014393 .001309 .000872
                    .000872 .003053 .003489 .003925 .014393 .000872 .000436 .002349
T BY FACILITY     :V000103F.def
T BY HOUR         :V000103H.def
EED VMT           :V000103S.def


ENARIO RECORD     :[04 0001]  6  7

LENDAR YEAR       :2007
ALUATION MONTH    : 7
TITUDE            : 1
MT TOTALS            439203
                     302070   26194   87692    7996    3763    3243     295     197
                        197     688     786     884    3243     197      98    1660
T FRACTIONS       :
                    .687765 .059640 .199662 .018206 .008568 .007384 .000672 .000449
                    .000449 .001566 .001790 .002013 .007384 .000449 .000223 .003780
T BY FACILITY     :V000104F.def
T BY HOUR         :V000104H.def
EED VMT           :V000104S.def


D OF RUN          : 0002

 REFUELING        :
EL RVP            : 7.8
N/MAX TEMPERATURE:  75.0  91.6
SOLUTE HUMIDITY   : 149.07
G DISTRIBUTION    : LA_REGD.D
PRESS HC AS VOC   :


ENARIO RECORD     :[01 0002]  1  8  9

LENDAR YEAR       :2007
ALUATION MONTH    : 7
TITUDE            : 1
MT TOTALS           4091633
                    2620711  206882  692604  138658   65251  119764   10888    7258
                       7258   25404   29034   32663  119764    7258    3629    4606
T FRACTIONS       :
                    .640506 .050562 .169273 .033888 .015947 .029270 .002661 .001774
                    .001774 .006209 .007096 .007983 .029270 .001774 .000887 .001126
T BY FACILITY     :V000201F.def
T BY HOUR         :V000201H.def
```

```
SPEED VMT           :V000201S.def


SCENARIO RECORD     :[02 0002]  2  3

CALENDAR YEAR       :2007
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           3643083
*                     2198978  226116  756997  140595   66162   81778    7434    4956
*                        4956   17347   19825   22303   81778    4956    2478    6424
VMT FRACTIONS       :
                      .603606 .062067 .207790 .038592 .018161 .022447 .002041 .001360
                      .001360 .004762 .005442 .006122 .022447 .001360 .000680 .001763
VMT BY FACILITY     :V000202F.def
VMT BY HOUR         :V000202H.def
SPEED VMT           :V000202S.def


SCENARIO RECORD     :[03 0002]  4  5

CALENDAR YEAR       :2007
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            866247
*                      535511   57771  193407   27220   12810   12064    1097     731
*                         731    2559    2925    3290   12064     731     366    2970
VMT FRACTIONS       :
                      .618195 .066691 .223270 .031423 .014788 .013927 .001266 .000844
                      .000844 .002954 .003377 .003798 .013927 .000844 .000423 .003429
VMT BY FACILITY     :V000203F.def
VMT BY HOUR         :V000203H.def
SPEED VMT           :V000203S.def


SCENARIO RECORD     :[04 0002]  6  7

CALENDAR YEAR       :2007
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            236005
*                      162295   14026   46956    4235    1993    1639     149      99
*                          99     348     397     447    1639      99      50    1534
VMT FRACTIONS       :
                      .687676 .059431 .198962 .017945 .008445 .006945 .000631 .000419
                      .000419 .001475 .001682 .001894 .006945 .000419 .000212 .006500
VMT BY FACILITY     :V000204F.def
VMT BY HOUR         :V000204H.def
SPEED VMT           :V000204S.def


END OF RUN          : 0004
```

```
 REFUELING        :
EL RVP            : 7.8
N/MAX TEMPERATURE:  73.5  89.5
SOLUTE HUMIDITY   : 149.07
G DISTRIBUTION    : LA_REGD.D
PRESS HC AS VOC   :


ENARIO RECORD     :[01 0004]  1

LENDAR YEAR       :2007
ALUATION MONTH    : 7
TITUDE            : 1
MT TOTALS            14688
                      8269     845    2830     585     275     604      55      37
                        37     128     147     165     604      37      18      52
T FRACTIONS       :
                   .562973 .057530 .192676 .039829 .018723 .041122 .003745 .002519
                   .002519 .008715 .010008 .011234 .041122 .002519 .001226 .003540
T BY FACILITY     :V000401F.def
T BY HOUR         :V000401H.def
EED VMT           :V000401S.def


ENARIO RECORD     :[02 0004]  2  3

LENDAR YEAR       :2007
ALUATION MONTH    : 7
TITUDE            : 1
MT TOTALS           585839
                    316758   38097  127542   24945   11739   21699    1973    1315
                      1315    4603    5260    5918   21699    1315     658    1003
T FRACTIONS       :
                   .540690 .065030 .217708 .042580 .020038 .037039 .003368 .002245
                   .002245 .007857 .008979 .010102 .037039 .002245 .001123 .001712
T BY FACILITY     :V000402F.def
T BY HOUR         :V000402H.def
EED VMT           :V000402S.def


ENARIO RECORD     :[03 0004]  4  5

LENDAR YEAR       :2007
ALUATION MONTH    : 7
TITUDE            : 1
MT TOTALS           107669
                     56197    6990   23403    5030    2367    4421     402     268
                       268     938    1072    1206    4421     268     134     284
T FRACTIONS       :
                   .521942 .064921 .217361 .046717 .021984 .041061 .003734 .002489
                   .002489 .008712 .009956 .011201 .041061 .002489 .001245 .002638
T BY FACILITY     :V000403F.def
T BY HOUR         :V000403H.def
```

```
SPEED VMT           :V000403S.def


SCENARIO RECORD     :[04 0004]  6  7

CALENDAR YEAR       :2007
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             50421
*                       29287    3910   13089    1125     529     684      62      41
*                          41     145     166     186     684      41      21     410
VMT FRACTIONS       :
                      .580845 .077548 .259597 .022312 .010492 .013566 .001230 .000813
                      .000813 .002876 .003292 .003689 .013566 .000813 .000416 .008132
VMT BY FACILITY     :V000404F.def
VMT BY HOUR         :V000404H.def
SPEED VMT           :V000404S.def


END OF RUN          : 0005

NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  72.0  90.8
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0005]  1  8  9

CALENDAR YEAR       :2007
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            825452
*                      473809   45783  153273   31868   14997   34550    3141    2094
*                        2094    7329    8376    9423   34550    2094    1047    1024
VMT FRACTIONS       :
                      .573998 .055464 .185684 .038607 .018168 .041856 .003805 .002537
                      .002537 .008879 .010147 .011416 .041856 .002537 .001268 .001241
VMT BY FACILITY     :V000501F.def
VMT BY HOUR         :V000501H.def
SPEED VMT           :V000501S.def


SCENARIO RECORD     :[02 0005]  2  3

CALENDAR YEAR       :2007
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           1137021
*                      614780   73937  247529   48401   22777   42071    3825    2550
*                        2550    8924   10199   11474   42071    2550    1275    2108
```

```
T FRACTIONS        :
                     .540693 .065027 .217700 .042568 .020032 .037001 .003364 .002243
                     .002243 .007849 .008970 .010091 .037001 .002243 .001121 .001854
T BY FACILITY      :V000502F.def
T BY HOUR          :V000502H.def
EED VMT            :V000502S.def


ENARIO RECORD      :[03 0005]  4

LENDAR YEAR        :2007
ALUATION MONTH     : 7
TITUDE             : 1
MT TOTALS              47555
                       24926    3068   10272    2210    1040    1924     175     117
                         117     408     466     525    1924     117      58     208
T FRACTIONS        :
                     .524156 .064514 .216001 .046472 .021869 .040458 .003680 .002460
                     .002460 .008579 .009799 .011040 .040458 .002460 .001220 .004374
T BY FACILITY      :V000503F.def
T BY HOUR          :V000503H.def
EED VMT            :V000503S.def


ENARIO RECORD      :[04 0005]  6  7

LENDAR YEAR        :2007
ALUATION MONTH     : 7
TITUDE             : 1
MT TOTALS              67647
                       39385    5258   17602    1473     693     887      81      54
                          54     188     215     242     887      54      27     547
T FRACTIONS        :
                     .582218 .077727 .260202 .021775 .010244 .013112 .001197 .000798
                     .000798 .002779 .003178 .003577 .013112 .000798 .000399 .008086
T BY FACILITY      :V000504F.def
T BY HOUR          :V000504H.def
EED VMT            :V000504S.def


D OF RUN           :
```

```
************************************************************************
* MOBILE6.2 (31-Oct-2002)                                              *
* Input file: M6INPUT.IN (file 1, run 1).                              *
************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0001]  1  8  9
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000101F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000101H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000101S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

                    Calendar Year:  2007
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  74.2 (F)
              Maximum Temperature:  91.1 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   33. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.6390    0.2205    0.0493              0.0266    0.0008    0.0008    0.0619    0.0011    1.0000
 ---------------------------------------------------------------------------------------------------------------------
Composite Emission Factors (g/mi):
    Composite VOC :      0.851     0.912     0.541     0.844     0.819     0.412     0.373     0.344      2.87     0.819
```

```
   Composite NOX :      0.670     0.804     0.788     0.801     3.851     1.452     1.093    13.661      1.24     1.596
-----------------------------------------------------------------------------------------------------------------------

# # # # # # # # # # # # # # # # # # # # # # # # # # #
02 0001]  2  3
File 1, Run 1, Scenario 2.
# # # # # # # # # # # # # # # # # # # # # # # # # # #
M615 Comment:
             User supplied VMT mix.

Reading Hourly Roadway VMT distribution from the following external
data file: V000102F.DEF

Reading User Supplied ROADWAY VMT Factors

Reading Hourly VMT distribution from the following external
data file: V000102H.DEF

Reading Hourly, Roadway, and Speed VMT dist. from the following external
data file: V000102S.DEF
M 48 Warning:
            there are no sales for vehicle class HDGV8b

                  Calendar Year:  2007
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  74.2 (F)
            Maximum Temperature:  91.1 (F)
              Absolute Humidity:  149. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.5 psi
            Fuel Sulfur Content:   33. ppm

            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
               Reformulated Gas:  No

     Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
             GVWR:                <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
 VMT Distribution:    0.6026    0.2701    0.0560              0.0205    0.0007    0.0009    0.0477    0.0015    1.0000
-----------------------------------------------------------------------------------------------------------------------
omposite Emission Factors (g/mi):
   Composite VOC :      0.931     0.989     0.585     0.919     0.956     0.451     0.421     0.412      2.55     0.904
   Composite NOX :      0.646     0.754     0.740     0.751     3.378     0.935     0.706     8.146      0.98     1.095
-----------------------------------------------------------------------------------------------------------------------

# # # # # # # # # # # # # # # # # # # # # # # # # # #
03 0001]  4  5
File 1, Run 1, Scenario 3.
# # # # # # # # # # # # # # # # # # # # # # # # # # #
M615 Comment:
```

```
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000103F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000103H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000103S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                   Calendar Year:  2007
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  74.2 (F)
             Maximum Temperature:  91.1 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   33. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.6158    0.2909    0.0459              0.0131    0.0007    0.0007    0.0305    0.0023    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      1.064     1.113     0.667     1.053     1.277     0.532     0.542     0.553      2.90     1.051
     Composite NOX :      0.699     0.790     0.778     0.788     3.111     0.961     0.754     8.372      0.91     0.996
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0001]  6  7
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000104F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
```

```
data file: V000104H.DEF

Reading Hourly, Roadway, and Speed VMT dist. from the following external
data file: V000104S.DEF
M 48 Warning:
            there are no sales for vehicle class HDGV8b

                  Calendar Year:  2007
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  74.2 (F)
            Maximum Temperature:  91.1 (F)
              Absolute Humidity:  149. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.5 psi
            Fuel Sulfur Content:   33. ppm

            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
               Reformulated Gas:  No

     Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
             GVWR:               <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
 VMT Distribution:    0.6869    0.2593    0.0264              0.0067    0.0008    0.0004    0.0156    0.0038    1.0000
-----------------------------------------------------------------------------------------------------------------------
omposite Emission Factors (g/mi):
   Composite VOC :      1.427     1.463     0.911     1.412     2.197     0.730     0.850     0.896      3.81     1.428
   Composite NOX :      0.675     0.738     0.734     0.738     2.735     1.197     1.017     9.689      0.79     0.849
-----------------------------------------------------------------------------------------------------------------------
*********************************************************************
MOBILE6.2 (31-Oct-2002)                                             *
Input file: M6INPUT.IN (file 1, run 2).                             *
*********************************************************************
M603 Comment:
             User has disabled the calculation of REFUELING emissions.


Reading Registration Distributions from the following external
data file: LA_REGD.D

# # # # # # # # # # # # # # # # # # # # # # # # # # #
01 0002]  1  8  9
File 1, Run 2, Scenario 1.
# # # # # # # # # # # # # # # # # # # # # # # # # # #
M615 Comment:
             User supplied VMT mix.

Reading Hourly Roadway VMT distribution from the following external
data file: V000201F.DEF

Reading User Supplied ROADWAY VMT Factors
```

```
* Reading Hourly VMT distribution from the following external
* data file: V000201H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000201S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

                    Calendar Year:  2007
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  75.0 (F)
              Maximum Temperature:  91.6 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   33. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.6397    0.2198    0.0491              0.0267    0.0008    0.0008    0.0620    0.0011    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.859     0.919     0.545     0.850     0.835     0.415     0.376     0.350      2.89     0.826
     Composite NOX :      0.672     0.805     0.790     0.802     3.850     1.453     1.094    13.661      1.23     1.599
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0002]  2  3
* File 1, Run 2, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000202F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000202H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000202S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
```

```
              Calendar Year:  2007
                      Month:  July
                   Altitude:  Low
        Minimum Temperature:  75.0 (F)
        Maximum Temperature:  91.6 (F)
          Absolute Humidity:  149. grains/lb
           Nominal Fuel RVP:   7.8 psi
              Weathered RVP:   7.4 psi
        Fuel Sulfur Content:   33. ppm

        Exhaust I/M Program:  No
           Evap I/M Program:  No
                ATP Program:  No
           Reformulated Gas:  No

    Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
            GVWR:                <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
 VMT Distribution:    0.6029    0.2698    0.0559              0.0205    0.0007    0.0009    0.0476    0.0018    1.0000
-----------------------------------------------------------------------------------------------------------------------
omposite Emission Factors (g/mi):
   Composite VOC :     0.935     0.991     0.585     0.922     0.964     0.453     0.424     0.416      2.57     0.909
   Composite NOX :     0.645     0.751     0.737     0.748     3.362     0.926     0.699     8.066      0.97     1.088
-----------------------------------------------------------------------------------------------------------------------

# # # # # # # # # # # # # # # # # # # # # # # # # # #
03 0002]  4  5
File 1, Run 2, Scenario 3.
# # # # # # # # # # # # # # # # # # # # # # # # # # #
M615 Comment:
            User supplied VMT mix.

Reading Hourly Roadway VMT distribution from the following external
data file: V000203F.DEF

Reading User Supplied ROADWAY VMT Factors

Reading Hourly VMT distribution from the following external
data file: V000203H.DEF

Reading Hourly, Roadway, and Speed VMT dist. from the following external
data file: V000203S.DEF
M 48 Warning:
        there are no sales for vehicle class HDGV8b

              Calendar Year:  2007
                      Month:  July
                   Altitude:  Low
        Minimum Temperature:  75.0 (F)
        Maximum Temperature:  91.6 (F)
          Absolute Humidity:  149. grains/lb
           Nominal Fuel RVP:   7.8 psi
```

```
                 Weathered RVP:   7.4 psi
           Fuel Sulfur Content:   33. ppm

           Exhaust I/M Program:  No
              Evap I/M Program:  No
                   ATP Program:  No
              Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:               <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.6174    0.2899    0.0455              0.0127    0.0008    0.0007    0.0295    0.0034    1.0000
 ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      1.019     1.070     0.636     1.011     1.176     0.512     0.521     0.518      2.81     1.009
    Composite NOX :      0.678     0.771     0.759     0.770     3.153     0.935     0.735     8.151      0.92     0.962
 ---------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0002]  6  7
* File 1, Run 2, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000204F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000204H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000204S.DEF
  M 48 Warning:
           there are no sales for vehicle class HDGV8b

                 Calendar Year:  2007
                         Month:  July
                      Altitude:  Low
           Minimum Temperature:  75.0 (F)
           Maximum Temperature:  91.6 (F)
             Absolute Humidity:  149. grains/lb
              Nominal Fuel RVP:   7.8 psi
                 Weathered RVP:   7.4 psi
           Fuel Sulfur Content:   33. ppm

           Exhaust I/M Program:  No
              Evap I/M Program:  No
                   ATP Program:  No
              Reformulated Gas:  No
```

```
     Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
             GVWR:               <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
 VMT Distribution:     0.6868    0.2583    0.0260              0.0063    0.0008    0.0004    0.0147    0.0065    1.0000
-----------------------------------------------------------------------------------------------------------------------
omposite Emission Factors (g/mi):
   Composite VOC :      1.438     1.470     0.915     1.420     2.193     0.730     0.853     0.888      3.83     1.444
   Composite NOX :      0.679     0.740     0.736     0.740     2.759     1.197     1.020     9.785      0.79     0.845
-----------------------------------------------------------------------------------------------------------------------
*********************************************************************
MOBILE6.2 (31-Oct-2002)                                             *
Input file: M6INPUT.IN (file 1, run 3).                             *
*********************************************************************
M603 Comment:
             User has disabled the calculation of REFUELING emissions.


Reading Registration Distributions from the following external
data file: LA_REGD.D

# # # # # # # # # # # # # # # # # # # # # # # # # #
01 0004]  1
File 1, Run 3, Scenario 1.
# # # # # # # # # # # # # # # # # # # # # # # # # #
M615 Comment:
             User supplied VMT mix.

Reading Hourly Roadway VMT distribution from the following external
data file: V000401F.DEF

Reading User Supplied ROADWAY VMT Factors

Reading Hourly VMT distribution from the following external
data file: V000401H.DEF

Reading Hourly, Roadway, and Speed VMT dist. from the following external
data file: V000401S.DEF
M 48 Warning:
            there are no sales for vehicle class HDGV8b

                  Calendar Year:  2007
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  73.5 (F)
            Maximum Temperature:  89.5 (F)
              Absolute Humidity:  149. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.5 psi
            Fuel Sulfur Content:   33. ppm

            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
```

```
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:               <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.5623    0.2502    0.0577              0.0375    0.0007    0.0009    0.0872    0.0035    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.802     0.865     0.512     0.799     0.727     0.395     0.352     0.314      3.06     0.763
     Composite NOX :      0.667     0.810     0.794     0.807     4.008     1.657     1.247    15.506      1.41     2.133
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0004]  2  3
* File 1, Run 3, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
                User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000402F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000402H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000402S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

                    Calendar Year:  2007
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  73.5 (F)
              Maximum Temperature:  89.5 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   33. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:               <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.5400    0.2827    0.0617              0.0338    0.0007    0.0010    0.0785    0.0017    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
```

```
   Composite VOC :      0.908     0.969     0.573     0.898     0.914     0.445     0.410     0.402      2.51     0.867
   Composite NOX :      0.639     0.751     0.737     0.748     3.409     0.947     0.711     8.255      1.00     1.368
-----------------------------------------------------------------------------------------------------------------------------

# # # # # # # # # # # # # # # # # # # # # # # # # # # #
03 0004]  4  5
File 1, Run 3, Scenario 3.
# # # # # # # # # # # # # # # # # # # # # # # # # # # #
M615 Comment:
            User supplied VMT mix.

Reading Hourly Roadway VMT distribution from the following external
data file: V000403F.DEF

Reading User Supplied ROADWAY VMT Factors

Reading Hourly VMT distribution from the following external
data file: V000403H.DEF

Reading Hourly, Roadway, and Speed VMT dist. from the following external
data file: V000403S.DEF
M 48 Warning:
            there are no sales for vehicle class HDGV8b

                  Calendar Year:  2007
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  73.5 (F)
            Maximum Temperature:  89.5 (F)
              Absolute Humidity:  149. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.5 psi
            Fuel Sulfur Content:   33. ppm

            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
               Reformulated Gas:  No

     Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
             GVWR:               <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
 VMT Distribution:    0.5213    0.2822    0.0677              0.0374    0.0006    0.0011    0.0870    0.0026    1.0000
-----------------------------------------------------------------------------------------------------------------------------
omposite Emission Factors (g/mi):
   Composite VOC :      0.975     1.032     0.614     0.951     1.082     0.495     0.451     0.488      2.70     0.932
   Composite NOX :      0.652     0.753     0.740     0.751     3.191     0.920     0.683     8.023      0.95     1.424
-----------------------------------------------------------------------------------------------------------------------------

# # # # # # # # # # # # # # # # # # # # # # # # # # # #
04 0004]  6  7
File 1, Run 3, Scenario 4.
# # # # # # # # # # # # # # # # # # # # # # # # # # # #
```

```
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000404F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000404H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000404S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b

                  Calendar Year:  2007
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  73.5 (F)
             Maximum Temperature:  89.5 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   33. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
               Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.5801    0.3371    0.0323              0.0124    0.0007    0.0005    0.0287    0.0081    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      1.399     1.447     0.903     1.399     2.146     0.730     0.866     0.890      3.78     1.413
     Composite NOX :      0.666     0.734     0.729     0.733     2.743     1.197     1.030     9.753      0.80     0.979
  ---------------------------------------------------------------------------------------------------------------------------
*************************************************************************
* MOBILE6.2 (31-Oct-2002)                                               *
* Input file: M6INPUT.IN (file 1, run 4).                               *
*************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0005]  1  8  9
```

```
File 1, Run 4, Scenario 1.
# # # # # # # # # # # # # # # # # # # # # # # # # # # #
M615 Comment:
            User supplied VMT mix.

Reading Hourly Roadway VMT distribution from the following external
data file: V000501F.DEF

Reading User Supplied ROADWAY VMT Factors

Reading Hourly VMT distribution from the following external
data file: V000501H.DEF

Reading Hourly, Roadway, and Speed VMT dist. from the following external
data file: V000501S.DEF
M 48 Warning:
            there are no sales for vehicle class HDGV8b

                  Calendar Year:  2007
                          Month:  July
                       Altitude:  Low
            Minimum Temperature:  72.0 (F)
            Maximum Temperature:  90.8 (F)
              Absolute Humidity:  149. grains/lb
               Nominal Fuel RVP:   7.8 psi
                  Weathered RVP:   7.5 psi
            Fuel Sulfur Content:   33. ppm

            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
               Reformulated Gas:  No
```

Vehicle Type: GVWR:	LDGV	LDGT12 <6000	LDGT34 >6000	LDGT (All)	HDGV	LDDV	LDDT	HDDV	MC	All Veh
VMT Distribution:	0.5733	0.2411	0.0559		0.0382	0.0007	0.0009	0.0887	0.0012	1.0000
omposite Emission Factors (g/mi):										
Composite VOC :	0.842	0.904	0.537	0.834	0.795	0.409	0.366	0.338	2.96	0.795
Composite NOX :	0.675	0.815	0.799	0.812	3.896	1.554	1.165	14.468	1.29	2.063

```
# # # # # # # # # # # # # # # # # # # # # # # # # # # #
2 0005]  2  3
ile 1, Run 4, Scenario 2.
# # # # # # # # # # # # # # # # # # # # # # # # # # # #
M615 Comment:
            User supplied VMT mix.

eading Hourly Roadway VMT distribution from the following external
ata file: V000502F.DEF
```

```
  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000502H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000502S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

                    Calendar Year:  2007
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  72.0 (F)
              Maximum Temperature:  90.8 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   33. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.5400    0.2827    0.0617              0.0337    0.0007    0.0010    0.0784    0.0019    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.880     0.943     0.556     0.874     0.838     0.420     0.384     0.359      2.44     0.837
     Composite NOX :      0.635     0.754     0.739     0.751     3.521     0.974     0.731     8.490      1.02     1.389
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0005]  4
* File 1, Run 4, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000503F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000503H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000503S.DEF
  M 48 Warning:
```

```
          there are no sales for vehicle class HDGV8b

                Calendar Year:  2007
                        Month:  July
                     Altitude:  Low
          Minimum Temperature:  72.0 (F)
          Maximum Temperature:  90.8 (F)
            Absolute Humidity:  149. grains/lb
             Nominal Fuel RVP:   7.8 psi
                Weathered RVP:   7.5 psi
          Fuel Sulfur Content:   33. ppm

          Exhaust I/M Program:  No
             Evap I/M Program:  No
                  ATP Program:  No
             Reformulated Gas:  No

     Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
             GVWR:                <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
 VMT Distribution:     0.5235    0.2805    0.0673              0.0369    0.0006    0.0011    0.0857    0.0044    1.0000
-----------------------------------------------------------------------------------------------------------------------
omposite Emission Factors (g/mi):
   Composite VOC :      0.922     0.981     0.578     0.903     0.938     0.451     0.407     0.413      2.54     0.879
   Composite NOX :      0.628     0.737     0.724     0.735     3.329     0.903     0.670     7.874      0.99     1.388
-----------------------------------------------------------------------------------------------------------------------

# # # # # # # # # # # # # # # # # # # # # # # # # # #
04 0005]  6  7
File 1, Run 4, Scenario 4.
# # # # # # # # # # # # # # # # # # # # # # # # # # #
M615 Comment:
            User supplied VMT mix.

Reading Hourly Roadway VMT distribution from the following external
data file: V000504F.DEF

Reading User Supplied ROADWAY VMT Factors

Reading Hourly VMT distribution from the following external
data file: V000504H.DEF

Reading Hourly, Roadway, and Speed VMT dist. from the following external
data file: V000504S.DEF
1 48 Warning:
          there are no sales for vehicle class HDGV8b

                Calendar Year:  2007
                        Month:  July
                     Altitude:  Low
          Minimum Temperature:  72.0 (F)
          Maximum Temperature:  90.8 (F)
            Absolute Humidity:  149. grains/lb
```

```
              Nominal Fuel RVP:   7.8 psi
                 Weathered RVP:   7.5 psi
           Fuel Sulfur Content:   33. ppm

           Exhaust I/M Program:  No
              Evap I/M Program:  No
                   ATP Program:  No
              Reformulated Gas:  No
```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.5815	0.3379	0.0315		0.0120	0.0007	0.0005	0.0278	0.0081	1.0000
Composite Emission Factors (g/mi):										
Composite VOC :	1.418	1.459	0.907	1.412	2.165	0.730	0.873	0.887	3.81	1.428
Composite NOX :	0.668	0.736	0.732	0.736	2.749	1.197	1.036	9.789	0.80	0.973

FILE	RUN	SCEN	CAL_YEAR	POL	VTYPE	GM_MILE	GM_DAY
STARTS	ENDS	MILES	MPG	VMT			
1	1	1	2007	1	1	0.8515	24.517	7.2800	5.3799	28.7934
24.04	0.639047									
1	1	1	2007	1	2	0.8863	30.095	8.0600	5.7548	33.9560
18.63	0.050709									
1	1	1	2007	1	3	0.9198	31.232	8.0600	5.7548	33.9560
18.63	0.169765									
1	1	1	2007	1	4	0.5280	22.858	8.0600	5.7548	43.2893
14.26	0.033494									
1	1	1	2007	1	5	0.5673	24.556	8.0600	5.7548	43.2893
14.26	0.015762									
1	1	1	2007	1	6	0.6822	24.875	6.8800	4.9123	36.4639
10.04	0.022303									
1	1	1	2007	1	7	0.7805	28.445	6.8800	4.9123	36.4432
9.30	0.000718									
1	1	1	2007	1	8	2.6759	56.508	6.8800	4.9123	21.1171
8.95	0.000221									
1	1	1	2007	1	9	1.4007	39.617	6.8800	4.9123	28.2829
7.92	0.000816									
1	1	1	2007	1	10	1.3259	38.250	6.8800	4.9123	28.8474
7.99	0.001658									
1	1	1	2007	1	11	1.6118	44.138	6.8800	4.9123	27.3838
7.33	0.000681									
1	1	1	2007	1	12	2.1599	51.846	6.8800	4.9123	24.0040
6.88	0.000002									
1	1	1	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000
0.00	0.000000									
1	1	1	2007	1	14	0.4120	8.630	7.2800	5.1979	20.9467
30.46	0.000777									
1	1	1	2007	1	15	2.3585	15.516	8.0600	5.7548	6.5788
24.64	0.000039									
1	1	1	2007	1	16	0.1476	5.955	6.6500	4.7481	40.3588
12.84	0.006912									
1	1	1	2007	1	17	0.1578	6.907	6.6500	4.7481	43.7584
11.60	0.001938									
1	1	1	2007	1	18	0.1986	10.943	6.6500	4.7481	55.0878
10.15	0.001550									
1	1	1	2007	1	19	0.2085	11.912	6.6500	4.7481	57.1429
9.84	0.000955									
1	1	1	2007	1	20	0.2828	16.504	6.6500	4.7481	58.3621
8.67	0.004539									
1	1	1	2007	1	21	0.3522	19.876	6.6500	4.7481	56.4308
7.52	0.006401									
1	1	1	2007	1	22	0.3486	37.766	6.6500	4.7481	108.3420
6.54	0.007966									
1	1	1	2007	1	23	0.4164	69.635	6.6500	4.7481	167.2209
6.22	0.029215									
1	1	1	2007	1	24	2.8659	23.431	1.3500	0.9639	8.1760
50.00	0.001136									
1	1	1	2007	1	25	4.1546	113.129	6.8800	4.9123	27.2301
6.26	0.000244									
1	1	1	2007	1	26	0.2913	28.249	6.6500	4.7481	96.9635

	4.32	0.000885									
1	1	1	2007	1	27	0.4833	13.160	6.6500	4.7481	27.2301	
	6.20	0.001527									
1	1	1	2007	1	28	0.2689	13.777	8.0600	5.7548	51.2388	
	17.01	0.000740									
1	1	1	2007	3	1	0.6700	19.292	7.2800	5.3799	28.7934	
	24.04	0.639047									
1	1	1	2007	3	2	0.6502	22.079	8.0600	5.7548	33.9560	
	18.63	0.050709									
1	1	1	2007	3	3	0.8494	28.842	8.0600	5.7548	33.9560	
	18.63	0.169765									
1	1	1	2007	3	4	0.7061	30.569	8.0600	5.7548	43.2893	
	14.26	0.033494									
1	1	1	2007	3	5	0.9629	41.685	8.0600	5.7548	43.2893	
	14.26	0.015762									
1	1	1	2007	3	6	3.6071	131.527	6.8800	4.9123	36.4639	
	10.04	0.022303									
1	1	1	2007	3	7	3.9019	142.197	6.8800	4.9123	36.4432	
	9.30	0.000718									
1	1	1	2007	3	8	5.5170	116.504	6.8800	4.9123	21.1171	
	8.95	0.000221									
1	1	1	2007	3	9	4.9209	139.178	6.8800	4.9123	28.2829	
	7.92	0.000816									
1	1	1	2007	3	10	4.8307	139.352	6.8800	4.9123	28.8474	
	7.99	0.001658									
1	1	1	2007	3	11	5.6164	153.798	6.8800	4.9123	27.3838	
	7.33	0.000681									
1	1	1	2007	3	12	6.5190	156.483	6.8800	4.9123	24.0040	
	6.88	0.000002									
1	1	1	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	1	2007	3	14	1.4522	30.419	7.2800	5.1979	20.9467	
	30.46	0.000777									
1	1	1	2007	3	15	3.5939	23.644	8.0600	5.7548	6.5788	
	24.64	0.000039									
1	1	1	2007	3	16	4.6861	189.125	6.6500	4.7481	40.3588	
	12.84	0.006912									
1	1	1	2007	3	17	5.0855	222.534	6.6500	4.7481	43.7584	
	11.60	0.001938									
1	1	1	2007	3	18	6.4503	355.331	6.6500	4.7481	55.0878	
	10.15	0.001550									
1	1	1	2007	3	19	6.7702	386.868	6.6500	4.7481	57.1429	
	9.84	0.000955									
1	1	1	2007	3	20	9.2520	539.966	6.6500	4.7481	58.3621	
	8.67	0.004539									
1	1	1	2007	3	21	11.5398	651.201	6.6500	4.7481	56.4308	
	7.52	0.006401									
1	1	1	2007	3	22	14.7543	1598.510	6.6500	4.7481	108.3420	
	6.54	0.007966									
1	1	1	2007	3	23	17.4792	2922.894	6.6500	4.7481	167.2209	
	6.22	0.029215									
1	1	1	2007	3	24	1.2434	10.166	1.3500	0.9639	8.1760	
	50.00	0.001136									

1	1	1	2007	3	25	9.2650	252.288	6.8800	4.9123	27.2301	6.26	0.000244
1	1	1	2007	3	26	21.7614	2110.063	6.6500	4.7481	96.9635	4.32	0.000885
1	1	1	2007	3	27	15.3336	417.537	6.6500	4.7481	27.2301	6.20	0.001527
1	1	1	2007	3	28	0.9616	49.273	8.0600	5.7548	51.2388	17.01	0.000740
1	1	2	2007	1	1	0.9309	26.805	7.2800	5.3799	28.7934	24.04	0.602622
1	1	2	2007	1	2	0.9606	32.618	8.0600	5.7548	33.9560	18.63	0.062118
1	1	2	2007	1	3	0.9970	33.855	8.0600	5.7548	33.9560	18.63	0.207961
1	1	2	2007	1	4	0.5709	24.712	8.0600	5.7548	43.2893	14.26	0.038078
1	1	2	2007	1	5	0.6136	26.564	8.0600	5.7548	43.2893	14.26	0.017919
1	1	2	2007	1	6	0.8013	29.218	6.8800	4.9123	36.4639	10.04	0.017184
1	1	2	2007	1	7	0.9201	33.532	6.8800	4.9123	36.4432	9.30	0.000553
1	1	2	2007	1	8	3.0123	63.610	6.8800	4.9123	21.1171	8.95	0.000170
1	1	2	2007	1	9	1.5921	45.030	6.8800	4.9123	28.2829	7.92	0.000628
1	1	2	2007	1	10	1.5088	43.525	6.8800	4.9123	28.8474	7.99	0.001277
1	1	2	2007	1	11	1.8380	50.331	6.8800	4.9123	27.3838	7.33	0.000525
1	1	2	2007	1	12	2.4527	58.874	6.8800	4.9123	24.0040	6.88	0.000002
1	1	2	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	2	2007	1	14	0.4508	9.442	7.2800	5.1979	20.9467	30.46	0.000733
1	1	2	2007	1	15	2.4794	16.311	8.0600	5.7548	6.5788	24.64	0.000048
1	1	2	2007	1	16	0.1764	7.120	6.6500	4.7481	40.3588	12.84	0.005325
1	1	2	2007	1	17	0.1887	8.258	6.6500	4.7481	43.7584	11.60	0.001493
1	1	2	2007	1	18	0.2376	13.087	6.6500	4.7481	55.0878	10.15	0.001194
1	1	2	2007	1	19	0.2493	14.247	6.6500	4.7481	57.1429	9.84	0.000736
1	1	2	2007	1	20	0.3381	19.732	6.6500	4.7481	58.3621	8.67	0.003498
1	1	2	2007	1	21	0.4211	23.765	6.6500	4.7481	56.4308	7.52	0.004932
1	1	2	2007	1	22	0.4168	45.155	6.6500	4.7481	108.3420	6.54	0.006137
1	1	2	2007	1	23	0.4979	83.258	6.6500	4.7481	167.2209		

	6.22	0.022509									
1	1	2	2007	1	24	2.5542	20.883	1.3500	0.9639	8.1760	
	50.00	0.001471									
1	1	2	2007	1	25	4.9389	134.487	6.8800	4.9123	27.2301	
	6.26	0.000188									
1	1	2	2007	1	26	0.3483	33.770	6.6500	4.7481	96.9635	
	4.32	0.000682									
1	1	2	2007	1	27	0.5780	15.739	6.6500	4.7481	27.2301	
	6.20	0.001176									
1	1	2	2007	1	28	0.3046	15.609	8.0600	5.7548	51.2388	
	17.01	0.000841									
1	1	2	2007	3	1	0.6460	18.601	7.2800	5.3799	28.7934	
	24.04	0.602622									
1	1	2	2007	3	2	0.6055	20.559	8.0600	5.7548	33.9560	
	18.63	0.062118									
1	1	2	2007	3	3	0.7981	27.099	8.0600	5.7548	33.9560	
	18.63	0.207961									
1	1	2	2007	3	4	0.6607	28.600	8.0600	5.7548	43.2893	
	14.26	0.038078									
1	1	2	2007	3	5	0.9098	39.383	8.0600	5.7548	43.2893	
	14.26	0.017919									
1	1	2	2007	3	6	3.1649	115.405	6.8800	4.9123	36.4639	
	10.04	0.017184									
1	1	2	2007	3	7	3.4231	124.747	6.8800	4.9123	36.4432	
	9.30	0.000553									
1	1	2	2007	3	8	4.8382	102.169	6.8800	4.9123	21.1171	
	8.95	0.000170									
1	1	2	2007	3	9	4.3166	122.086	6.8800	4.9123	28.2829	
	7.92	0.000628									
1	1	2	2007	3	10	4.2381	122.259	6.8800	4.9123	28.8474	
	7.99	0.001277									
1	1	2	2007	3	11	4.9271	134.922	6.8800	4.9123	27.3838	
	7.33	0.000525									
1	1	2	2007	3	12	5.7188	137.274	6.8800	4.9123	24.0040	
	6.88	0.000002									
1	1	2	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	2	2007	3	14	0.9347	19.579	7.2800	5.1979	20.9467	
	30.46	0.000733									
1	1	2	2007	3	15	2.3926	15.741	8.0600	5.7548	6.5788	
	24.64	0.000048									
1	1	2	2007	3	16	2.9441	118.821	6.6500	4.7481	40.3588	
	12.84	0.005325									
1	1	2	2007	3	17	3.1946	139.793	6.6500	4.7481	43.7584	
	11.60	0.001493									
1	1	2	2007	3	18	4.0508	223.147	6.6500	4.7481	55.0878	
	10.15	0.001194									
1	1	2	2007	3	19	4.2517	242.952	6.6500	4.7481	57.1429	
	9.84	0.000736									
1	1	2	2007	3	20	5.6218	328.100	6.6500	4.7481	58.3621	
	8.67	0.003498									
1	1	2	2007	3	21	7.0163	395.938	6.6500	4.7481	56.4308	
	7.52	0.004932									

1	1	2	2007	3	22	8.6749	939.852	6.6500	4.7481	108.3420	6.54
0.006137											
1	1	2	2007	3	23	10.3088	1723.854	6.6500	4.7481	167.2209	6.22
0.022509											
1	1	2	2007	3	24	0.9808	8.019	1.3500	0.9639	8.1760	50.00
0.001471											
1	1	2	2007	3	25	8.1223	221.171	6.8800	4.9123	27.2301	6.26
0.000188											
1	1	2	2007	3	26	13.5496	1313.817	6.6500	4.7481	96.9635	4.32
0.000682											
1	1	2	2007	3	27	9.5411	259.805	6.6500	4.7481	27.2301	6.20
0.001176											
1	1	2	2007	3	28	0.6106	31.287	8.0600	5.7548	51.2388	17.01
0.000841											
1	1	3	2007	1	1	1.0642	30.643	7.2800	5.3799	28.7934	24.04
0.615786											
1	1	3	2007	1	2	1.0820	36.740	8.0600	5.7548	33.9560	18.63
0.066896											
1	1	3	2007	1	3	1.1228	38.126	8.0600	5.7548	33.9560	18.63
0.223955											
1	1	3	2007	1	4	0.6518	28.217	8.0600	5.7548	43.2893	14.26
0.031219											
1	1	3	2007	1	5	0.6998	30.295	8.0600	5.7548	43.2893	14.26
0.014691											
1	1	3	2007	1	6	1.0756	39.219	6.8800	4.9123	36.4639	10.04
0.010988											
1	1	3	2007	1	7	1.2753	46.477	6.8800	4.9123	36.4432	9.30
0.000354											
1	1	3	2007	1	8	3.8597	81.506	6.8800	4.9123	21.1171	8.95
0.000109											
1	1	3	2007	1	9	2.0603	58.270	6.8800	4.9123	28.2829	7.92
0.000402											
1	1	3	2007	1	10	1.9554	56.408	6.8800	4.9123	28.8474	7.99
0.000817											
1	1	3	2007	1	11	2.4153	66.139	6.8800	4.9123	27.3838	7.33
0.000335											
1	1	3	2007	1	12	3.1957	76.709	6.8800	4.9123	24.0040	6.88
0.000001											
1	1	3	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	1	3	2007	1	14	0.5321	11.145	7.2800	5.1979	20.9467	30.46
0.000749											
1	1	3	2007	1	15	2.7327	17.978	8.0600	5.7548	6.5788	24.64
0.000051											
1	1	3	2007	1	16	0.2369	9.562	6.6500	4.7481	40.3588	12.84
0.003405											
1	1	3	2007	1	17	0.2535	11.091	6.6500	4.7481	43.7584	11.60
0.000955											
1	1	3	2007	1	18	0.3190	17.575	6.6500	4.7481	55.0878	10.15
0.000763											
1	1	3	2007	1	19	0.3348	19.132	6.6500	4.7481	57.1429	9.84
0.000470											
1	1	3	2007	1	20	0.4541	26.500	6.6500	4.7481	58.3621	

	8.67	0.002236									
1	1	3	2007	1	21	0.5656	31.916	6.6500	4.7481	56.4308	
	7.52	0.003154									
1	1	3	2007	1	22	0.5597	60.641	6.6500	4.7481	108.3420	
	6.54	0.003924									
1	1	3	2007	1	23	0.6686	111.811	6.6500	4.7481	167.2209	
	6.22	0.014393									
1	1	3	2007	1	24	2.9033	23.737	1.3500	0.9639	8.1760	
	50.00	0.002349									
1	1	3	2007	1	25	6.9560	189.412	6.8800	4.9123	27.2301	
	6.26	0.000120									
1	1	3	2007	1	26	0.4677	45.351	6.6500	4.7481	96.9635	
	4.32	0.000436									
1	1	3	2007	1	27	0.7762	21.137	6.6500	4.7481	27.2301	
	6.20	0.000752									
1	1	3	2007	1	28	0.3796	19.448	8.0600	5.7548	51.2388	
	17.01	0.000690									
1	1	3	2007	3	1	0.6993	20.135	7.2800	5.3799	28.7934	
	24.04	0.615786									
1	1	3	2007	3	2	0.6351	21.565	8.0600	5.7548	33.9560	
	18.63	0.066896									
1	1	3	2007	3	3	0.8361	28.389	8.0600	5.7548	33.9560	
	18.63	0.223955									
1	1	3	2007	3	4	0.6942	30.053	8.0600	5.7548	43.2893	
	14.26	0.031219									
1	1	3	2007	3	5	0.9547	41.330	8.0600	5.7548	43.2893	
	14.26	0.014691									
1	1	3	2007	3	6	2.9147	106.281	6.8800	4.9123	36.4639	
	10.04	0.010988									
1	1	3	2007	3	7	3.1528	114.899	6.8800	4.9123	36.4432	
	9.30	0.000354									
1	1	3	2007	3	8	4.4576	94.132	6.8800	4.9123	21.1171	
	8.95	0.000109									
1	1	3	2007	3	9	3.9758	112.448	6.8800	4.9123	28.2829	
	7.92	0.000402									
1	1	3	2007	3	10	3.9035	112.605	6.8800	4.9123	28.8474	
	7.99	0.000817									
1	1	3	2007	3	11	4.5384	124.278	6.8800	4.9123	27.3838	
	7.33	0.000335									
1	1	3	2007	3	12	5.2679	126.450	6.8800	4.9123	24.0040	
	6.88	0.000001									
1	1	3	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	3	2007	3	14	0.9605	20.120	7.2800	5.1979	20.9467	
	30.46	0.000749									
1	1	3	2007	3	15	2.4526	16.135	8.0600	5.7548	6.5788	
	24.64	0.000051									
1	1	3	2007	3	16	3.0311	122.330	6.6500	4.7481	40.3588	
	12.84	0.003405									
1	1	3	2007	3	17	3.2890	143.921	6.6500	4.7481	43.7584	
	11.60	0.000955									
1	1	3	2007	3	18	4.1704	229.737	6.6500	4.7481	55.0878	
	10.15	0.000763									

1	1	3	2007	3	19	4.3772	250.127	6.6500	4.7481	57.1429	9.84
1	1	3	2007	3	20	5.7893	337.873	6.6500	4.7481	58.3621	8.67
1	1	3	2007	3	21	7.2253	407.729	6.6500	4.7481	56.4308	7.52
1	1	3	2007	3	22	8.9145	965.810	6.6500	4.7481	108.3420	6.54
1	1	3	2007	3	23	10.5861	1770.222	6.6500	4.7481	167.2209	6.22
1	1	3	2007	3	24	0.9142	7.475	1.3500	0.9639	8.1760	50.00
1	1	3	2007	3	25	7.4864	203.855	6.8800	4.9123	27.2301	6.26
1	1	3	2007	3	26	13.9586	1353.473	6.6500	4.7481	96.9635	4.32
1	1	3	2007	3	27	9.8291	267.647	6.6500	4.7481	27.2301	6.20
1	1	3	2007	3	28	0.6281	32.184	8.0600	5.7548	51.2388	17.01
1	1	4	2007	1	1	1.4267	41.081	7.2800	5.3799	28.7934	24.04
1	1	4	2007	1	2	1.4209	48.249	8.0600	5.7548	33.9560	18.63
1	1	4	2007	1	3	1.4761	50.124	8.0600	5.7548	33.9560	18.63
1	1	4	2007	1	4	0.8906	38.552	8.0600	5.7548	43.2893	14.26
1	1	4	2007	1	5	0.9556	41.368	8.0600	5.7548	43.2893	14.26
1	1	4	2007	1	6	1.8623	67.906	6.8800	4.9123	36.4639	10.04
1	1	4	2007	1	7	2.2792	83.062	6.8800	4.9123	36.4432	9.30
1	1	4	2007	1	8	6.2286	131.530	6.8800	4.9123	21.1171	8.95
1	1	4	2007	1	9	3.3689	95.282	6.8800	4.9123	28.2829	7.92
1	1	4	2007	1	10	3.2312	93.212	6.8800	4.9123	28.8474	7.99
1	1	4	2007	1	11	4.0770	111.644	6.8800	4.9123	27.3838	7.33
1	1	4	2007	1	12	5.3326	128.003	6.8800	4.9123	24.0040	6.88
1	1	4	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	1	4	2007	1	14	0.7303	15.298	7.2800	5.1979	20.9467	30.46
1	1	4	2007	1	15	3.3503	22.041	8.0600	5.7548	6.5788	24.64
1	1	4	2007	1	16	0.3844	15.515	6.6500	4.7481	40.3588	12.84
1	1	4	2007	1	17	0.4077	17.842	6.6500	4.7481	43.7584	

	11.60	0.000490									
1	1	4	2007	1	18	0.5112	28.160	6.6500	4.7481	55.0878	
	10.15	0.000393									
1	1	4	2007	1	19	0.5365	30.655	6.6500	4.7481	57.1429	
	9.84	0.000242									
1	1	4	2007	1	20	0.7348	42.886	6.6500	4.7481	58.3621	
	8.67	0.001147									
1	1	4	2007	1	21	0.9177	51.788	6.6500	4.7481	56.4308	
	7.52	0.001618									
1	1	4	2007	1	22	0.9082	98.398	6.6500	4.7481	108.3420	
	6.54	0.002012									
1	1	4	2007	1	23	1.0850	181.430	6.6500	4.7481	167.2209	
	6.22	0.007384									
1	1	4	2007	1	24	3.8130	31.175	1.3500	0.9639	8.1760	
	50.00	0.003780									
1	1	4	2007	1	25	12.5941	342.939	6.8800	4.9123	27.2301	
	6.26	0.000062									
1	1	4	2007	1	26	0.7494	72.666	6.6500	4.7481	96.9635	
	4.32	0.000223									
1	1	4	2007	1	27	1.2438	33.868	6.6500	4.7481	27.2301	
	6.20	0.000387									
1	1	4	2007	1	28	0.5622	28.809	8.0600	5.7548	51.2388	
	17.01	0.000396									
1	1	4	2007	3	1	0.6746	19.423	7.2800	5.3799	28.7934	
	24.04	0.686930									
1	1	4	2007	3	2	0.5889	19.997	8.0600	5.7548	33.9560	
	18.63	0.059630									
1	1	4	2007	3	3	0.7828	26.580	8.0600	5.7548	33.9560	
	18.63	0.199627									
1	1	4	2007	3	4	0.6516	28.206	8.0600	5.7548	43.2893	
	14.26	0.017937									
1	1	4	2007	3	5	0.9079	39.304	8.0600	5.7548	43.2893	
	14.26	0.008441									
1	1	4	2007	3	6	2.5594	93.327	6.8800	4.9123	36.4639	
	10.04	0.005637									
1	1	4	2007	3	7	2.7864	101.545	6.8800	4.9123	36.4432	
	9.30	0.000182									
1	1	4	2007	3	8	3.9517	83.448	6.8800	4.9123	21.1171	
	8.95	0.000056									
1	1	4	2007	3	9	3.5241	99.671	6.8800	4.9123	28.2829	
	7.92	0.000207									
1	1	4	2007	3	10	3.4345	99.076	6.8800	4.9123	28.8474	
	7.99	0.000419									
1	1	4	2007	3	11	3.9852	109.131	6.8800	4.9123	27.3838	
	7.33	0.000172									
1	1	4	2007	3	12	4.6258	111.038	6.8800	4.9123	24.0040	
	6.88	0.000001									
1	1	4	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	4	2007	3	14	1.1970	25.073	7.2800	5.1979	20.9467	
	30.46	0.000835									
1	1	4	2007	3	15	3.0015	19.746	8.0600	5.7548	6.5788	
	24.64	0.000046									

1	1	4	2007	3	16	3.8270	154.453	6.6500	4.7481	40.3588	12.84	0.001747
1	1	4	2007	3	17	4.1777	182.809	6.6500	4.7481	43.7584	11.60	0.000490
1	1	4	2007	3	18	5.3119	292.619	6.6500	4.7481	55.0878	10.15	0.000393
1	1	4	2007	3	19	5.5753	318.591	6.6500	4.7481	57.1429	9.84	0.000242
1	1	4	2007	3	20	7.2571	423.537	6.6500	4.7481	58.3621	8.67	0.001147
1	1	4	2007	3	21	9.0399	510.126	6.6500	4.7481	56.4308	7.52	0.001618
1	1	4	2007	3	22	10.1451	1099.146	6.6500	4.7481	108.3420	6.54	0.002012
1	1	4	2007	3	23	11.8071	1974.394	6.6500	4.7481	167.2209	6.22	0.007384
1	1	4	2007	3	24	0.7941	6.493	1.3500	0.9639	8.1760	50.00	0.003780
1	1	4	2007	3	25	6.6377	180.744	6.8800	4.9123	27.2301	6.26	0.000062
1	1	4	2007	3	26	17.8611	1731.876	6.6500	4.7481	96.9635	4.32	0.000223
1	1	4	2007	3	27	12.5769	342.470	6.6500	4.7481	27.2301	6.20	0.000387
1	1	4	2007	3	28	0.7885	40.400	8.0600	5.7548	51.2388	17.01	0.000396
1	2	1	2007	1	1	0.8587	24.726	7.2800	5.3799	28.7934	24.04	0.639728
1	2	1	2007	1	2	0.8929	30.319	8.0600	5.7548	33.9560	18.63	0.050553
1	2	1	2007	1	3	0.9265	31.460	8.0600	5.7548	33.9560	18.63	0.169243
1	2	1	2007	1	4	0.5320	23.028	8.0600	5.7548	43.2893	14.26	0.033387
1	2	1	2007	1	5	0.5713	24.731	8.0600	5.7548	43.2893	14.26	0.015711
1	2	1	2007	1	6	0.6952	25.349	6.8800	4.9123	36.4639	10.04	0.022345
1	2	1	2007	1	7	0.7970	29.045	6.8800	4.9123	36.4432	9.30	0.000719
1	2	1	2007	1	8	2.7235	57.513	6.8800	4.9123	21.1171	8.95	0.000221
1	2	1	2007	1	9	1.4261	40.334	6.8800	4.9123	28.2829	7.92	0.000817
1	2	1	2007	1	10	1.3497	38.935	6.8800	4.9123	28.8474	7.99	0.001661
1	2	1	2007	1	11	1.6418	44.960	6.8800	4.9123	27.3838	7.33	0.000682
1	2	1	2007	1	12	2.1993	52.791	6.8800	4.9123	24.0040	6.88	0.000002
1	2	1	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	2	1	2007	1	14	0.4150	8.693	7.2800	5.1979	20.9467		

	30.46	0.000778									
1	2	1	2007	1	15	2.3679	15.578	8.0600	5.7548	6.5788	
	24.64	0.000039									
1	2	1	2007	1	16	0.1498	6.045	6.6500	4.7481	40.3588	
	12.84	0.006925									
1	2	1	2007	1	17	0.1602	7.012	6.6500	4.7481	43.7584	
	11.60	0.001942									
1	2	1	2007	1	18	0.2017	11.113	6.6500	4.7481	55.0878	
	10.15	0.001553									
1	2	1	2007	1	19	0.2117	12.098	6.6500	4.7481	57.1429	
	9.84	0.000957									
1	2	1	2007	1	20	0.2871	16.754	6.6500	4.7481	58.3621	
	8.67	0.004548									
1	2	1	2007	1	21	0.3576	20.178	6.6500	4.7481	56.4308	
	7.52	0.006414									
1	2	1	2007	1	22	0.3539	38.339	6.6500	4.7481	108.3420	
	6.54	0.007981									
1	2	1	2007	1	23	0.4227	70.691	6.6500	4.7481	167.2209	
	6.22	0.029270									
1	2	1	2007	1	24	2.8890	23.621	1.3500	0.9639	8.1760	
	50.00	0.001126									
1	2	1	2007	1	25	4.2473	115.654	6.8800	4.9123	27.2301	
	6.26	0.000244									
1	2	1	2007	1	26	0.2957	28.671	6.6500	4.7481	96.9635	
	4.32	0.000887									
1	2	1	2007	1	27	0.4908	13.366	6.6500	4.7481	27.2301	
	6.20	0.001530									
1	2	1	2007	1	28	0.2717	13.920	8.0600	5.7548	51.2388	
	17.01	0.000737									
1	2	1	2007	3	1	0.6719	19.347	7.2800	5.3799	28.7934	
	24.04	0.639728									
1	2	1	2007	3	2	0.6514	22.119	8.0600	5.7548	33.9560	
	18.63	0.050553									
1	2	1	2007	3	3	0.8506	28.884	8.0600	5.7548	33.9560	
	18.63	0.169243									
1	2	1	2007	3	4	0.7073	30.620	8.0600	5.7548	43.2893	
	14.26	0.033387									
1	2	1	2007	3	5	0.9643	41.743	8.0600	5.7548	43.2893	
	14.26	0.015711									
1	2	1	2007	3	6	3.6071	131.528	6.8800	4.9123	36.4639	
	10.04	0.022345									
1	2	1	2007	3	7	3.8993	142.102	6.8800	4.9123	36.4432	
	9.30	0.000719									
1	2	1	2007	3	8	5.5044	116.237	6.8800	4.9123	21.1171	
	8.95	0.000221									
1	2	1	2007	3	9	4.9169	139.063	6.8800	4.9123	28.2829	
	7.92	0.000817									
1	2	1	2007	3	10	4.8281	139.278	6.8800	4.9123	28.8474	
	7.99	0.001661									
1	2	1	2007	3	11	5.6114	153.661	6.8800	4.9123	27.3838	
	7.33	0.000682									
1	2	1	2007	3	12	6.5117	156.308	6.8800	4.9123	24.0040	
	6.88	0.000002									

1	2	1	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	1	2007	3	14	1.4531	30.438	7.2800	5.1979	20.9467	30.46
0.000778											
1	2	1	2007	3	15	3.5960	23.658	8.0600	5.7548	6.5788	24.64
0.000039											
1	2	1	2007	3	16	4.6894	189.257	6.6500	4.7481	40.3588	12.84
0.006925											
1	2	1	2007	3	17	5.0882	222.650	6.6500	4.7481	43.7584	11.60
0.001942											
1	2	1	2007	3	18	6.4506	355.347	6.6500	4.7481	55.0878	10.15
0.001553											
1	2	1	2007	3	19	6.7705	386.886	6.6500	4.7481	57.1429	9.84
0.000957											
1	2	1	2007	3	20	9.2571	540.263	6.6500	4.7481	58.3621	8.67
0.004548											
1	2	1	2007	3	21	11.5457	651.532	6.6500	4.7481	56.4308	7.52
0.006414											
1	2	1	2007	3	22	14.7544	1598.517	6.6500	4.7481	108.3420	6.54
0.007981											
1	2	1	2007	3	23	17.4769	2922.501	6.6500	4.7481	167.2209	6.22
0.029270											
1	2	1	2007	3	24	1.2307	10.062	1.3500	0.9639	8.1760	50.00
0.001126											
1	2	1	2007	3	25	9.2263	251.234	6.8800	4.9123	27.2301	6.26
0.000244											
1	2	1	2007	3	26	21.7887	2112.709	6.6500	4.7481	96.9635	4.32
0.000887											
1	2	1	2007	3	27	15.3356	417.591	6.6500	4.7481	27.2301	6.20
0.001530											
1	2	1	2007	3	28	0.9622	49.304	8.0600	5.7548	51.2388	17.01
0.000737											
1	2	2	2007	1	1	0.9347	26.914	7.2800	5.3799	28.7934	24.04
0.602873											
1	2	2	2007	1	2	0.9634	32.712	8.0600	5.7548	33.9560	18.63
0.062056											
1	2	2	2007	1	3	0.9997	33.947	8.0600	5.7548	33.9560	18.63
0.207753											
1	2	2	2007	1	4	0.5715	24.741	8.0600	5.7548	43.2893	14.26
0.038021											
1	2	2	2007	1	5	0.6143	26.591	8.0600	5.7548	43.2893	14.26
0.017892											
1	2	2	2007	1	6	0.8080	29.464	6.8800	4.9123	36.4639	10.04
0.017136											
1	2	2	2007	1	7	0.9280	33.819	6.8800	4.9123	36.4432	9.30
0.000551											
1	2	2	2007	1	8	3.0392	64.180	6.8800	4.9123	21.1171	8.95
0.000169											
1	2	2	2007	1	9	1.6061	45.424	6.8800	4.9123	28.2829	7.92
0.000627											
1	2	2	2007	1	10	1.5220	43.906	6.8800	4.9123	28.8474	7.99
0.001274											
1	2	2	2007	1	11	1.8540	50.770	6.8800	4.9123	27.3838	

	7.33	0.000523									
1	2	2	2007	1	12	2.4742	59.391	6.8800	4.9123	24.0040	
	6.88	0.000002									
1	2	2	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	2	2007	1	14	0.4535	9.498	7.2800	5.1979	20.9467	
	30.46	0.000733									
1	2	2	2007	1	15	2.4878	16.366	8.0600	5.7548	6.5788	
	24.64	0.000048									
1	2	2	2007	1	16	0.1784	7.201	6.6500	4.7481	40.3588	
	12.84	0.005311									
1	2	2	2007	1	17	0.1909	8.352	6.6500	4.7481	43.7584	
	11.60	0.001490									
1	2	2	2007	1	18	0.2403	13.235	6.6500	4.7481	55.0878	
	10.15	0.001191									
1	2	2	2007	1	19	0.2521	14.408	6.6500	4.7481	57.1429	
	9.84	0.000733									
1	2	2	2007	1	20	0.3419	19.956	6.6500	4.7481	58.3621	
	8.67	0.003488									
1	2	2	2007	1	21	0.4259	24.035	6.6500	4.7481	56.4308	
	7.52	0.004919									
1	2	2	2007	1	22	0.4215	45.667	6.6500	4.7481	108.3420	
	6.54	0.006120									
1	2	2	2007	1	23	0.5035	84.202	6.6500	4.7481	167.2209	
	6.22	0.022447									
1	2	2	2007	1	24	2.5724	21.032	1.3500	0.9639	8.1760	
	50.00	0.001763									
1	2	2	2007	1	25	4.9827	135.680	6.8800	4.9123	27.2301	
	6.26	0.000187									
1	2	2	2007	1	26	0.3522	34.153	6.6500	4.7481	96.9635	
	4.32	0.000680									
1	2	2	2007	1	27	0.5846	15.918	6.6500	4.7481	27.2301	
	6.20	0.001173									
1	2	2	2007	1	28	0.3071	15.736	8.0600	5.7548	51.2388	
	17.01	0.000840									
1	2	2	2007	3	1	0.6449	18.570	7.2800	5.3799	28.7934	
	24.04	0.602873									
1	2	2	2007	3	2	0.6028	20.469	8.0600	5.7548	33.9560	
	18.63	0.062056									
1	2	2	2007	3	3	0.7947	26.987	8.0600	5.7548	33.9560	
	18.63	0.207753									
1	2	2	2007	3	4	0.6578	28.476	8.0600	5.7548	43.2893	
	14.26	0.038021									
1	2	2	2007	3	5	0.9061	39.226	8.0600	5.7548	43.2893	
	14.26	0.017892									
1	2	2	2007	3	6	3.1501	114.865	6.8800	4.9123	36.4639	
	10.04	0.017136									
1	2	2	2007	3	7	3.4053	124.100	6.8800	4.9123	36.4432	
	9.30	0.000551									
1	2	2	2007	3	8	4.8071	101.512	6.8800	4.9123	21.1171	
	8.95	0.000169									
1	2	2	2007	3	9	4.2942	121.453	6.8800	4.9123	28.2829	
	7.92	0.000627									

1	2	2	2007	3	10	4.2164	121.631	6.8800	4.9123	28.8474	7.99
0.001274											
1	2	2	2007	3	11	4.9003	134.190	6.8800	4.9123	27.3838	7.33
0.000523											
1	2	2	2007	3	12	5.6865	136.499	6.8800	4.9123	24.0040	6.88
0.000002											
1	2	2	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	2	2007	3	14	0.9256	19.388	7.2800	5.1979	20.9467	30.46
0.000733											
1	2	2	2007	3	15	2.3715	15.602	8.0600	5.7548	6.5788	24.64
0.000048											
1	2	2	2007	3	16	2.9135	117.584	6.6500	4.7481	40.3588	12.84
0.005311											
1	2	2	2007	3	17	3.1614	138.337	6.6500	4.7481	43.7584	11.60
0.001490											
1	2	2	2007	3	18	4.0086	220.824	6.6500	4.7481	55.0878	10.15
0.001191											
1	2	2	2007	3	19	4.2074	240.423	6.6500	4.7481	57.1429	9.84
0.000733											
1	2	2	2007	3	20	5.5628	324.655	6.6500	4.7481	58.3621	8.67
0.003488											
1	2	2	2007	3	21	6.9427	391.781	6.6500	4.7481	56.4308	7.52
0.004919											
1	2	2	2007	3	22	8.5904	930.701	6.6500	4.7481	108.3420	6.54
0.006120											
1	2	2	2007	3	23	10.2111	1707.509	6.6500	4.7481	167.2209	6.22
0.022447											
1	2	2	2007	3	24	0.9717	7.945	1.3500	0.9639	8.1760	50.00
0.001763											
1	2	2	2007	3	25	8.0570	219.392	6.8800	4.9123	27.2301	6.26
0.000187											
1	2	2	2007	3	26	13.4054	1299.838	6.6500	4.7481	96.9635	4.32
0.000680											
1	2	2	2007	3	27	9.4396	257.041	6.6500	4.7481	27.2301	6.20
0.001173											
1	2	2	2007	3	28	0.6044	30.970	8.0600	5.7548	51.2388	17.01
0.000840											
1	2	3	2007	1	1	1.0195	29.353	7.2800	5.3799	28.7934	24.04
0.617444											
1	2	3	2007	1	2	1.0401	35.319	8.0600	5.7548	33.9560	18.63
0.066679											
1	2	3	2007	1	3	1.0793	36.649	8.0600	5.7548	33.9560	18.63
0.223231											
1	2	3	2007	1	4	0.6217	26.914	8.0600	5.7548	43.2893	14.26
0.030958											
1	2	3	2007	1	5	0.6678	28.907	8.0600	5.7548	43.2893	14.26
0.014569											
1	2	3	2007	1	6	0.9892	36.070	6.8800	4.9123	36.4639	10.04
0.010632											
1	2	3	2007	1	7	1.1632	42.391	6.8800	4.9123	36.4432	9.30
0.000342											
1	2	3	2007	1	8	3.6015	76.053	6.8800	4.9123	21.1171	

	8.95	0.000105									
1	2	3	2007	1	9	1.9162	54.195	6.8800	4.9123	28.2829	
	7.92	0.000389									
1	2	3	2007	1	10	1.8178	52.438	6.8800	4.9123	28.8474	
	7.99	0.000790									
1	2	3	2007	1	11	2.2369	61.254	6.8800	4.9123	27.3838	
	7.33	0.000325									
1	2	3	2007	1	12	2.9671	71.223	6.8800	4.9123	24.0040	
	6.88	0.000001									
1	2	3	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	3	2007	1	14	0.5117	10.719	7.2800	5.1979	20.9467	
	30.46	0.000751									
1	2	3	2007	1	15	2.6693	17.561	8.0600	5.7548	6.5788	
	24.64	0.000051									
1	2	3	2007	1	16	0.2218	8.951	6.6500	4.7481	40.3588	
	12.84	0.003295									
1	2	3	2007	1	17	0.2373	10.382	6.6500	4.7481	43.7584	
	11.60	0.000924									
1	2	3	2007	1	18	0.2986	16.452	6.6500	4.7481	55.0878	
	10.15	0.000739									
1	2	3	2007	1	19	0.3134	17.909	6.6500	4.7481	57.1429	
	9.84	0.000455									
1	2	3	2007	1	20	0.4250	24.806	6.6500	4.7481	58.3621	
	8.67	0.002164									
1	2	3	2007	1	21	0.5294	29.876	6.6500	4.7481	56.4308	
	7.52	0.003052									
1	2	3	2007	1	22	0.5239	56.765	6.6500	4.7481	108.3420	
	6.54	0.003797									
1	2	3	2007	1	23	0.6259	104.665	6.6500	4.7481	167.2209	
	6.22	0.013927									
1	2	3	2007	1	24	2.8091	22.967	1.3500	0.9639	8.1760	
	50.00	0.003429									
1	2	3	2007	1	25	6.3224	172.161	6.8800	4.9123	27.2301	
	6.26	0.000116									
1	2	3	2007	1	26	0.4378	42.453	6.6500	4.7481	96.9635	
	4.32	0.000423									
1	2	3	2007	1	27	0.7266	19.786	6.6500	4.7481	27.2301	
	6.20	0.000728									
1	2	3	2007	1	28	0.3608	18.488	8.0600	5.7548	51.2388	
	17.01	0.000684									
1	2	3	2007	3	1	0.6781	19.524	7.2800	5.3799	28.7934	
	24.04	0.617444									
1	2	3	2007	3	2	0.6199	21.049	8.0600	5.7548	33.9560	
	18.63	0.066679									
1	2	3	2007	3	3	0.8167	27.732	8.0600	5.7548	33.9560	
	18.63	0.223231									
1	2	3	2007	3	4	0.6772	29.314	8.0600	5.7548	43.2893	
	14.26	0.030958									
1	2	3	2007	3	5	0.9323	40.360	8.0600	5.7548	43.2893	
	14.26	0.014569									
1	2	3	2007	3	6	2.9541	107.720	6.8800	4.9123	36.4639	
	10.04	0.010632									

1	2	3	2007	3	7	3.1938	116.392	6.8800	4.9123	36.4432	9.30
1	2	3	2007	3	8	4.5097	95.232	6.8800	4.9123	21.1171	8.95
1	2	3	2007	3	9	4.0275	113.910	6.8800	4.9123	28.2829	7.92
1	2	3	2007	3	10	3.9545	114.076	6.8800	4.9123	28.8474	7.99
1	2	3	2007	3	11	4.5962	125.862	6.8800	4.9123	27.3838	7.33
1	2	3	2007	3	12	5.3338	128.033	6.8800	4.9123	24.0040	6.88
1	2	3	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	2	3	2007	3	14	0.9352	19.590	7.2800	5.1979	20.9467	30.46
1	2	3	2007	3	15	2.3940	15.749	8.0600	5.7548	6.5788	24.64
1	2	3	2007	3	16	2.9460	118.897	6.6500	4.7481	40.3588	12.84
1	2	3	2007	3	17	3.1967	139.882	6.6500	4.7481	43.7584	11.60
1	2	3	2007	3	18	4.0534	223.290	6.6500	4.7481	55.0878	10.15
1	2	3	2007	3	19	4.2544	243.108	6.6500	4.7481	57.1429	9.84
1	2	3	2007	3	20	5.6254	328.313	6.6500	4.7481	58.3621	8.67
1	2	3	2007	3	21	7.0209	396.194	6.6500	4.7481	56.4308	7.52
1	2	3	2007	3	22	8.6801	940.416	6.6500	4.7481	108.3420	6.54
1	2	3	2007	3	23	10.3149	1724.862	6.6500	4.7481	167.2209	6.22
1	2	3	2007	3	24	0.9185	7.509	1.3500	0.9639	8.1760	50.00
1	2	3	2007	3	25	7.5611	205.889	6.8800	4.9123	27.2301	6.26
1	2	3	2007	3	26	13.5585	1314.679	6.6500	4.7481	96.9635	4.32
1	2	3	2007	3	27	9.5474	259.976	6.6500	4.7481	27.2301	6.20
1	2	3	2007	3	28	0.6110	31.306	8.0600	5.7548	51.2388	17.01
1	2	4	2007	1	1	1.4380	41.404	7.2800	5.3799	28.7934	24.04
1	2	4	2007	1	2	1.4279	48.485	8.0600	5.7548	33.9560	18.63
1	2	4	2007	1	3	1.4832	50.364	8.0600	5.7548	33.9560	18.63
1	2	4	2007	1	4	0.8944	38.716	8.0600	5.7548	43.2893	14.26
1	2	4	2007	1	5	0.9595	41.537	8.0600	5.7548	43.2893	

	14.26	0.008320									
1	2	4	2007	1	6	1.8601	67.827	6.8800	4.9123	36.4639	
	10.04	0.005302									
1	2	4	2007	1	7	2.2858	83.303	6.8800	4.9123	36.4432	
	9.30	0.000170									
1	2	4	2007	1	8	6.2415	131.801	6.8800	4.9123	21.1171	
	8.95	0.000052									
1	2	4	2007	1	9	3.3733	95.406	6.8800	4.9123	28.2829	
	7.92	0.000193									
1	2	4	2007	1	10	3.2263	93.071	6.8800	4.9123	28.8474	
	7.99	0.000395									
1	2	4	2007	1	11	4.0601	111.180	6.8800	4.9123	27.3838	
	7.33	0.000162									
1	2	4	2007	1	12	5.3125	127.520	6.8800	4.9123	24.0040	
	6.88	0.000001									
1	2	4	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	4	2007	1	14	0.7303	15.298	7.2800	5.1979	20.9467	
	30.46	0.000835									
1	2	4	2007	1	15	3.3503	22.041	8.0600	5.7548	6.5788	
	24.64	0.000046									
1	2	4	2007	1	16	0.3811	15.382	6.6500	4.7481	40.3588	
	12.84	0.001643									
1	2	4	2007	1	17	0.4061	17.770	6.6500	4.7481	43.7584	
	11.60	0.000461									
1	2	4	2007	1	18	0.5078	27.972	6.6500	4.7481	55.0878	
	10.15	0.000367									
1	2	4	2007	1	19	0.5329	30.450	6.6500	4.7481	57.1429	
	9.84	0.000226									
1	2	4	2007	1	20	0.7275	42.460	6.6500	4.7481	58.3621	
	8.67	0.001080									
1	2	4	2007	1	21	0.9062	51.138	6.6500	4.7481	56.4308	
	7.52	0.001520									
1	2	4	2007	1	22	0.8968	97.164	6.6500	4.7481	108.3420	
	6.54	0.001893									
1	2	4	2007	1	23	1.0757	179.872	6.6500	4.7481	167.2209	
	6.22	0.006945									
1	2	4	2007	1	24	3.8272	31.291	1.3500	0.9639	8.1760	
	50.00	0.006500									
1	2	4	2007	1	25	12.6098	343.367	6.8800	4.9123	27.2301	
	6.26	0.000058									
1	2	4	2007	1	26	0.7374	71.500	6.6500	4.7481	96.9635	
	4.32	0.000212									
1	2	4	2007	1	27	1.2354	33.641	6.6500	4.7481	27.2301	
	6.20	0.000361									
1	2	4	2007	1	28	0.5622	28.809	8.0600	5.7548	51.2388	
	17.01	0.000390									
1	2	4	2007	3	1	0.6795	19.565	7.2800	5.3799	28.7934	
	24.04	0.686841									
1	2	4	2007	3	2	0.5907	20.058	8.0600	5.7548	33.9560	
	18.63	0.059421									
1	2	4	2007	3	3	0.7849	26.651	8.0600	5.7548	33.9560	
	18.63	0.198927									

1	2	4	2007	3	4	0.6535	28.291	8.0600	5.7548	43.2893	14.26
0.017679											
1	2	4	2007	3	5	0.9104	39.409	8.0600	5.7548	43.2893	14.26
0.008320											
1	2	4	2007	3	6	2.5825	94.166	6.8800	4.9123	36.4639	10.04
0.005302											
1	2	4	2007	3	7	2.8002	102.047	6.8800	4.9123	36.4432	9.30
0.000170											
1	2	4	2007	3	8	3.9735	83.909	6.8800	4.9123	21.1171	8.95
0.000052											
1	2	4	2007	3	9	3.5484	100.358	6.8800	4.9123	28.2829	7.92
0.000193											
1	2	4	2007	3	10	3.4671	100.016	6.8800	4.9123	28.8474	7.99
0.000395											
1	2	4	2007	3	11	4.0298	110.350	6.8800	4.9123	27.3838	7.33
0.000162											
1	2	4	2007	3	12	4.6765	112.254	6.8800	4.9123	24.0040	6.88
0.000001											
1	2	4	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	4	2007	3	14	1.1970	25.073	7.2800	5.1979	20.9467	30.46
0.000835											
1	2	4	2007	3	15	3.0015	19.746	8.0600	5.7548	6.5788	24.64
0.000046											
1	2	4	2007	3	16	3.8501	155.384	6.6500	4.7481	40.3588	12.84
0.001643											
1	2	4	2007	3	17	4.1892	183.314	6.6500	4.7481	43.7584	11.60
0.000461											
1	2	4	2007	3	18	5.3363	293.963	6.6500	4.7481	55.0878	10.15
0.000367											
1	2	4	2007	3	19	5.6009	320.054	6.6500	4.7481	57.1429	9.84
0.000226											
1	2	4	2007	3	20	7.3139	426.855	6.6500	4.7481	58.3621	8.67
0.001080											
1	2	4	2007	3	21	9.1296	515.188	6.6500	4.7481	56.4308	7.52
0.001520											
1	2	4	2007	3	22	10.2836	1114.147	6.6500	4.7481	108.3420	6.54
0.001893											
1	2	4	2007	3	23	11.9216	1993.539	6.6500	4.7481	167.2209	6.22
0.006945											
1	2	4	2007	3	24	0.7898	6.458	1.3500	0.9639	8.1760	50.00
0.006500											
1	2	4	2007	3	25	6.6627	181.427	6.8800	4.9123	27.2301	6.26
0.000058											
1	2	4	2007	3	26	18.0613	1751.291	6.6500	4.7481	96.9635	4.32
0.000212											
1	2	4	2007	3	27	12.6356	344.069	6.6500	4.7481	27.2301	6.20
0.000361											
1	2	4	2007	3	28	0.7885	40.400	8.0600	5.7548	51.2388	17.01
0.000390											
1	3	1	2007	1	1	0.8017	23.083	7.2800	5.3799	28.7934	24.04
0.562289											
1	3	1	2007	1	2	0.8408	28.551	8.0600	5.7548	33.9560	

	18.63	0.057520									
1	3	1	2007	1	3	0.8725	29.627	8.0600	5.7548	33.9560	
	18.63	0.192642									
1	3	1	2007	1	4	0.5002	21.652	8.0600	5.7548	43.2893	
	14.26	0.039240									
1	3	1	2007	1	5	0.5377	23.275	8.0600	5.7548	43.2893	
	14.26	0.018446									
1	3	1	2007	1	6	0.6063	22.110	6.8800	4.9123	36.4639	
	10.04	0.031393									
1	3	1	2007	1	7	0.6676	24.329	6.8800	4.9123	36.4432	
	9.30	0.001012									
1	3	1	2007	1	8	2.3780	50.216	6.8800	4.9123	21.1171	
	8.95	0.000314									
1	3	1	2007	1	9	1.2381	35.017	6.8800	4.9123	28.2829	
	7.92	0.001161									
1	3	1	2007	1	10	1.1956	34.491	6.8800	4.9123	28.8474	
	7.99	0.002331									
1	3	1	2007	1	11	1.4458	39.591	6.8800	4.9123	27.3838	
	7.33	0.000962									
1	3	1	2007	1	12	1.9415	46.603	6.8800	4.9123	24.0040	
	6.88	0.000003									
1	3	1	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	1	2007	1	14	0.3951	8.277	7.2800	5.1979	20.9467	
	30.46	0.000684									
1	3	1	2007	1	15	2.3068	15.176	8.0600	5.7548	6.5788	
	24.64	0.000044									
1	3	1	2007	1	16	0.1352	5.456	6.6500	4.7481	40.3588	
	12.84	0.009729									
1	3	1	2007	1	17	0.1400	6.124	6.6500	4.7481	43.7584	
	11.60	0.002733									
1	3	1	2007	1	18	0.1762	9.705	6.6500	4.7481	55.0878	
	10.15	0.002205									
1	3	1	2007	1	19	0.1849	10.565	6.6500	4.7481	57.1429	
	9.84	0.001358									
1	3	1	2007	1	20	0.2585	15.087	6.6500	4.7481	58.3621	
	8.67	0.006384									
1	3	1	2007	1	21	0.3211	18.119	6.6500	4.7481	56.4308	
	7.52	0.009046									
1	3	1	2007	1	22	0.3175	34.400	6.6500	4.7481	108.3420	
	6.54	0.011231									
1	3	1	2007	1	23	0.3815	63.799	6.6500	4.7481	167.2209	
	6.22	0.041122									
1	3	1	2007	1	24	3.0562	24.987	1.3500	0.9639	8.1760	
	50.00	0.003540									
1	3	1	2007	1	25	3.5117	95.625	6.8800	4.9123	27.2301	
	6.26	0.000347									
1	3	1	2007	1	26	0.2583	25.044	6.6500	4.7481	96.9635	
	4.32	0.001226									
1	3	1	2007	1	27	0.4287	11.672	6.6500	4.7481	27.2301	
	6.20	0.002172									
1	3	1	2007	1	28	0.2530	12.963	8.0600	5.7548	51.2388	
	17.01	0.000866									

1	3	1	2007	3	1	0.6669	19.203	7.2800	5.3799	28.7934	24.04
1	3	1	2007	3	2	0.6564	22.290	8.0600	5.7548	33.9560	18.63
1	3	1	2007	3	3	0.8562	29.074	8.0600	5.7548	33.9560	18.63
1	3	1	2007	3	4	0.7116	30.806	8.0600	5.7548	43.2893	14.26
1	3	1	2007	3	5	0.9691	41.951	8.0600	5.7548	43.2893	14.26
1	3	1	2007	3	6	3.7446	136.542	6.8800	4.9123	36.4639	10.04
1	3	1	2007	3	7	4.1207	150.171	6.8800	4.9123	36.4432	9.30
1	3	1	2007	3	8	5.8429	123.386	6.8800	4.9123	21.1171	8.95
1	3	1	2007	3	9	5.1962	146.964	6.8800	4.9123	28.2829	7.92
1	3	1	2007	3	10	5.0258	144.980	6.8800	4.9123	28.8474	7.99
1	3	1	2007	3	11	5.8554	160.344	6.8800	4.9123	27.3838	7.33
1	3	1	2007	3	12	6.8026	163.289	6.8800	4.9123	24.0040	6.88
1	3	1	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	3	1	2007	3	14	1.6572	34.713	7.2800	5.1979	20.9467	30.46
1	3	1	2007	3	15	4.0633	26.732	8.0600	5.7548	6.5788	24.64
1	3	1	2007	3	16	5.3674	216.622	6.6500	4.7481	40.3588	12.84
1	3	1	2007	3	17	6.0749	265.826	6.6500	4.7481	43.7584	11.60
1	3	1	2007	3	18	7.7028	424.331	6.6500	4.7481	55.0878	10.15
1	3	1	2007	3	19	8.0849	461.992	6.6500	4.7481	57.1429	9.84
1	3	1	2007	3	20	10.5955	618.378	6.6500	4.7481	58.3621	8.67
1	3	1	2007	3	21	13.2667	748.649	6.6500	4.7481	56.4308	7.52
1	3	1	2007	3	22	16.7697	1816.860	6.6500	4.7481	108.3420	6.54
1	3	1	2007	3	23	19.6425	3284.636	6.6500	4.7481	167.2209	6.22
1	3	1	2007	3	24	1.4087	11.517	1.3500	0.9639	8.1760	50.00
1	3	1	2007	3	25	9.8494	268.200	6.8800	4.9123	27.2301	6.26
1	3	1	2007	3	26	26.0352	2524.469	6.6500	4.7481	96.9635	4.32
1	3	1	2007	3	27	18.3323	499.192	6.6500	4.7481	27.2301	

	6.20	0.002172									
1	3	1	2007	3	28	1.1039	56.561	8.0600	5.7548	51.2388	
	17.01	0.000866									
1	3	2	2007	1	1	0.9077	26.137	7.2800	5.3799	28.7934	
	24.04	0.540034									
1	3	2	2007	1	2	0.9409	31.948	8.0600	5.7548	33.9560	
	18.63	0.065019									
1	3	2	2007	1	3	0.9770	33.176	8.0600	5.7548	33.9560	
	18.63	0.217670									
1	3	2	2007	1	4	0.5598	24.233	8.0600	5.7548	43.2893	
	14.26	0.041950									
1	3	2	2007	1	5	0.6022	26.071	8.0600	5.7548	43.2893	
	14.26	0.019742									
1	3	2	2007	1	6	0.7660	27.931	6.8800	4.9123	36.4639	
	10.04	0.028276									
1	3	2	2007	1	7	0.8774	31.974	6.8800	4.9123	36.4432	
	9.30	0.000910									
1	3	2	2007	1	8	2.8843	60.909	6.8800	4.9123	21.1171	
	8.95	0.000280									
1	3	2	2007	1	9	1.5248	43.125	6.8800	4.9123	28.2829	
	7.92	0.001034									
1	3	2	2007	1	10	1.4449	41.681	6.8800	4.9123	28.8474	
	7.99	0.002102									
1	3	2	2007	1	11	1.7588	48.162	6.8800	4.9123	27.3838	
	7.33	0.000863									
1	3	2	2007	1	12	2.3480	56.361	6.8800	4.9123	24.0040	
	6.88	0.000003									
1	3	2	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	2	2007	1	14	0.4451	9.322	7.2800	5.1979	20.9467	
	30.46	0.000657									
1	3	2	2007	1	15	2.4616	16.194	8.0600	5.7548	6.5788	
	24.64	0.000050									
1	3	2	2007	1	16	0.1722	6.948	6.6500	4.7481	40.3588	
	12.84	0.008763									
1	3	2	2007	1	17	0.1842	8.059	6.6500	4.7481	43.7584	
	11.60	0.002458									
1	3	2	2007	1	18	0.2318	12.771	6.6500	4.7481	55.0878	
	10.15	0.001965									
1	3	2	2007	1	19	0.2433	13.903	6.6500	4.7481	57.1429	
	9.84	0.001211									
1	3	2	2007	1	20	0.3299	19.257	6.6500	4.7481	58.3621	
	8.67	0.005755									
1	3	2	2007	1	21	0.4110	23.192	6.6500	4.7481	56.4308	
	7.52	0.008116									
1	3	2	2007	1	22	0.4067	44.066	6.6500	4.7481	108.3420	
	6.54	0.010099									
1	3	2	2007	1	23	0.4859	81.250	6.6500	4.7481	167.2209	
	6.22	0.037039									
1	3	2	2007	1	24	2.5077	20.503	1.3500	0.9639	8.1760	
	50.00	0.001712									
1	3	2	2007	1	25	4.6969	127.897	6.8800	4.9123	27.2301	
	6.26	0.000309									

1	3	2	2007	1	26	0.3399	32.956	6.6500	4.7481	96.9635	4.32
1	3	2	2007	1	27	0.5641	15.360	6.6500	4.7481	27.2301	6.20
1	3	2	2007	1	28	0.2994	15.339	8.0600	5.7548	51.2388	17.01
1	3	2	2007	3	1	0.6387	18.389	7.2800	5.3799	28.7934	24.04
1	3	2	2007	3	2	0.6030	20.475	8.0600	5.7548	33.9560	18.63
1	3	2	2007	3	3	0.7948	26.988	8.0600	5.7548	33.9560	18.63
1	3	2	2007	3	4	0.6576	28.469	8.0600	5.7548	43.2893	14.26
1	3	2	2007	3	5	0.9055	39.201	8.0600	5.7548	43.2893	14.26
1	3	2	2007	3	6	3.1926	116.415	6.8800	4.9123	36.4639	10.04
1	3	2	2007	3	7	3.4561	125.951	6.8800	4.9123	36.4432	9.30
1	3	2	2007	3	8	4.8955	103.378	6.8800	4.9123	21.1171	8.95
1	3	2	2007	3	9	4.3582	123.263	6.8800	4.9123	28.2829	7.92
1	3	2	2007	3	10	4.2785	123.424	6.8800	4.9123	28.8474	7.99
1	3	2	2007	3	11	4.9766	136.278	6.8800	4.9123	27.3838	7.33
1	3	2	2007	3	12	5.7784	138.704	6.8800	4.9123	24.0040	6.88
1	3	2	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	3	2	2007	3	14	0.9471	19.839	7.2800	5.1979	20.9467	30.46
1	3	2	2007	3	15	2.4215	15.931	8.0600	5.7548	6.5788	24.64
1	3	2	2007	3	16	2.9860	120.511	6.6500	4.7481	40.3588	12.84
1	3	2	2007	3	17	3.2401	141.781	6.6500	4.7481	43.7584	11.60
1	3	2	2007	3	18	4.1084	226.320	6.6500	4.7481	55.0878	10.15
1	3	2	2007	3	19	4.3121	246.407	6.6500	4.7481	57.1429	9.84
1	3	2	2007	3	20	5.7024	332.807	6.6500	4.7481	58.3621	8.67
1	3	2	2007	3	21	7.1170	401.616	6.6500	4.7481	56.4308	7.52
1	3	2	2007	3	22	8.7902	952.352	6.6500	4.7481	108.3420	6.54
1	3	2	2007	3	23	10.4424	1746.183	6.6500	4.7481	167.2209	6.22
1	3	2	2007	3	24	1.0001	8.177	1.3500	0.9639	8.1760	

	50.00	0.001712									
1	3	2	2007	3	25	8.2412	224.408	6.8800	4.9123	27.2301	
	6.26	0.000309									
1	3	2	2007	3	26	13.7465	1332.914	6.6500	4.7481	96.9635	
	4.32	0.001123									
1	3	2	2007	3	27	9.6798	263.581	6.6500	4.7481	27.2301	
	6.20	0.001936									
1	3	2	2007	3	28	0.6190	31.719	8.0600	5.7548	51.2388	
	17.01	0.000927									
1	3	3	2007	1	1	0.9747	28.065	7.2800	5.3799	28.7934	
	24.04	0.521308									
1	3	3	2007	1	2	1.0020	34.024	8.0600	5.7548	33.9560	
	18.63	0.064910									
1	3	3	2007	1	3	1.0404	35.328	8.0600	5.7548	33.9560	
	18.63	0.217323									
1	3	3	2007	1	4	0.5991	25.935	8.0600	5.7548	43.2893	
	14.26	0.046026									
1	3	3	2007	1	5	0.6443	27.890	8.0600	5.7548	43.2893	
	14.26	0.021659									
1	3	3	2007	1	6	0.9099	33.179	6.8800	4.9123	36.4639	
	10.04	0.031346									
1	3	3	2007	1	7	1.0624	38.717	6.8800	4.9123	36.4432	
	9.30	0.001009									
1	3	3	2007	1	8	3.3215	70.141	6.8800	4.9123	21.1171	
	8.95	0.000310									
1	3	3	2007	1	9	1.7685	50.020	6.8800	4.9123	28.2829	
	7.92	0.001147									
1	3	3	2007	1	10	1.6776	48.394	6.8800	4.9123	28.8474	
	7.99	0.002331									
1	3	3	2007	1	11	2.0587	56.376	6.8800	4.9123	27.3838	
	7.33	0.000957									
1	3	3	2007	1	12	2.7332	65.607	6.8800	4.9123	24.0040	
	6.88	0.000003									
1	3	3	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	3	2007	1	14	0.4947	10.363	7.2800	5.1979	20.9467	
	30.46	0.000634									
1	3	3	2007	1	15	2.6163	17.212	8.0600	5.7548	6.5788	
	24.64	0.000050									
1	3	3	2007	1	16	0.2091	8.440	6.6500	4.7481	40.3588	
	12.84	0.009715									
1	3	3	2007	1	17	0.2237	9.789	6.6500	4.7481	43.7584	
	11.60	0.002725									
1	3	3	2007	1	18	0.2816	15.512	6.6500	4.7481	55.0878	
	10.15	0.002179									
1	3	3	2007	1	19	0.2955	16.887	6.6500	4.7481	57.1429	
	9.84	0.001342									
1	3	3	2007	1	20	0.4008	23.389	6.6500	4.7481	58.3621	
	8.67	0.006381									
1	3	3	2007	1	21	0.4992	28.170	6.6500	4.7481	56.4308	
	7.52	0.008999									
1	3	3	2007	1	22	0.4940	53.523	6.6500	4.7481	108.3420	
	6.54	0.011198									

1	3	3	2007	1	23	0.5902	98.688	6.6500	4.7481	167.2209	6.22
0.041061											
1	3	3	2007	1	24	2.7008	22.082	1.3500	0.9639	8.1760	50.00
0.002638											
1	3	3	2007	1	25	5.7305	156.042	6.8800	4.9123	27.2301	6.26
0.000343											
1	3	3	2007	1	26	0.4122	39.966	6.6500	4.7481	96.9635	4.32
0.001245											
1	3	3	2007	1	27	0.6851	18.656	6.6500	4.7481	27.2301	6.20
0.002146											
1	3	3	2007	1	28	0.3451	17.684	8.0600	5.7548	51.2388	17.01
0.001017											
1	3	3	2007	3	1	0.6517	18.766	7.2800	5.3799	28.7934	24.04
0.521308											
1	3	3	2007	3	2	0.6046	20.530	8.0600	5.7548	33.9560	18.63
0.064910											
1	3	3	2007	3	3	0.7979	27.093	8.0600	5.7548	33.9560	18.63
0.217323											
1	3	3	2007	3	4	0.6603	28.584	8.0600	5.7548	43.2893	14.26
0.046026											
1	3	3	2007	3	5	0.9107	39.422	8.0600	5.7548	43.2893	14.26
0.021659											
1	3	3	2007	3	6	2.9882	108.961	6.8800	4.9123	36.4639	10.04
0.031346											
1	3	3	2007	3	7	3.2354	117.909	6.8800	4.9123	36.4432	9.30
0.001009											
1	3	3	2007	3	8	4.5848	96.819	6.8800	4.9123	21.1171	8.95
0.000310											
1	3	3	2007	3	9	4.0799	115.391	6.8800	4.9123	28.2829	7.92
0.001147											
1	3	3	2007	3	10	4.0052	115.540	6.8800	4.9123	28.8474	7.99
0.002331											
1	3	3	2007	3	11	4.6592	127.586	6.8800	4.9123	27.3838	7.33
0.000957											
1	3	3	2007	3	12	5.4102	129.867	6.8800	4.9123	24.0040	6.88
0.000003											
1	3	3	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	3	3	2007	3	14	0.9204	19.280	7.2800	5.1979	20.9467	30.46
0.000634											
1	3	3	2007	3	15	2.3596	15.523	8.0600	5.7548	6.5788	24.64
0.000050											
1	3	3	2007	3	16	2.8962	116.887	6.6500	4.7481	40.3588	12.84
0.009715											
1	3	3	2007	3	17	3.1426	137.517	6.6500	4.7481	43.7584	11.60
0.002725											
1	3	3	2007	3	18	3.9848	219.515	6.6500	4.7481	55.0878	10.15
0.002179											
1	3	3	2007	3	19	4.1825	238.998	6.6500	4.7481	57.1429	9.84
0.001342											
1	3	3	2007	3	20	5.5295	322.714	6.6500	4.7481	58.3621	8.67
0.006381											
1	3	3	2007	3	21	6.9012	389.439	6.6500	4.7481	56.4308	

	7.52	0.008999									
1	3	3	2007	3	22	8.5428	925.544	6.6500	4.7481	108.3420	
	6.54	0.011198									
1	3	3	2007	3	23	10.1560	1698.296	6.6500	4.7481	167.2209	
	6.22	0.041061									
1	3	3	2007	3	24	0.9504	7.771	1.3500	0.9639	8.1760	
	50.00	0.002638									
1	3	3	2007	3	25	7.7226	210.287	6.8800	4.9123	27.2301	
	6.26	0.000343									
1	3	3	2007	3	26	13.4150	1300.767	6.6500	4.7481	96.9635	
	4.32	0.001245									
1	3	3	2007	3	27	9.3824	255.483	6.6500	4.7481	27.2301	
	6.20	0.002146									
1	3	3	2007	3	28	0.6009	30.792	8.0600	5.7548	51.2388	
	17.01	0.001017									
1	3	4	2007	1	1	1.3993	40.289	7.2800	5.3799	28.7934	
	24.04	0.580140									
1	3	4	2007	1	2	1.4047	47.699	8.0600	5.7548	33.9560	
	18.63	0.077534									
1	3	4	2007	1	3	1.4597	49.567	8.0600	5.7548	33.9560	
	18.63	0.259551									
1	3	4	2007	1	4	0.8825	38.201	8.0600	5.7548	43.2893	
	14.26	0.021982									
1	3	4	2007	1	5	0.9459	40.945	8.0600	5.7548	43.2893	
	14.26	0.010337									
1	3	4	2007	1	6	1.8261	66.585	6.8800	4.9123	36.4639	
	10.04	0.010356									
1	3	4	2007	1	7	2.2182	80.838	6.8800	4.9123	36.4432	
	9.30	0.000332									
1	3	4	2007	1	8	6.0317	127.372	6.8800	4.9123	21.1171	
	8.95	0.000101									
1	3	4	2007	1	9	3.2643	92.323	6.8800	4.9123	28.2829	
	7.92	0.000375									
1	3	4	2007	1	10	3.1466	90.771	6.8800	4.9123	28.8474	
	7.99	0.000769									
1	3	4	2007	1	11	3.9625	108.509	6.8800	4.9123	27.3838	
	7.33	0.000316									
1	3	4	2007	1	12	5.1821	124.390	6.8800	4.9123	24.0040	
	6.88	0.000001									
1	3	4	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	4	2007	1	14	0.7303	15.298	7.2800	5.1979	20.9467	
	30.46	0.000705									
1	3	4	2007	1	15	3.3503	22.041	8.0600	5.7548	6.5788	
	24.64	0.000059									
1	3	4	2007	1	16	0.3834	15.474	6.6500	4.7481	40.3588	
	12.84	0.003210									
1	3	4	2007	1	17	0.4034	17.652	6.6500	4.7481	43.7584	
	11.60	0.000898									
1	3	4	2007	1	18	0.5033	27.727	6.6500	4.7481	55.0878	
	10.15	0.000712									
1	3	4	2007	1	19	0.5282	30.184	6.6500	4.7481	57.1429	
	9.84	0.000438									

1	3	4	2007	1	20	0.7275	42.460	6.6500	4.7481	58.3621	8.67	0.002107
1	3	4	2007	1	21	0.9062	51.138	6.6500	4.7481	56.4308	7.52	0.002976
1	3	4	2007	1	22	0.8968	97.164	6.6500	4.7481	108.3420	6.54	0.003688
1	3	4	2007	1	23	1.0821	180.950	6.6500	4.7481	167.2209	6.22	0.013566
1	3	4	2007	1	24	3.7832	30.931	1.3500	0.9639	8.1760	50.00	0.008132
1	3	4	2007	1	25	12.1854	331.811	6.8800	4.9123	27.2301	6.26	0.000112
1	3	4	2007	1	26	0.7299	70.771	6.6500	4.7481	96.9635	4.32	0.000416
1	3	4	2007	1	27	1.2246	33.347	6.6500	4.7481	27.2301	6.20	0.000701
1	3	4	2007	1	28	0.5622	28.809	8.0600	5.7548	51.2388	17.01	0.000485
1	3	4	2007	3	1	0.6661	19.180	7.2800	5.3799	28.7934	24.04	0.580140
1	3	4	2007	3	2	0.5851	19.869	8.0600	5.7548	33.9560	18.63	0.077534
1	3	4	2007	3	3	0.7781	26.421	8.0600	5.7548	33.9560	18.63	0.259551
1	3	4	2007	3	4	0.6473	28.019	8.0600	5.7548	43.2893	14.26	0.021982
1	3	4	2007	3	5	0.9027	39.078	8.0600	5.7548	43.2893	14.26	0.010337
1	3	4	2007	3	6	2.5634	93.473	6.8800	4.9123	36.4639	10.04	0.010356
1	3	4	2007	3	7	2.8090	102.368	6.8800	4.9123	36.4432	9.30	0.000332
1	3	4	2007	3	8	4.0047	84.568	6.8800	4.9123	21.1171	8.95	0.000101
1	3	4	2007	3	9	3.5641	100.802	6.8800	4.9123	28.2829	7.92	0.000375
1	3	4	2007	3	10	3.4604	99.824	6.8800	4.9123	28.8474	7.99	0.000769
1	3	4	2007	3	11	4.0252	110.224	6.8800	4.9123	27.3838	7.33	0.000316
1	3	4	2007	3	12	4.6738	112.190	6.8800	4.9123	24.0040	6.88	0.000001
1	3	4	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	4	2007	3	14	1.1970	25.073	7.2800	5.1979	20.9467	30.46	0.000705
1	3	4	2007	3	15	3.0015	19.746	8.0600	5.7548	6.5788	24.64	0.000059
1	3	4	2007	3	16	3.8341	154.740	6.6500	4.7481	40.3588	12.84	0.003210
1	3	4	2007	3	17	4.2085	184.156	6.6500	4.7481	43.7584	11.60	0.000898
1	3	4	2007	3	18	5.3680	295.711	6.6500	4.7481	55.0878		

	10.15	0.000712									
1	3	4	2007	3	19	5.6342	321.957	6.6500	4.7481	57.1429	
	9.84	0.000438									
1	3	4	2007	3	20	7.3139	426.855	6.6500	4.7481	58.3621	
	8.67	0.002107									
1	3	4	2007	3	21	9.1296	515.188	6.6500	4.7481	56.4308	
	7.52	0.002976									
1	3	4	2007	3	22	10.2836	1114.148	6.6500	4.7481	108.3420	
	6.54	0.003688									
1	3	4	2007	3	23	11.8423	1980.285	6.6500	4.7481	167.2209	
	6.22	0.013566									
1	3	4	2007	3	24	0.8026	6.562	1.3500	0.9639	8.1760	
	50.00	0.008132									
1	3	4	2007	3	25	6.7444	183.652	6.8800	4.9123	27.2301	
	6.26	0.000112									
1	3	4	2007	3	26	18.1865	1763.426	6.6500	4.7481	96.9635	
	4.32	0.000416									
1	3	4	2007	3	27	12.7120	346.149	6.6500	4.7481	27.2301	
	6.20	0.000701									
1	3	4	2007	3	28	0.7885	40.400	8.0600	5.7548	51.2388	
	17.01	0.000485									
1	4	1	2007	1	1	0.8419	24.241	7.2800	5.3799	28.7934	
	24.04	0.573301									
1	4	1	2007	1	2	0.8780	29.813	8.0600	5.7548	33.9560	
	18.63	0.055454									
1	4	1	2007	1	3	0.9112	30.942	8.0600	5.7548	33.9560	
	18.63	0.185651									
1	4	1	2007	1	4	0.5240	22.685	8.0600	5.7548	43.2893	
	14.26	0.038036									
1	4	1	2007	1	5	0.5631	24.375	8.0600	5.7548	43.2893	
	14.26	0.017899									
1	4	1	2007	1	6	0.6618	24.133	6.8800	4.9123	36.4639	
	10.04	0.031953									
1	4	1	2007	1	7	0.7565	27.568	6.8800	4.9123	36.4432	
	9.30	0.001028									
1	4	1	2007	1	8	2.6121	55.159	6.8800	4.9123	21.1171	
	8.95	0.000316									
1	4	1	2007	1	9	1.3659	38.631	6.8800	4.9123	28.2829	
	7.92	0.001169									
1	4	1	2007	1	10	1.2925	37.284	6.8800	4.9123	28.8474	
	7.99	0.002375									
1	4	1	2007	1	11	1.5701	42.996	6.8800	4.9123	27.3838	
	7.33	0.000975									
1	4	1	2007	1	12	2.1051	50.532	6.8800	4.9123	24.0040	
	6.88	0.000003									
1	4	1	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	4	1	2007	1	14	0.4085	8.557	7.2800	5.1979	20.9467	
	30.46	0.000697									
1	4	1	2007	1	15	2.3477	15.445	8.0600	5.7548	6.5788	
	24.64	0.000042									
1	4	1	2007	1	16	0.1450	5.850	6.6500	4.7481	40.3588	
	12.84	0.009903									

1	4	1	2007	1	17	0.1551	6.787	6.6500	4.7481	43.7584	11.60
0.002777											
1	4	1	2007	1	18	0.1952	10.753	6.6500	4.7481	55.0878	10.15
0.002221											
1	4	1	2007	1	19	0.2049	11.706	6.6500	4.7481	57.1429	9.84
0.001368											
1	4	1	2007	1	20	0.2778	16.213	6.6500	4.7481	58.3621	8.67
0.006504											
1	4	1	2007	1	21	0.3460	19.527	6.6500	4.7481	56.4308	7.52
0.009172											
1	4	1	2007	1	22	0.3425	37.104	6.6500	4.7481	108.3420	6.54
0.011413											
1	4	1	2007	1	23	0.4091	68.409	6.6500	4.7481	167.2209	6.22
0.041856											
1	4	1	2007	1	24	2.9622	24.219	1.3500	0.9639	8.1760	50.00
0.001241											
1	4	1	2007	1	25	4.0119	109.243	6.8800	4.9123	27.2301	6.26
0.000350											
1	4	1	2007	1	26	0.2862	27.752	6.6500	4.7481	96.9635	4.32
0.001268											
1	4	1	2007	1	27	0.4749	12.933	6.6500	4.7481	27.2301	6.20
0.002187											
1	4	1	2007	1	28	0.2657	13.612	8.0600	5.7548	51.2388	17.01
0.000840											
1	4	1	2007	3	1	0.6750	19.435	7.2800	5.3799	28.7934	24.04
0.573301											
1	4	1	2007	3	2	0.6604	22.424	8.0600	5.7548	33.9560	18.63
0.055454											
1	4	1	2007	3	3	0.8609	29.233	8.0600	5.7548	33.9560	18.63
0.185651											
1	4	1	2007	3	4	0.7162	31.005	8.0600	5.7548	43.2893	14.26
0.038036											
1	4	1	2007	3	5	0.9748	42.199	8.0600	5.7548	43.2893	14.26
0.017899											
1	4	1	2007	3	6	3.6488	133.049	6.8800	4.9123	36.4639	10.04
0.031953											
1	4	1	2007	3	7	3.9487	143.902	6.8800	4.9123	36.4432	9.30
0.001028											
1	4	1	2007	3	8	5.5906	118.058	6.8800	4.9123	21.1171	8.95
0.000316											
1	4	1	2007	3	9	4.9797	140.840	6.8800	4.9123	28.2829	7.92
0.001169											
1	4	1	2007	3	10	4.8888	141.029	6.8800	4.9123	28.8474	7.99
0.002375											
1	4	1	2007	3	11	5.6859	155.701	6.8800	4.9123	27.3838	7.33
0.000975											
1	4	1	2007	3	12	6.6011	158.452	6.8800	4.9123	24.0040	6.88
0.000003											
1	4	1	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	4	1	2007	3	14	1.5538	32.548	7.2800	5.1979	20.9467	30.46
0.000697											
1	4	1	2007	3	15	3.8300	25.197	8.0600	5.7548	6.5788	

	24.64	0.000042									
1	4	1	2007	3	16	5.0288	202.955	6.6500	4.7481	40.3588	
	12.84	0.009903									
1	4	1	2007	3	17	5.4553	238.716	6.6500	4.7481	43.7584	
	11.60	0.002777									
1	4	1	2007	3	18	6.9183	381.115	6.6500	4.7481	55.0878	
	10.15	0.002221									
1	4	1	2007	3	19	7.2615	414.942	6.6500	4.7481	57.1429	
	9.84	0.001368									
1	4	1	2007	3	20	9.8983	577.684	6.6500	4.7481	58.3621	
	8.67	0.006504									
1	4	1	2007	3	21	12.3470	696.748	6.6500	4.7481	56.4308	
	7.52	0.009172									
1	4	1	2007	3	22	15.5923	1689.301	6.6500	4.7481	108.3420	
	6.54	0.011413									
1	4	1	2007	3	23	18.4296	3081.806	6.6500	4.7481	167.2209	
	6.22	0.041856									
1	4	1	2007	3	24	1.2866	10.519	1.3500	0.9639	8.1760	
	50.00	0.001241									
1	4	1	2007	3	25	9.4052	256.104	6.8800	4.9123	27.2301	
	6.26	0.000350									
1	4	1	2007	3	26	23.3822	2267.216	6.6500	4.7481	96.9635	
	4.32	0.001268									
1	4	1	2007	3	27	16.4715	448.521	6.6500	4.7481	27.2301	
	6.20	0.002187									
1	4	1	2007	3	28	1.0308	52.815	8.0600	5.7548	51.2388	
	17.01	0.000840									
1	4	2	2007	1	1	0.8796	25.326	7.2800	5.3799	28.7934	
	24.04	0.540036									
1	4	2	2007	1	2	0.9161	31.106	8.0600	5.7548	33.9560	
	18.63	0.065016									
1	4	2	2007	1	3	0.9512	32.298	8.0600	5.7548	33.9560	
	18.63	0.217662									
1	4	2	2007	1	4	0.5426	23.487	8.0600	5.7548	43.2893	
	14.26	0.041938									
1	4	2	2007	1	5	0.5837	25.269	8.0600	5.7548	43.2893	
	14.26	0.019736									
1	4	2	2007	1	6	0.7005	25.543	6.8800	4.9123	36.4639	
	10.04	0.028247									
1	4	2	2007	1	7	0.7921	28.866	6.8800	4.9123	36.4432	
	9.30	0.000909									
1	4	2	2007	1	8	2.7032	57.083	6.8800	4.9123	21.1171	
	8.95	0.000279									
1	4	2	2007	1	9	1.4210	40.189	6.8800	4.9123	28.2829	
	7.92	0.001033									
1	4	2	2007	1	10	1.3455	38.813	6.8800	4.9123	28.8474	
	7.99	0.002100									
1	4	2	2007	1	11	1.6288	44.603	6.8800	4.9123	27.3838	
	7.33	0.000862									
1	4	2	2007	1	12	2.1830	52.400	6.8800	4.9123	24.0040	
	6.88	0.000003									
1	4	2	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									

1	4	2	2007	1	14	0.4205	8.807	7.2800	5.1979	20.9467	30.46
1	4	2	2007	1	15	2.3850	15.690	8.0600	5.7548	6.5788	24.64
1	4	2	2007	1	16	0.1539	6.210	6.6500	4.7481	40.3588	12.84
1	4	2	2007	1	17	0.1646	7.203	6.6500	4.7481	43.7584	11.60
1	4	2	2007	1	18	0.2072	11.414	6.6500	4.7481	55.0878	10.15
1	4	2	2007	1	19	0.2174	12.425	6.6500	4.7481	57.1429	9.84
1	4	2	2007	1	20	0.2949	17.210	6.6500	4.7481	58.3621	8.67
1	4	2	2007	1	21	0.3673	20.728	6.6500	4.7481	56.4308	7.52
1	4	2	2007	1	22	0.3635	39.383	6.6500	4.7481	108.3420	6.54
1	4	2	2007	1	23	0.4343	72.616	6.6500	4.7481	167.2209	6.22
1	4	2	2007	1	24	2.4387	19.939	1.3500	0.9639	8.1760	50.00
1	4	2	2007	1	25	4.2152	114.780	6.8800	4.9123	27.2301	6.26
1	4	2	2007	1	26	0.3038	29.453	6.6500	4.7481	96.9635	4.32
1	4	2	2007	1	27	0.5041	13.728	6.6500	4.7481	27.2301	6.20
1	4	2	2007	1	28	0.2767	14.179	8.0600	5.7548	51.2388	17.01
1	4	2	2007	3	1	0.6352	18.289	7.2800	5.3799	28.7934	24.04
1	4	2	2007	3	2	0.6058	20.569	8.0600	5.7548	33.9560	18.63
1	4	2	2007	3	3	0.7977	27.086	8.0600	5.7548	33.9560	18.63
1	4	2	2007	3	4	0.6602	28.578	8.0600	5.7548	43.2893	14.26
1	4	2	2007	3	5	0.9079	39.304	8.0600	5.7548	43.2893	14.26
1	4	2	2007	3	6	3.2973	120.231	6.8800	4.9123	36.4639	10.04
1	4	2	2007	3	7	3.5688	130.058	6.8800	4.9123	36.4432	9.30
1	4	2	2007	3	8	5.0530	106.705	6.8800	4.9123	21.1171	8.95
1	4	2	2007	3	9	4.5003	127.282	6.8800	4.9123	28.2829	7.92
1	4	2	2007	3	10	4.4181	127.452	6.8800	4.9123	28.8474	7.99
1	4	2	2007	3	11	5.1385	140.711	6.8800	4.9123	27.3838	7.33
1	4	2	2007	3	12	5.9660	143.207	6.8800	4.9123	24.0040	

	6.88	0.000003									
1	4	2	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	4	2	2007	3	14	0.9739	20.400	7.2800	5.1979	20.9467	
	30.46	0.000657									
1	4	2	2007	3	15	2.4837	16.340	8.0600	5.7548	6.5788	
	24.64	0.000050									
1	4	2	2007	3	16	3.0762	124.151	6.6500	4.7481	40.3588	
	12.84	0.008754									
1	4	2	2007	3	17	3.3379	146.063	6.6500	4.7481	43.7584	
	11.60	0.002455									
1	4	2	2007	3	18	4.2325	233.156	6.6500	4.7481	55.0878	
	10.15	0.001964									
1	4	2	2007	3	19	4.4424	253.850	6.6500	4.7481	57.1429	
	9.84	0.001210									
1	4	2	2007	3	20	5.8762	342.944	6.6500	4.7481	58.3621	
	8.67	0.005749									
1	4	2	2007	3	21	7.3337	413.848	6.6500	4.7481	56.4308	
	7.52	0.008108									
1	4	2	2007	3	22	9.0388	979.280	6.6500	4.7481	108.3420	
	6.54	0.010088									
1	4	2	2007	3	23	10.7300	1794.282	6.6500	4.7481	167.2209	
	6.22	0.037001									
1	4	2	2007	3	24	1.0242	8.374	1.3500	0.9639	8.1760	
	50.00	0.001854									
1	4	2	2007	3	25	8.5020	231.510	6.8800	4.9123	27.2301	
	6.26	0.000309									
1	4	2	2007	3	26	14.1708	1374.050	6.6500	4.7481	96.9635	
	4.32	0.001121									
1	4	2	2007	3	27	9.9785	271.715	6.6500	4.7481	27.2301	
	6.20	0.001934									
1	4	2	2007	3	28	0.6372	32.650	8.0600	5.7548	51.2388	
	17.01	0.000926									
1	4	3	2007	1	1	0.9223	26.556	7.2800	5.3799	28.7934	
	24.04	0.523520									
1	4	3	2007	1	2	0.9529	32.357	8.0600	5.7548	33.9560	
	18.63	0.064503									
1	4	3	2007	1	3	0.9892	33.589	8.0600	5.7548	33.9560	
	18.63	0.215963									
1	4	3	2007	1	4	0.5648	24.449	8.0600	5.7548	43.2893	
	14.26	0.045784									
1	4	3	2007	1	5	0.6074	26.295	8.0600	5.7548	43.2893	
	14.26	0.021545									
1	4	3	2007	1	6	0.7869	28.694	6.8800	4.9123	36.4639	
	10.04	0.030886									
1	4	3	2007	1	7	0.9000	32.800	6.8800	4.9123	36.4432	
	9.30	0.000994									
1	4	3	2007	1	8	2.9528	62.355	6.8800	4.9123	21.1171	
	8.95	0.000306									
1	4	3	2007	1	9	1.5616	44.166	6.8800	4.9123	28.2829	
	7.92	0.001133									
1	4	3	2007	1	10	1.4823	42.762	6.8800	4.9123	28.8474	
	7.99	0.002295									

1	4	3	2007	1	11	1.8032	49.378	6.8800	4.9123	27.3838	7.33
1	4	3	2007	1	12	2.4066	57.768	6.8800	4.9123	24.0040	6.88
1	4	3	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	4	3	2007	1	14	0.4514	9.455	7.2800	5.1979	20.9467	30.46
1	4	3	2007	1	15	2.4813	16.324	8.0600	5.7548	6.5788	24.64
1	4	3	2007	1	16	0.1769	7.139	6.6500	4.7481	40.3588	12.84
1	4	3	2007	1	17	0.1891	8.274	6.6500	4.7481	43.7584	11.60
1	4	3	2007	1	18	0.2376	13.088	6.6500	4.7481	55.0878	10.15
1	4	3	2007	1	19	0.2493	14.248	6.6500	4.7481	57.1429	9.84
1	4	3	2007	1	20	0.3390	19.784	6.6500	4.7481	58.3621	8.67
1	4	3	2007	1	21	0.4222	23.828	6.6500	4.7481	56.4308	7.52
1	4	3	2007	1	22	0.4179	45.274	6.6500	4.7481	108.3420	6.54
1	4	3	2007	1	23	0.4992	83.477	6.6500	4.7481	167.2209	6.22
1	4	3	2007	1	24	2.5428	20.790	1.3500	0.9639	8.1760	50.00
1	4	3	2007	1	25	4.8012	130.738	6.8800	4.9123	27.2301	6.26
1	4	3	2007	1	26	0.3478	33.725	6.6500	4.7481	96.9635	4.32
1	4	3	2007	1	27	0.5781	15.741	6.6500	4.7481	27.2301	6.20
1	4	3	2007	1	28	0.3052	15.639	8.0600	5.7548	51.2388	17.01
1	4	3	2007	3	1	0.6279	18.080	7.2800	5.3799	28.7934	24.04
1	4	3	2007	3	2	0.5911	20.071	8.0600	5.7548	33.9560	18.63
1	4	3	2007	3	3	0.7809	26.515	8.0600	5.7548	33.9560	18.63
1	4	3	2007	3	4	0.6453	27.933	8.0600	5.7548	43.2893	14.26
1	4	3	2007	3	5	0.8907	38.557	8.0600	5.7548	43.2893	14.26
1	4	3	2007	3	6	3.1168	113.649	6.8800	4.9123	36.4639	10.04
1	4	3	2007	3	7	3.3758	123.025	6.8800	4.9123	36.4432	9.30
1	4	3	2007	3	8	4.7889	101.128	6.8800	4.9123	21.1171	8.95
1	4	3	2007	3	9	4.2640	120.600	6.8800	4.9123	28.2829	

	7.92	0.001133									
L	4	3	2007	3	10	4.1766	120.484	6.8800	4.9123	28.8474	
	7.99	0.002295									
L	4	3	2007	3	11	4.8578	133.025	6.8800	4.9123	27.3838	
	7.33	0.000942									
L	4	3	2007	3	12	5.6403	135.389	6.8800	4.9123	24.0040	
	6.88	0.000003									
L	4	3	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
L	4	3	2007	3	14	0.9028	18.911	7.2800	5.1979	20.9467	
	30.46	0.000636									
L	4	3	2007	3	15	2.3187	15.254	8.0600	5.7548	6.5788	
	24.64	0.000049									
L	4	3	2007	3	16	2.8368	114.491	6.6500	4.7481	40.3588	
	12.84	0.009572									
L	4	3	2007	3	17	3.0872	135.091	6.6500	4.7481	43.7584	
	11.60	0.002686									
L	4	3	2007	3	18	3.9448	217.310	6.6500	4.7481	55.0878	
	10.15	0.002154									
L	4	3	2007	3	19	4.1405	236.598	6.6500	4.7481	57.1429	
	9.84	0.001327									
L	4	3	2007	3	20	5.4152	316.042	6.6500	4.7481	58.3621	
	8.67	0.006284									
L	4	3	2007	3	21	6.7585	381.389	6.6500	4.7481	56.4308	
	7.52	0.008857									
-	4	3	2007	3	22	8.3792	907.824	6.6500	4.7481	108.3420	
	6.54	0.011037									
-	4	3	2007	3	23	9.9667	1666.645	6.6500	4.7481	167.2209	
	6.22	0.040458									
-	4	3	2007	3	24	0.9851	8.054	1.3500	0.9639	8.1760	
	50.00	0.004374									
-	4	3	2007	3	25	8.0602	219.482	6.8800	4.9123	27.2301	
	6.26	0.000339									
-	4	3	2007	3	26	13.2650	1286.225	6.6500	4.7481	96.9635	
	4.32	0.001220									
-	4	3	2007	3	27	9.2860	252.860	6.6500	4.7481	27.2301	
	6.20	0.002121									
-	4	3	2007	3	28	0.5890	30.179	8.0600	5.7548	51.2388	
	17.01	0.001011									
-	4	4	2007	1	1	1.4181	40.831	7.2800	5.3799	28.7934	
	24.04	0.581511									
-	4	4	2007	1	2	1.4164	48.096	8.0600	5.7548	33.9560	
	18.63	0.077713									
-	4	4	2007	1	3	1.4716	49.970	8.0600	5.7548	33.9560	
	18.63	0.260156									
-	4	4	2007	1	4	0.8879	38.438	8.0600	5.7548	43.2893	
	14.26	0.021453									
-	4	4	2007	1	5	0.9482	41.049	8.0600	5.7548	43.2893	
	14.26	0.010092									
-	4	4	2007	1	6	1.8380	67.021	6.8800	4.9123	36.4639	
	10.04	0.010010									
-	4	4	2007	1	7	2.2432	81.750	6.8800	4.9123	36.4432	
	9.30	0.000323									

1	4	4	2007	1	8	6.1067	128.956	6.8800	4.9123	21.1171	8.95
1	4	4	2007	1	9	3.3040	93.448	6.8800	4.9123	28.2829	7.92
1	4	4	2007	1	10	3.1861	91.911	6.8800	4.9123	28.8474	7.99
1	4	4	2007	1	11	4.0095	109.795	6.8800	4.9123	27.3838	7.33
1	4	4	2007	1	12	5.2441	125.880	6.8800	4.9123	24.0040	6.88
1	4	4	2007	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	4	4	2007	1	14	0.7303	15.298	7.2800	5.1979	20.9467	30.46
1	4	4	2007	1	15	3.3503	22.041	8.0600	5.7548	6.5788	24.64
1	4	4	2007	1	16	0.3811	15.382	6.6500	4.7481	40.3588	12.84
1	4	4	2007	1	17	0.4034	17.652	6.6500	4.7481	43.7584	11.60
1	4	4	2007	1	18	0.5030	27.708	6.6500	4.7481	55.0878	10.15
1	4	4	2007	1	19	0.5279	30.163	6.6500	4.7481	57.1429	9.84
1	4	4	2007	1	20	0.7275	42.460	6.6500	4.7481	58.3621	8.67
1	4	4	2007	1	21	0.9062	51.138	6.6500	4.7481	56.4308	7.52
1	4	4	2007	1	22	0.8968	97.164	6.6500	4.7481	108.3420	6.54
1	4	4	2007	1	23	1.0757	179.872	6.6500	4.7481	167.2209	6.22
1	4	4	2007	1	24	3.8073	31.128	1.3500	0.9639	8.1760	50.00
1	4	4	2007	1	25	12.3073	335.129	6.8800	4.9123	27.2301	6.26
1	4	4	2007	1	26	0.7299	70.771	6.6500	4.7481	96.9635	4.32
1	4	4	2007	1	27	1.2238	33.324	6.6500	4.7481	27.2301	6.20
1	4	4	2007	1	28	0.5622	28.809	8.0600	5.7548	51.2388	17.01
1	4	4	2007	3	1	0.6684	19.245	7.2800	5.3799	28.7934	24.04
1	4	4	2007	3	2	0.5871	19.934	8.0600	5.7548	33.9560	18.63
1	4	4	2007	3	3	0.7807	26.508	8.0600	5.7548	33.9560	18.63
1	4	4	2007	3	4	0.6495	28.115	8.0600	5.7548	43.2893	14.26
1	4	4	2007	3	5	0.9068	39.254	8.0600	5.7548	43.2893	14.26
1	4	4	2007	3	6	2.5696	93.697	6.8800	4.9123	36.4639	

	10.04	0.010010									
1	4	4	2007	3	7	2.8033	102.162	6.8800	4.9123	36.4432	
	9.30	0.000323									
1	4	4	2007	3	8	3.9982	84.430	6.8800	4.9123	21.1171	
	8.95	0.000099									
1	4	4	2007	3	9	3.5587	100.650	6.8800	4.9123	28.2829	
	7.92	0.000368									
1	4	4	2007	3	10	3.4534	99.623	6.8800	4.9123	28.8474	
	7.99	0.000743									
1	4	4	2007	3	11	4.0169	109.999	6.8800	4.9123	27.3838	
	7.33	0.000306									
1	4	4	2007	3	12	4.6641	111.958	6.8800	4.9123	24.0040	
	6.88	0.000001									
1	4	4	2007	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	4	4	2007	3	14	1.1970	25.073	7.2800	5.1979	20.9467	
	30.46	0.000707									
1	4	4	2007	3	15	3.0015	19.746	8.0600	5.7548	6.5788	
	24.64	0.000060									
1	4	4	2007	3	16	3.8501	155.384	6.6500	4.7481	40.3588	
	12.84	0.003102									
1	4	4	2007	3	17	4.2085	184.156	6.6500	4.7481	43.7584	
	11.60	0.000874									
1	4	4	2007	3	18	5.3704	295.846	6.6500	4.7481	55.0878	
	10.15	0.000699									
1	4	4	2007	3	19	5.6368	322.103	6.6500	4.7481	57.1429	
	9.84	0.000430									
1	4	4	2007	3	20	7.3139	426.855	6.6500	4.7481	58.3621	
	8.67	0.002036									
1	4	4	2007	3	21	9.1296	515.188	6.6500	4.7481	56.4308	
	7.52	0.002872									
1	4	4	2007	3	22	10.2836	1114.148	6.6500	4.7481	108.3420	
	6.54	0.003576									
1	4	4	2007	3	23	11.9216	1993.539	6.6500	4.7481	167.2209	
	6.22	0.013112									
1	4	4	2007	3	24	0.8005	6.545	1.3500	0.9639	8.1760	
	50.00	0.008086									
1	4	4	2007	3	25	6.7325	183.327	6.8800	4.9123	27.2301	
	6.26	0.000110									
1	4	4	2007	3	26	18.1865	1763.426	6.6500	4.7481	96.9635	
	4.32	0.000399									
1	4	4	2007	3	27	12.7178	346.309	6.6500	4.7481	27.2301	
	6.20	0.000688									
1	4	4	2007	3	28	0.7885	40.400	8.0600	5.7548	51.2388	
	17.01	0.000474									

```
NOM2PPAQ:  Converts a NOM TransCAD Loaded Networks to PPAQ Ready Network

Version 1.0

Run Date: 09/03/2004     Time: 10:11:15
-------------------------------------------------------------------------


Driver File: C:\C4TEMP\$$NX002B.DRV
======================================= Driver File Echo >> Start
NOMLINK:  C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
LODNETAM: C:\2004AQ PYNET TEST\PPSUITE\NET LDAM.DBF
LODNETMD: C:\2004AQ PYNET TEST\PPSUITE\NET LDMD.DBF
LODNETMD: C:\2004AQ PYNET TEST\PPSUITE\NET LDPM.DBF
LODNETNT: C:\2004AQ PYNET TEST\PPSUITE\NET LDNT.DBF
PPLINK:   C:\2004AQ PYNET TEST\PPSUITE\NT1C.DBF
========================================= Driver File Echo >> End


=================================== File Validation Echo >> Start

 NOM Links:            C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
 AM NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDAM.DBF
 MD NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDMD.DBF
 PM NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDPM.DBF
 NT NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDNT.DBF
 PPsuite Network:      C:\2004AQ_PYNET_TEST\PPSUITE\NT1C.DBF

==========================++========= File Validation Echo >> End

All input and output files were opened successfully


Select fields of C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
copied to JUNKCOPY.DBF  This will become the working database file



  17737 Records were read and processed
  30353 Records were output




Summary of One-Way Output Links by AM:PM Volume Ratio
-----------------------------------------------------

                -----AM<=PM----    -----AM>PM-----    -----TOTAL-----
  Ratio         Number  Percent    Number  Percent    Number  Percent
-------------   ---------------    ---------------    ---------------
```

>0.50	4804	17.7%	4804	12.2%	7602	15.2%
31 - 0.50	1913	7.0%	235	1.0%	2148	4.3%
21 - 0.30	484	1.8%	32	0.1%	516	1.0%
11 - 0.20	146	0.5%	49	0.2%	195	0.4%
06 - 0.10	36	0.1%	23	0.1%	59	0.1%
026 - 0.05	13	0.0%	7	0.0%	20	0.0%
001 - 0.025	8	0.0%	7	0.0%	15	0.0%
= 0.00	0	0.0%	0	0.0%	0	0.0%
.00						
>500 vph	18	0.1%	11	0.0%	29	0.1%
251-500 vph	15	0.1%	4	0.0%	19	0.0%
101-250 vph	14	0.1%	6	0.0%	20	0.0%
51-100 vph	14	0.1%	8	0.0%	22	0.0%
11- 50 vph	26	0.1%	11	0.0%	37	0.1%
1- 10 vph	24	0.1%	30	0.1%	54	0.1%
0 vph	19640	72.3%	19640	85.9%	39280	78.5%
TAL	27155		22861		50016	

ecution Ending.

```
POSTMOBILE    Version  5.06.01     12/10/03    Fri Sep  3 10:12:00 2004

PPSUITE module:  Post Mobile Air Quality Emissions Processor
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX006B.DRV


MODULE: POSTMOBILE.exe
MEMBER: EMISSIONS
TITLE:  2007

DEFINE TIMEGROUPS
  1 =  7  8  9
  2 = 10 11 12 13 14 15 16
  3 = 17 18
  4 =  1  2  3  4  5  6 19 20 21 22 23 24

System Parameters:
Links Nods Zones VMTareas PATareas FACTgrps TIMEgrps VEHtypes FACtypes AREAtypes
 na  32000  4800   1024     1024       64       24       28       64      160

System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4397392

License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: POSTMOBILE, Licensee:  New Orleans Regional Planning Commission


2007
Post Mobile6 Air Quality Network Analyzer


Key File specification [[d:] path] name[.ext]                   Unit X Recl Age
--- ------------------------------------------------------------ ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 07.EXP                                 10 0   54 old
MOB=c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN                          591 0    0 old
TB1=c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1                        611 0    0 old
RPT=c:\C4Temp\$$NX005.PRN                                        588 0    0 old
EMS=c:\C4Temp\PPSUITE\EMIS 07.dbf                                161 1    0 new
VMS=c:\C4Temp\PPSUITE\VMTS_07.dbf                                162 1    0 new
SCR=c:\C4Temp\SCRATCH.AQM                                        480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TAB                                        420 0  128 tmp
```

```
PEM_AQM.0500(I) The Speeds applied to the MOBILE6 emissions are a function
                of Loaded Volume Travel Time (from PPNET recurring delay), and
                Includes approach delay and Excludes event delay.

PEM_AQM.1200(I) Network Links Processed:     10342
                Total Links Skipped:             0
                Network Links Accepted:      10342

PEM_PST.1200(I) Internal Post VMT factors will be applied to Network Links.
                Issue:  IGNORE INTERNAL POSTVMT in Setup File file to change status.

PEMOUT6.1000(I) Processing Mobile6 Database Output File
                c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1
                AGGREGATED OUTPUT - fast process, do not blink


PEMMAIN.7000(I) System Totals

                                 24 HOUR         AM PEAK         PM PEAK
wylink Summary VMT...         19,591,350       3,417,007       4,463,928

re  VMT Adjustments..         -1,050,468        -191,384        -254,775
ost VMT Adjustments..            609,948         106,942         140,402

otal Output VMT......         20,201,300       3,523,949       4,604,330
otal Output VHT......            621,993         114,830         152,435
peed Summary.........              32.48 mph       30.69 mph       30.21 mph


PEMMAIN.9000(I)   * * * *   End POSTMOBILE.EXE  * * * *
```

```
PPNET          Version  5.07        04/15/03    Fri Sep  3 10:11:33 2004

PPSUITE module:  Post Processing Recurring Delay Network Analyzer
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX003B.DRV


MODULE: PPNET.exe
MEMBER: NETWORKS
TITLE:  2007

DEFINE TIMEGROUPS
  1 =  7  8  9
  2 = 10 11 12 13 14 15 16
  3 = 17 18
  4 =  1  2  3  4  5  6 19 20 21 22 23 24

DEFINE PEAK | BANDWIDTH
  Peak AM =   7  8  9
  Peak PM =  16 17 18

SPREAD BANDWIDTH =  1 hours before and  1 hours after V/C hour

DEFINE FACTGROUPS = FACTYPE
  1 =  1  8  9
  2 =  2  3
  3 =  4  5
  4 =  6  7

System Parameters:
    Links    Nodes    Zones  Factype AreaType    Lanes    Cdevs    Files
      n/a    32000     4800       64      160        9        4        9

 VMTareas FACTgrps TIMEgrps VEHtypes PATareas PATtypes    Bases    Hours
     1024       64       24       28     1024        3       64       24

   Coords  Effects
     4096       10


System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4507296
```

```
icense Authentication:  OK, Unlimited Resource Access.
Psuite Module: PPNET, Licensee:  New Orleans Regional Planning Commission

007


ey File specification [[d:] path] name[.ext]                    Unit X Recl Age
-- ------------------------------------------------------------ ---- - ---- ---
XP=c:\C4Temp\PPSUITE\LSUM 07.EXP                                  10 0   54 new
ET=c:\C4Temp\PPSUITE\NT1C.DBF                                    191 -    0 old
PC=c:\C4Temp\PPSUITE\Common\NOM SPDCAP.DBF                       521 -    0 old
QU=c:\C4Temp\PPSUITE\Common\NOM equiv.DBF                        531 -    0 old
AT=c:\C4Temp\PPSUITE\Common\PATTERN2.DAT                         471 0    0 old
TP=c:\C4Temp\PPSUITE\Common\NOM VTP.DAT                          451 0    0 old
TF=c:\C4Temp\PPSUITE\Common\VEHFAC03.DAT                         461 0    0 old
RE=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02A.dat          481 0    0 old
RE=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02BS.dat         482 0    0 old
ST=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02CS.dat         491 0    0 old
NK=c:\C4Temp\PPSUITE\LINK 07.DBF                                 114 -    0 new
PR=c:\C4Temp\PPSUITE\APPR 07.DBF                                 116 -    0 new
RE=c:\C4Temp\PPSUITE\VMT1_07.DBF                                 112 -    0 new
CR=c:\C4Temp\SCRATCH.BIN                                          90 -    0 tmp
CR=c:\C4Temp\SCRATCH.HRS                                         450 0   96 tmp
CR=c:\C4Temp\SCRATCH.AQM                                         480 0   96 tmp
CR=c:\C4Temp\SCRATCH.TAB                                         420 0   96 tmp

PNT_VTP.0000(I)  Vehicle   Vehicle Name   Vehicle Type   Average Patrn
                    1            ULDGV           AUTO          59.92%
                    2            ULDGT1          AUTO          25.98%
                    3            ULDGT2          AUTO           5.00%
                    4            UHDGV          TRUCK           1.25%
                    5            ULDDV           AUTO            .10%
                    6            ULDDT           AUTO            .29%
                    7            UHDDV          TRUCK           7.36%
                    8            UMC             AUTO            .10%

PNTHEAD.0000(I) Operation Modes and Options.
                Peak  Mode,  VOL24 with VOLAM and VOLPM.
                Truck Mode,  no TRUCK % & no Truck Volumes

PNTHEAD.0000(I) Operation Modes and Options.
                Peak  Mode,  VOL24 with VOLAM and VOLPM.
                Truck Mode,  no TRUCK % & no Truck Volumes
                Option:  Apply Peak Volume adjustments.
                         Peak Volumes are PERIOD based (not hourly)
                Option:  Spread excess V/C within 3 hour total bandwidth
                         Linkfile V/C Threshold =  1.20
                         Approach V/C Threshold =  1.50
                         and DO NOT Throw away excess VMT.
                Option:  Index to Hourly Pattern File = FACILITY TYPE
                Option:  Index to Vehicle Mix File = FACILITY TYPE
```

```
                  Option:  Apply a Minimum Speed to non-zero volume links
                           System Wide Minimum Speed is: 10.0 mph


PPNTBFOR.8000(I) Network Links Processed:     11913
                   Skip DO/SKIP AREAS           460
                   Skip Volume   = 0           1102
                   Skip Distance = 0              9
                   ================================
                 Total Links Skipped:          1571
                 Network Links Accepted:      10342

PPNT PRE.3200(W) Area Group    3, Fact Group  1, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  2, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  4, not found in any NETWORK File
PRE File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02A.dat

PPNT PRE.3200(W) Area Group    3, Fact Group  1, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  2, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PRE File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02BS.dat



2007

PPNT PST.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PST File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat


PPNTOPUT.1500(I) The Speeds reported in the EXPLODED LINKFILE are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.


REPORT(I) Running VMT Totals

  20641861  20641861  c:\C4Temp\PPSUITE\NT1C.DBF
====================
  20641861  20641861  Network VMT (  Raw  )
  20641861        -1  Network VMT (Pattern) 100.00 %


  18470263  -2171598  C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02A.dat
  19591393   1121130  C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02BS.dat
====================
  19591393  -1050468  PRE VMT Adjustments


  20201341    609948  C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat
====================
  20201341    609948  POST VMT Adjustments
```

EPORT(I) Process Totals

	24 HOUR	AM PEAK	PM PEAK
aw Network VMT.....	20,641,860	3,616,190	4,723,721
attern Generated VMT.	20,641,860	3,243,906	4,914,940
elta of VMTs			
eak Adjustments..hrs.	0	364,942	-196,523
re Adjustments.....	-1,050,468	-191,384	-254,775
pread Excess v/c.....	0	-671	-10
	==========	==========	==========
ywlink Summary VMT...	19,591,350	3,417,007	4,463,928
ywlink Summary VHT...	595,533	109,853	145,710
ost Adjustments.....	609,948	106,942	140,402
	==========	==========	==========
inal Output VMT.....	20,201,300	3,523,949	4,604,330
inal Output VHT.....	622,063	114,841	152,446
etwork(s) Speed.....	32.47 mph	30.69 mph	30.20 mph

PNTMAIN.9000(I) * * * * End PPNET.EXE * * * *

```
PREMOBILE     Version  5.08.01     12/02/03    Fri Sep  3 10:11:38 2004

PPSUITE module:  Pre Mobile Air Quality Network Analyzer
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX004B.DRV


MODULE: PREMOBILE.exe
MEMBER: EMISSIONS
TITLE:  2007

System Parameters:
Links Nods Zones VMTareas PATareas FACTgrps TIMEgrps VEHtypes FACtypes AREAtypes
 na  32000  4800   1024     1024       64       24       28       64      160

System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4585216

License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: PREMOBILE, Licensee:  New Orleans Regional Planning Commission


2007
Pre Mobile6 Air Quality Network Analyzer


Key File specification [[d:] path] name[.ext]                   Unit X Recl Age
--- ---------------------------------------------------------- ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 07.EXP                                 10 0   54 old
MOB=c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN                          591 0    0 new
TMP=c:\C4Temp\PPSUITE\Common\temps.dat                           521 0    0 old
SCR=c:\C4Temp\SCRATCH.AQM                                        480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TMP                                        510 0  100 tmp
SCR=c:\C4Temp\SCRATCH.DTL                                        580 0  196 tmp

PPAQ_AQM.0500(I) The Speeds provided to the MOBILE program are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.

PPAQ_AQM.1200(I) Network Links Processed:     10342
                 Total Links Skipped:             0
                 Network Links Accepted:      10342
```

```
PAQ_PST.1200(I) Internal Post VMT factors will be applied to Network Links.
                Issue:  IGNORE INTERNAL POSTVMT in Setup file to change status.

PAQMOB6.0000(I) Current settings for SPEEDVMT.def file.
                VMT/VHT accumulated LINK by LINK
                Speed VMT Bins populated by HARMONIC mean


EPORT(I) Process Totals

                                 24 HOUR          AM PEAK          PM PEAK
wylink Summary VMT...         19,591,350        3,417,007        4,463,928

re Adjustments.......         -1,050,468         -191,384         -254,775
ost Adjustments......            609,948          106,942          140,402

otal Output VMT......         20,201,300        3,523,949        4,604,330
otal Output VHT......            621,993          114,830          152,435
peed Summary.........              32.48 mph        30.69 mph        30.21 mph


PAQMAIN.9000(I)    * * * *  End PREMOBILE.EXE  * * * *
```

2017

2017 with Transit

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) Freeways	2,819,037	53.3	1.21	0.00	1.69
	2) Arterials	4,255,043	34.4	2.04	0.00	1.93
	3) Collectors	866,222	20.6	0.49	0.00	0.39
	4) Locals	416,385	10.7	0.32	0.00	0.17
	Subtotal	8,356,687	32.4	4.05	0.00	4.19
2) Orleans	1) Freeways	4,002,255	46.3	1.76	0.00	2.40
	2) Arterials	3,427,738	33.4	1.66	0.00	1.55
	3) Collectors	818,877	25.2	0.44	0.00	0.35
	4) Locals	226,040	10.2	0.18	0.00	0.09
	Subtotal	8,474,910	34.8	4.03	0.00	4.40
4) St. Bernard	1) Freeways	14,510	70.1	0.01	0.00	0.01
	2) Arterials	617,093	35.0	0.29	0.00	0.33
	3) Collectors	99,346	25.0	0.05	0.00	0.05
	4) Locals	47,493	12.0	0.04	0.00	0.02
	Subtotal	778,442	30.2	0.38	0.00	0.41
5) St. Charles	1) Freeways	812,978	53.5	0.35	0.00	0.60
	2) Arterials	1,148,814	39.9	0.52	0.00	0.61
	3) Collectors	83,625	24.0	0.04	0.00	0.05
	4) Locals	74,043	12.7	0.06	0.00	0.03
	Subtotal	2,119,460	39.8	0.97	0.00	1.29
Region Total		19,729,499	34.0	9.44	0.00	10.29

Emissions File: c:\C4Temp\PPSUITE\EMIS_17.DBF 10:19:25 09/03/2004

2017 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) Freeways	AM	476,542	54.1			
		Midday	1,163,195	55.3			
		PM	423,596	50.9			
		Night	755,704	51.2			
		DAILY	2,819,037	53.3	1.21	0.00	1.69
1) Jefferson	2) Arterials	AM	742,918	33.1			
		Midday	1,743,314	35.1			
		PM	682,642	31.9			
		Night	1,086,169	35.8			
		DAILY	4,255,043	34.4	2.04	0.00	1.93
1) Jefferson	3) Collectors	AM	141,806	20.3			
		Midday	338,061	20.5			
		PM	131,941	17.5			
		Night	254,414	23.1			
		DAILY	866,222	20.6	0.49	0.00	0.39
1) Jefferson	4) Locals	AM	69,581	10.7			
		Midday	160,715	10.7			
		PM	64,291	10.6			
		Night	121,798	10.7			
		DAILY	416,385	10.7	0.32	0.00	0.17
	Subtotal	AM	1,430,847	31.9			
		Midday	3,405,285	33.3			
		PM	1,302,470	30.1			
		Night	2,218,085	32.8			
		DAILY	8,356,687	32.4	4.05	0.00	4.19
2) Orleans	1) Freeways	AM	643,682	44.0			
		Midday	1,665,285	50.1			
		PM	597,382	38.8			
		Night	1,095,906	47.4			

		DAILY	4,002,255	46.3	1.76	0.00	2.40
2) Orleans	2) Arterials	AM	611,319	32.8			
		Midday	1,397,778	33.8			
		PM	555,989	31.9			
		Night	862,652	34.2			

Emissions File: c:\C4Temp\PPSUITE\EMIS 17.DBF 10:19:25 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_17.DBF

2017 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
		DAILY	3,427,738	33.4	1.66	0.00	1.55
2) Orleans	3) Collectors	AM	143,247	23.8			
		Midday	311,954	25.7			
		PM	132,161	23.4			
		Night	231,515	26.4			
		DAILY	818,877	25.2	0.44	0.00	0.35
2) Orleans	4) Locals	AM	38,277	10.2			
		Midday	87,080	10.2			
		PM	35,123	10.2			
		Night	65,560	10.2			
		DAILY	226,040	10.2	0.18	0.00	0.09
	Subtotal	AM	1,436,525	33.4			
		Midday	3,462,097	36.3			
		PM	1,320,655	31.5			
		Night	2,255,633	35.5			
		DAILY	8,474,910	34.8	4.03	0.00	4.40
4) St. Bernard	1) Freeways	AM	2,671	70.3			
		Midday	5,870	69.9			
		PM	2,275	71.1			
		Night	3,694	69.7			
		DAILY	14,510	70.1	0.01	0.00	0.01
4) St. Bernard	2) Arterials	AM	111,385	34.5			
		Midday	256,029	36.2			
		PM	96,976	30.6			
		Night	152,703	36.6			

		DAILY	617,093	35.0	0.29	0.00	0.33
4) St. Bernard	3) Collectors	AM	18,127	23.1			
		Midday	37,774	26.1			
		PM	15,139	20.4			
		Night	28,306	28.3			
		DAILY	99,346	25.0	0.05	0.00	0.05
4) St. Bernard	4) Locals	AM	7,959	12.0			
		Midday	18,321	12.0			
		PM	7,334	12.0			

Emissions File: c:\C4Temp\PPSUITE\EMIS 17.DBF 10:19:25 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_17.DBF

2017 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
		Night	13,879	12.0			
		DAILY	47,493	12.0	0.04	0.00	0.02
	Subtotal	AM	140,142	29.7			
		Midday	317,994	31.4			
		PM	121,724	26.7			
		Night	198,582	31.1			
		DAILY	778,442	30.2	0.38	0.00	0.41
5) St. Charles	1) Freeways	AM	125,768	58.3			
		Midday	340,182	59.8			
		PM	122,144	43.1			
		Night	224,884	49.8			
		DAILY	812,978	53.5	0.35	0.00	0.60
5) St. Charles	2) Arterials	AM	205,215	36.8			
		Midday	473,731	41.1			
		PM	182,021	38.3			
		Night	287,847	41.6			
		DAILY	1,148,814	39.9	0.52	0.00	0.61
5) St. Charles	3) Collectors	AM	15,065	23.1			
		Midday	32,075	23.6			
		PM	13,143	22.8			
		Night	23,342	26.2			

		DAILY	83,625	24.0	0.04	0.00	0.05
5) St. Charles	4) Locals	AM	12,980	12.7			
		Midday	28,377	12.8			
		PM	11,593	12.7			
		Night	21,093	12.8			
		DAILY	74,043	12.7	0.06	0.00	0.03
	Subtotal	AM	359,028	38.1			
		Midday	874,365	42.0			
		PM	328,901	36.2			
		Night	557,166	39.9			
		DAILY	2,119,460	39.8	0.97	0.00	1.29

Emissions File: c:\C4Temp\PPSUITE\EMIS 17.DBF 10:19:25 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_17.DBF

2017 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	Region Total	AM	3,366,542	33.0			
		Midday	8,059,741	35.1			
		PM	3,073,750	31.1			
		Night	5,229,466	34.5			
		DAILY	19,729,499	34.0	9.44	0.00	10.29

Emissions File: c:\C4Temp\PPSUITE\EMIS 17.DBF 10:19:25 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_17.DBF

2017 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) LDGV	5,188,094	32.4	2.52	0.00	1.68
	2) LDGT1	489,872		0.25	0.00	0.17
	3) LDGT2	1,640,004		0.92	0.00	0.72
	4) LDGT3	290,707		0.09	0.00	0.09
	5) LDGT4	136,805		0.05	0.00	0.06
	6) HDGV2B	149,209		0.06	0.00	0.14
	7) HDGV3	4,885		0.00	0.00	0.00
	8) HDGV4	1,094		0.00	0.00	0.00
	9) HDGV5	4,954		0.00	0.00	0.01
	10) HDGV6	10,404		0.01	0.00	0.01
	11) HDGV7	4,152		0.00	0.00	0.01
	12) HDGV8A	11		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	595		0.00	0.00	0.00
	15) LDDV	4,623		0.00	0.00	0.00
	16) LDDT12	0		0.00	0.00	0.00

	17)	LDDT34	6,442		0.00	0.00	0.00
	18)	HDDV2B	44,481		0.00	0.00	0.04
	19)	HDDV3	12,724		0.00	0.00	0.01
	20)	HDDV4	10,645		0.00	0.00	0.02
	21)	HDDV5	6,783		0.00	0.00	0.01
	22)	HDDV6	30,679		0.01	0.00	0.06
	23)	HDDV7	42,803		0.01	0.00	0.11
	24)	HDDV8A	52,816		0.01	0.00	0.15
	25)	HDDV8B	193,689		0.06	0.00	0.75
	26)	HDDBT	5,868		0.00	0.00	0.04
	27)	HDDBS	11,145		0.00	0.00	0.07
	28)	MC	13,202		0.04	0.00	0.01
		Subtotal	8,356,686	32.4	4.05	0.00	4.19
2) Orleans	1)	LDGV	5,291,854	34.8	1.38	0.00	1.72
	2)	LDGT1	482,458		0.15	0.00	0.17
	3)	LDGT2	1,615,176		0.54	0.00	0.71
	4)	LDGT3	292,838		0.05	0.00	0.09
	5)	LDGT4	137,803		0.03	0.00	0.06
	6)	HDGV2B	159,718		0.03	0.00	0.15
	7)	HDGV3	5,223		0.00	0.00	0.01
	8)	HDGV4	1,173		0.00	0.00	0.00
	9)	HDGV5	5,305		0.00	0.00	0.01
	10)	HDGV6	11,136		0.00	0.00	0.01

Emissions File: c:\C4Temp\PPSUITE\EMIS 17.DBF 10:19:25 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_17.DBF

2017 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	11) HDGV7	4,444		0.00	0.00	0.01
	12) HDGV8A	11		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	637		0.00	0.00	0.00
	15) LDDV	4,715		0.00	0.00	0.00
	16) LDDT12	0		0.00	0.00	0.00
	17) LDDT34	6,489		0.00	0.00	0.00
	18) HDDV2B	47,613		0.00	0.00	0.05
	19) HDDV3	13,624		0.00	0.00	0.01
	20) HDDV4	11,394		0.00	0.00	0.02
	21) HDDV5	7,262		0.00	0.00	0.02
	22) HDDV6	32,844		0.00	0.00	0.07

	23) HDDV7	45,817		0.01	0.00	0.12
	24) HDDV8A	56,534		0.01	0.00	0.17
	25) HDDV8B	207,331		0.03	0.00	0.85
	26) HDDBT	6,282		0.00	0.00	0.04
	27) HDDBS	11,929		0.00	0.00	0.08
	28) MC	15,298		0.03	0.00	0.02
	Subtotal	8,474,908	34.8	2.27	0.00	4.40
4) St. Bernard	1) LDGV	420,930	30.2	0.20	0.00	0.13
	2) LDGT1	51,087		0.03	0.00	0.02
	3) LDGT2	171,032		0.10	0.00	0.07
	4) LDGT3	32,100		0.01	0.00	0.01
	5) LDGT4	15,106		0.01	0.00	0.01
	6) HDGV2B	21,727		0.01	0.00	0.02
	7) HDGV3	712		0.00	0.00	0.00
	8) HDGV4	160		0.00	0.00	0.00
	9) HDGV5	722		0.00	0.00	0.00
	10) HDGV6	1,513		0.00	0.00	0.00
	11) HDGV7	603		0.00	0.00	0.00
	12) HDGV8A	1		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	86		0.00	0.00	0.00
	15) LDDV	374		0.00	0.00	0.00
	16) LDDT12	0		0.00	0.00	0.00
	17) LDDT34	711		0.00	0.00	0.00
	18) HDDV2B	6,477		0.00	0.00	0.01
	19) HDDV3	1,853		0.00	0.00	0.00
	20) HDDV4	1,549		0.00	0.00	0.00
	21) HDDV5	988		0.00	0.00	0.00

Emissions File: c:\C4Temp\PPSUITE\EMIS 17.DBF 10:19:25 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_17.DBF

2017 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	22) HDDV6	4,467		0.00	0.00	0.01
	23) HDDV7	6,232		0.00	0.00	0.01
	24) HDDV8A	7,690		0.00	0.00	0.02
	25) HDDV8B	28,208		0.01	0.00	0.09
	26) HDDBT	855		0.00	0.00	0.00
	27) HDDBS	1,624		0.00	0.00	0.01
	28) MC	1,625		0.00	0.00	0.00

	Subtotal	778,432	30.2	0.37	0.00	0.41
5) St. Charles	1) LDGV	1,174,515	39.8	0.68	0.00	0.75
	2) LDGT1	130,684		0.09	0.00	0.09
	3) LDGT2	437,507		0.32	0.00	0.39
	4) LDGT3	84,352		0.03	0.00	0.05
	5) LDGT4	39,697		0.02	0.00	0.03
	6) HDGV2B	62,490		0.03	0.00	0.12
	7) HDGV3	2,043		0.00	0.00	0.00
	8) HDGV4	458		0.00	0.00	0.00
	9) HDGV5	2,077		0.00	0.00	0.01
	10) HDGV6	4,356		0.00	0.00	0.01
	11) HDGV7	1,737		0.00	0.00	0.00
	12) HDGV8A	4		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	250		0.00	0.00	0.00
	15) LDDV	1,047		0.00	0.00	0.00
	16) LDDT12	0		0.00	0.00	0.00
	17) LDDT34	1,834		0.00	0.00	0.00
	18) HDDV2B	18,629		0.00	0.00	0.04
	19) HDDV3	5,331		0.00	0.00	0.01
	20) HDDV4	4,461		0.00	0.00	0.02
	21) HDDV5	2,839		0.00	0.00	0.01
	22) HDDV6	12,848		0.00	0.00	0.06
	23) HDDV7	17,927		0.01	0.00	0.10
	24) HDDV8A	22,119		0.01	0.00	0.13
	25) HDDV8B	81,123		0.03	0.00	0.65
	26) HDDBT	2,460		0.00	0.00	0.03
	27) HDDBS	4,668		0.00	0.00	0.06
	28) MC	3,970		0.02	0.00	0.01
	Subtotal	2,119,426	39.8	1.25	0.00	2.58

Emissions File: c:\C4Temp\PPSUITE\EMIS 17.DBF 10:19:25 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_17.DBF

2017 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX

Region Total	1) LDGV	12,075,393	34.0	4.79	0.00	4.29
	2) LDGT1	1,154,101		0.52	0.00	0.44
	3) LDGT2	3,863,719		1.87	0.00	1.89
	4) LDGT3	699,997		0.19	0.00	0.25
	5) LDGT4	329,411		0.10	0.00	0.16
	6) HDGV2B	393,144		0.13	0.00	0.44
	7) HDGV3	12,863		0.00	0.00	0.01
	8) HDGV4	2,885		0.00	0.00	0.00
	9) HDGV5	13,058		0.01	0.00	0.02
	10) HDGV6	27,409		0.01	0.00	0.04
	11) HDGV7	10,936		0.01	0.00	0.02
	12) HDGV8A	27		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	1,568		0.00	0.00	0.01
	15) LDDV	10,759		0.00	0.00	0.00
	16) LDDT12	0		0.00	0.00	0.00
	17) LDDT34	15,476		0.00	0.00	0.00
	18) HDDV2B	117,200		0.01	0.00	0.14
	19) HDDV3	33,532		0.00	0.00	0.04
	20) HDDV4	28,049		0.00	0.00	0.06
	21) HDDV5	17,872		0.00	0.00	0.04
	22) HDDV6	80,838		0.01	0.00	0.20
	23) HDDV7	112,779		0.02	0.00	0.34
	24) HDDV8A	139,159		0.03	0.00	0.48
	25) HDDV8B	510,351		0.13	0.00	2.33
	26) HDDBT	15,465		0.00	0.00	0.11
	27) HDDBS	29,366		0.01	0.00	0.22
	28) MC	34,095		0.09	0.00	0.04
Grand Total		19,729,452	34.0	7.95	0.00	11.58

Emissions File: c:\C4Temp\PPSUITE\EMIS 17.DBF 10:19:25 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_17.DBF

2017 with Transit

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

	Vehicle	Daily	Speed	Emissions (tons)		

Area	Type	VMT	(mph)	HC	CO	NOX
1) Jefferson	1) Auto/MC	5,205,919	32.4	2.56	0.00	1.70
	2) Lt. Trk	2,563,830		1.31	0.00	1.04
	3) Hvy.Trk	569,329		0.17	0.00	1.34
	4) Bus	17,608		0.01	0.00	0.11
	Subtotal	8,356,686	32.4	4.05	0.00	4.19
2) Orleans	1) Auto/MC	5,311,867	34.8	1.41	0.00	1.74
	2) Lt. Trk	2,534,764		0.77	0.00	1.03
	3) Hvy.Trk	609,429		0.09	0.00	1.51
	4) Bus	18,848		0.00	0.00	0.12
	Subtotal	8,474,908	34.8	2.27	0.00	4.40
4) St. Bernard	1) Auto/MC	422,929	30.2	0.21	0.00	0.14
	2) Lt. Trk	270,036		0.14	0.00	0.11
	3) Hvy.Trk	82,902		0.03	0.00	0.16
	4) Bus	2,565		0.00	0.00	0.01
	Subtotal	778,432	30.2	0.37	0.00	0.41
5) St. Charles	1) Auto/MC	1,179,532	39.8	0.70	0.00	0.76
	2) Lt. Trk	694,074		0.46	0.00	0.56
	3) Hvy.Trk	238,442		0.08	0.00	1.16
	4) Bus	7,378		0.00	0.00	0.10
	Subtotal	2,119,426	39.8	1.25	0.00	2.58
Region Total	1) Auto/MC	12,120,247	34.0	4.89	0.00	4.33
	2) Lt. Trk	6,062,704		2.67	0.00	2.74
	3) Hvy.Trk	1,500,102		0.37	0.00	4.16
	4) Bus	46,399		0.01	0.00	0.34
Grand Total		19,729,452	34.0	7.95	0.00	11.58

Emissions File: c:\C4Temp\PPSUITE\EMIS 17.DBF 10:19:25 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_17.DBF

```
PEQUEST      Version:          4.15  Run Time:  09/03/2004 10:19:24
```

```
PPSUITE          Performance Evaluation and Emissions Analysis
PEQUEST          Performance Queries for Surface Transportation
```

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---

```
(Input ) Setup  File: C:\C4TEMP\$$NX007B.DRV
(Output) Report File: C:\C4TEMP\$$NX007.PRN
```

```
Processing Setup File for instructions outside BEGIN PEQUEST

 17  TITLE  2017
 20  DEFINE FACTGROUP =  FACTYPE
 22    1 = 1   8 9
 24    2 = 2 3
 26    3 = 4 5
 28    4 = 6 7
 29  END
 37  DEFINE TIMEGROUP
 38    TIMEAM    7 8 9
 39    TIMEMID   10 11 12 13 14 15 16
 40    TIMEPM    17 18 19
 41    TIMENITE  19 20 21 22 23 24   1 2 3 4 5 6
 42  END
 46  DEFINE VEHTYPES
 47    1 = uLDGV  AUTO
 48    2 = uLDGT1 AUTO
 49    3 = uLDGT2 AUTO
 50    4 = uHDGV  TRUCK
 51    5 = uLDDV  AUTO
 52    6 = uLDDT  AUTO
 53    7 = uHDDV  TRUCK
 54    8 = uMC    AUTO
 55  END
 59  HWYLINK SUMMARY   c:\C4Temp\PPSUITE\LSUM 17.EXP
 63  DEFINE EQUIV = c:\C4Temp\PPSUITE\Common\NOM_equiv.DBF
 64    ZONE      = ZONE
 65    PATAREA   = PARISH
 66    VMTAREA   = PARISH
 67    EVENTAREA = PARISH
 68  END equiv file
 75  SKIP VMTAREA  3, 6, 7, 8, 9
 80  SCRATCH DIRECTORY c:\C4Temp\
 87  BEGIN NETWORK ANALYZER
 91    EXPLODED LINKFILE      c:\C4Temp\PPSUITE\LINK 17.DBF
 92    EXPLODED APPROACH      c:\C4Temp\PPSUITE\APPR_17.DBF
```

```
 93    VMTVHT   SUMMARY       c:\C4Temp\PPSUITE\VMT1_17.DBF
 96    APPLY PEAK ADJUST PERIOD
 97    DEFINE PEAK PERIODS
 98      PEAKAM= 7 8 9
 99      PEAKPM= 16 17 18
100    END
102    APPLY PEAK SPREAD DEFAULT
103    SPREAD BANDWIDTH = 1
105    PEAK WARNING     40 %
108    LINKFILE THRESHOLD  1.2
109    APPROACH THRESHOLD  1.5
111    APPLY MINIMUM SPEED
112    MINIMUM SPEED 10.0
115    DEFINE NETWORK = c:\C4Temp\PPSUITE\NT1C.DBF
120      ANODE     ANODE
121      BNODE     BNODE
122      DISTANCE  LENGTH
123      ZONE      ZONE
124      FACTYPE   FC CODE
125      FCLASS    FC CODE
129      AREATYPE  AREATYPE
130      LANES     LANES
134      VOL24     TOTVOL DLY
135      VOLAM     TOTVOL AM
136      VOLPM     TOTVOL_PM
155    END define Network
159    DEFINE SPEEDCAP = c:\C4Temp\PPSUITE\Common\NOM_SPDCAP.DBF
160      AREATYPE  = AREATYPE
161      FACTYPE   = FC
162      LANES     = LANES
163      BPR P1    = BPR S
164      BPR P2    = BPR T
165      BPR P3    = BPR P
166      STOPCAP   = STOPCAP
167      YIELDCAP  = YLDCAP
168      SIGNALCAP = SIGCAP
169      STOPGAP   = STOPGAP
170      YIELDGAP  = YLDGAP
171      LINKCAP   = LCAP
172      FREESPEED = LSPEED
173      CDEV      = CDEV
174      ARRIVAL   = ARRTYPE
175      ADDLANES  = ADDLNS
176      SIGSPACING= SIG SP
177      CYCLEN    = CYCLE
178      MAJOR GC  = MAJ GC
179      MINOR GC  = MIN GC
180      OTHER GC  = OTH GC
181    END define speedcap
185    HOURLY PATTERN   = c:\C4Temp\PPSUITE\Common\PATTERN2.DAT
186    VEHTYPES MIX     = c:\C4Temp\PPSUITE\Common\NOM VTP.DAT
187    VEHTYPES FACTOR  = c:\C4Temp\PPSUITE\Common\VEHFAC03.DAT
192    PREVMT  ADJUSTMENT C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02A.dat  *
```

```
194    PREVMT  ADJUSTMENT C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02BS.dat *
196    POSTVMT ADJUSTMENT C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat *
201    PREVMT WARNING  5.00
202    POSTVMT WARNING 100
204  END NETWORK ANALYZER
209  BEGIN EVENTS ANALYZER
214    WEGIVEUP LIMITS 24
216    QUEUEING FACTOR 1.3
219    EVENT PARAMETERS  c:\C4Temp\PPSUITE\Common\NOM_INCDNT.dat
230    DEFINE NETWORK = NT1C.dbf
231      ANODE       A
232      BNODE       B
234    END define Network
237    EXPLODED EVENTDELAY  DL1C.DBF
241  END EVENTS ANALYZER
247  BEGIN EMISSIONS PROCESSOR
251    EMISSIONS DATABASE  =  c:\C4Temp\PPSUITE\EMIS 17.dbf
252    EMISSIONS VMTSPEED  =  c:\C4Temp\PPSUITE\VMTS_17.dbf
255    SPEEDBIN VMT  =  H L
256    RAMPVMT FRACTION = 0.08
258    MINMAX TEMPERATURE = c:\C4Temp\PPSUITE\Common\temps.dat
261    CALENDAR YEAR  = 2017
264    DEFINE BY FACILITY = FACTYPE
265      FREEWAYS = 1 8 9
266      ARTERIAL = 2 3 4 5
267      LOCALS   = 7 6
268      RAMPS    = 8 9
269    END
271    APPLY INTERNAL POSTVMT
274    DEFINE MOBILE6.2  c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN
291      REPORT FILE         :  c:\C4Temp\$$NX005.PRN    REPLACE
293      DATABASE OUTPUT     :
294      WITH FIELDNAMES     :
295      AGGREGATED OUTPUT   :
296      EMISSIONS TABLE     :  c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1    REPLACE
299      POLLUTANTS          :  HC NOX
300      SPREADSHEET         :
302      RUN DATA            :
304      NO REFUELING        :
305      FUEL RVP            : 7.8
307      MIN/MAX TEMP        :
308      ABSOLUTE HUMIDITY   : 149.07
310      REG DIST            : LA_REGD.D
312      EXPRESS HC AS VOC   :
315      SCENARIO REC        :
317      CALENDAR YEAR       :
318      EVALUATION MONTH    : 7
319      ALTITUDE            : 1
321      VMT FRACTIONS       :
323      VMT BY FACILITY     :
324      VMT BY HOUR         :
325      SPEED VMT           :
327    END OF RUN        :
```

```
  330     END  Define MOBILE6.2
  342     DEFINE VEHGROUPS
  343       gLDV  = uLDGV  + uLDDV
  344       gLDT1 = uLDGT1 + uLDDT
  345       gLDT2 = uLDGT2
  346       gHDV  = uHDGV  + uHDDV
  347       gMC   = uMC
  348     END
  356     DEFINE VEHCOMPOSIT MOBILE6
  358       LDV   =1.00 gLDV
  360       LDT1  = .23 gLDT1
  361       LDT2  = .77 gLDT1
  362       LDT3  = .68 gLDT2
  363       LDT4  = .32 gLDT2
  365       HDV2B = .33 gHDV
  366       HDV3  = .03 gHDV
  367       HDV4  = .02 gHDV
  368       HDV5  = .02 gHDV
  369       HDV6  = .07 gHDV
  370       HDV7  = .08 gHDV
  371       HDV8A = .09 gHDV
  372       HDV8B = .33 gHDV
  373       HDBS  = .02 gHDV
  375       HDBT  =0.01 gHDV
  376       MCYCL =1.00 gMC
  378     END
  381   END EMISSIONS PROCESSOR
  386   BEGIN PEQUEST
  388     NO LOS CALCS
  389     YES PERFORMANCE REPORTS
  391     IGNORE INTERNAL POSTVMT
  394     NO GIS FILE
  398     LICENSE CODE ##PQST##
  400     NAMES FILE  C:\2004AQ PYNet test\PPSuite\Common\nom_names.dbf
  403     DEFINE PERFORMANCE = 2017.OUT
  404       REPORTS = 101 102 103 104
  405       AREA     1 2  4 5
  406       TITLE1    2017 with Transit
  407       RPTFORMAT   = PRINT
  408       EMSCOLUMNS  = SKIPPED
  409       EMSDATADIR  = C:\2004AQ_PYNet_test\PPSuite\
  410       EMSRUNID    = 2017
  411     END
  413     UNITS tons 2
  415   END PEQUEST

  Processing Setup File for instructions inside BEGIN PEQUEST
```

TITLES 2017

```
Input Files:

  Network.............
  Exploded Linkfile...c:\C4Temp\PPSUITE\LINK 17.DBF
  Exploded Approach...c:\C4Temp\PPSUITE\APPR_17.DBF
  Exploded EventDelay.DL1C.DBF
  Exploded PersonFile.
  VmtVht Summary......c:\C4Temp\PPSUITE\VMT1 17.DBF
  Emissions Database..c:\C4Temp\PPSUITE\EMIS 17.dbf
  Emissions VmtSpeed..c:\C4Temp\PPSUITE\VMTS_17.dbf
  M5 Emissions........

Output Files:
  Los Linkfile........
  Los Approach........
  Link Statfile.......


Licensed to: LICENSING BYPASSED
-----------------------------------------------------------------------


  Include PERFORMANCE REPORTS


  Requested Reports 101 102 103 104 written to 2017.OUT

  Printing Series  1:  (  4 Reports)

       2017 with Transit


       Selecting Area,Subarea [1 2  4 5,]
       Filter: All Records
```

```
MOBILE6 INPUT FILE

REPORT FILE          :  c:\C4Temp\$$NX005.PRN    REPLACE
DATABASE OUTPUT      :
WITH FIELDNAMES      :
AGGREGATED OUTPUT    :
EMISSIONS TABLE      :  c:\C4Temp\PPSUITE\M6DATA\\M6OUTPUT.TB1    REPLACE
POLLUTANTS           :  HC NOX
SPREADSHEET          :
RUN DATA             : 0001

NO REFUELING         :
FUEL RVP             : 7.8
MIN/MAX TEMPERATURE:  74.2  91.1
ABSOLUTE HUMIDITY    : 149.07
REG DISTRIBUTION     : LA_REGD.D
EXPRESS HC AS VOC    :


SCENARIO RECORD      :[01 0001]  1  8  9

CALENDAR YEAR        :2017
EVALUATION MONTH     : 7
ALTITUDE             : 1
*VMT TOTALS            2819037
*                      1805594  142609  477430   95578   44978   82379    7489    4993
*                         4993   17474   19971   22467   82379    4993    2496    3213
VMT FRACTIONS        :
                       .640502 .050588 .169359 .033904 .015955 .029222 .002657 .001771
                       .001771 .006199 .007084 .007970 .029222 .001771 .000885 .001140
VMT BY FACILITY      :V000101F.def
VMT BY HOUR          :V000101H.def
SPEED VMT            :V000101S.def


SCENARIO RECORD      :[02 0001]  2  3

CALENDAR YEAR        :2017
EVALUATION MONTH     : 7
ALTITUDE             : 1
*VMT TOTALS            4255043
*                      2566769  264416  885219  164471   77398   95821    8711    5807
*                         5807   20326   23229   26133   95821    5807    2904    6404
VMT FRACTIONS        :
                       .603230 .062142 .208040 .038653 .018190 .022519 .002047 .001365
                       .001365 .004777 .005459 .006142 .022519 .001365 .000682 .001505
VMT BY FACILITY      :V000102F.def
VMT BY HOUR          :V000102H.def
SPEED VMT            :V000102S.def


SCENARIO RECORD      :[03 0001]  4  5
```

```
CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            866222
*                      534011   58009  194203   27453   12919   12429    1130     753
*                         753    2636    3013    3390   12429     753     377    1964
VMT FRACTIONS       :
                      .616483 .066968 .224195 .031693 .014914 .014349 .001305 .000869
                      .000869 .003043 .003478 .003914 .014349 .000869 .000435 .002267
VMT BY FACILITY     :V000103F.def
VMT BY HOUR         :V000103H.def
SPEED VMT           :V000103S.def


SCENARIO RECORD     :[04 0001]  6  7

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            416384
*                      286340   24837   83151    7585    3570    3062     278     186
*                         186     650     742     835    3062     186      93    1621
VMT FRACTIONS       :
                      .687682 .059649 .199698 .018216 .008574 .007354 .000668 .000447
                      .000447 .001561 .001782 .002005 .007354 .000447 .000223 .003893
VMT BY FACILITY     :V000104F.def
VMT BY HOUR         :V000104H.def
SPEED VMT           :V000104S.def


END OF RUN          : 0002

NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  75.0  91.6
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0002]  1  8  9

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           4002256
*                     2567031  201560  674790  135089   63571  117339   10667    7111
*                        7111   24890   28446   32002  117339    7111    3556    4643
VMT FRACTIONS       :
                      .641397 .050362 .168602 .033753 .015884 .029318 .002665 .001777
                      .001777 .006219 .007107 .007996 .029318 .001777 .000888 .001160
VMT BY FACILITY     :V000201F.def
VMT BY HOUR         :V000201H.def
```

```
SPEED VMT           :V000201S.def

SCENARIO RECORD     :[02 0002]  2  3

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           3427738
*                     2067981  212854  712598  132371   62292   77026    7002    4668
*                        4668   16339   18673   21007   77026    4668    2334    6231
VMT FRACTIONS       :
                      .603305 .062098 .207892 .038618 .018173 .022471 .002043 .001362
                      .001362 .004767 .005448 .006129 .022471 .001362 .000681 .001818
VMT BY FACILITY     :V000202F.def
VMT BY HOUR         :V000202H.def
SPEED VMT           :V000202S.def

SCENARIO RECORD     :[03 0002]  4  5

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            818878
*                      506130   54605  182808   25736   12111   11402    1037     691
*                         691    2419    2764    3110   11402     691     346    2935
VMT FRACTIONS       :
                      .618077 .066683 .223242 .031428 .014790 .013924 .001266 .000844
                      .000844 .002954 .003375 .003798 .013924 .000844 .000423 .003584
VMT BY FACILITY     :V000203F.def
VMT BY HOUR         :V000203H.def
SPEED VMT           :V000203S.def

SCENARIO RECORD     :[04 0002]  6  7

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            226040
*                      155433   13435   44979    4052    1907    1566     142      95
*                          95     332     380     427    1566      95      47    1489
VMT FRACTIONS       :
                      .687636 .059436 .198987 .017926 .008437 .006928 .000628 .000420
                      .000420 .001469 .001681 .001889 .006928 .000420 .000208 .006587
VMT BY FACILITY     :V000204F.def
VMT BY HOUR         :V000204H.def
SPEED VMT           :V000204S.def

END OF RUN          : 0004
```

```
NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  73.5  89.5
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0004]  1

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             14510
*                        8303     805    2696     563     265     598      54      36
*                          36     127     145     163     598      36      18      67
VMT FRACTIONS       :
                       .572224 .055479 .185803 .038801 .018263 .041213 .003722 .002481
                       .002481 .008753 .009993 .011234 .041213 .002481 .001241 .004618
VMT BY FACILITY     :V000401F.def
VMT BY HOUR         :V000401H.def
SPEED VMT           :V000401S.def


SCENARIO RECORD     :[02 0004]  2  3

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            617093
*                      333374   40160  134449   26316   12384   22900    2082    1388
*                        1388    4858    5551    6245   22900    1388     694    1016
VMT FRACTIONS       :
                       .540236 .065079 .217875 .042645 .020068 .037109 .003374 .002249
                       .002249 .007872 .008995 .010120 .037109 .002249 .001125 .001646
VMT BY FACILITY     :V000402F.def
VMT BY HOUR         :V000402H.def
SPEED VMT           :V000402S.def


SCENARIO RECORD     :[03 0004]  4  5

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             99346
*                       52011    6432   21535    4643    2185    4064     369     246
*                         246     862     985    1108    4064     246     123     227
VMT FRACTIONS       :
                       .523536 .064743 .216767 .046736 .021994 .040907 .003714 .002476
                       .002476 .008677 .009915 .011153 .040907 .002476 .001238 .002285
VMT BY FACILITY     :V000403F.def
VMT BY HOUR         :V000403H.def
```

```
SPEED VMT           :V000403S.def


SCENARIO RECORD     :[04 0004]  6  7

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             47493
*                       27614    3690   12352    1063     500     646      59      39
*                          39     137     157     176     646      39      20     316
VMT FRACTIONS       :
                      .581435 .077695 .260079 .022382 .010528 .013602 .001242 .000821
                      .000821 .002885 .003306 .003706 .013602 .000821 .000421 .006654
VMT BY FACILITY     :V000404F.def
VMT BY HOUR         :V000404H.def
SPEED VMT           :V000404S.def


END OF RUN          : 0005

NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  72.0  90.8
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0005]  1  8  9

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            812978
*                      467731   44774  149894   31177   14672   34209    3110    2073
*                        2073    7257    8293    9330   34209    2073    1037    1065
VMT FRACTIONS       :
                      .575331 .055074 .184377 .038349 .018047 .042079 .003825 .002550
                      .002550 .008926 .010201 .011476 .042079 .002550 .001276 .001310
VMT BY FACILITY     :V000501F.def
VMT BY HOUR         :V000501H.def
SPEED VMT           :V000501S.def


SCENARIO RECORD     :[02 0005]  2  3

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           1148814
*                      620924   74742  250224   48929   23025   42530    3866    2578
*                        2578    9021   10310   11599   42530    2578    1289    2091
```

```
VMT FRACTIONS       :
                      .540492 .065060 .217811 .042591 .020042 .037021 .003365 .002244
                      .002244 .007852 .008974 .010097 .037021 .002244 .001122 .001820
VMT BY FACILITY     :V000502F.def
VMT BY HOUR         :V000502H.def
SPEED VMT           :V000502S.def


SCENARIO RECORD     :[03 0005]  4

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             83626
*                       43814    5409   18109    3884    1828    3396     309     206
*                         206     720     823     926    3396     206     103     291
VMT FRACTIONS       :
                      .523930 .064681 .216547 .046445 .021859 .040609 .003695 .002463
                      .002463 .008610 .009841 .011073 .040609 .002463 .001232 .003480
VMT BY FACILITY     :V000503F.def
VMT BY HOUR         :V000503H.def
SPEED VMT           :V000503S.def


SCENARIO RECORD     :[04 0005]  6  7

CALENDAR YEAR       :2017
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             74044
*                       43094    5759   19280    1633     769     985      90      60
*                          60     209     239     269     985      60      30     522
VMT FRACTIONS       :
                      .582002 .077779 .260387 .022055 .010386 .013303 .001216 .000810
                      .000810 .002823 .003228 .003633 .013303 .000810 .000405 .007050
VMT BY FACILITY     :V000504F.def
VMT BY HOUR         :V000504H.def
SPEED VMT           :V000504S.def


END OF RUN          :
```

```
************************************************************************
* MOBILE6.2 (31-Oct-2002)                                              *
* Input file: M6INPUT.IN (file 1, run 1).                              *
************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0001]  1  8  9
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000101F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000101H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000101S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2017
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  74.2 (F)
             Maximum Temperature:  91.1 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:               <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.6399    0.2199    0.0491              0.0264    0.0006    0.0007    0.0621    0.0011    1.0000
 ----------------------------------------------------------------------------------------------------------------------
```

```
 Composite Emission Factors (g/mi):
     Composite VOC :      0.394     0.455     0.274     0.422     0.331     0.065     0.092     0.191      2.77     0.389
     Composite NOX :      0.295     0.394     0.333     0.383     0.996     0.149     0.237     3.633      1.27     0.545
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0001]  2  3
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000102F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000102H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000102S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2017
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  74.2 (F)
              Maximum Temperature:  91.1 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.6027    0.2702    0.0560              0.0204    0.0005    0.0008    0.0479    0.0015    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.435     0.489     0.296     0.456     0.395     0.074     0.106     0.238      2.46     0.434
     Composite NOX :      0.287     0.369     0.309     0.359     0.867     0.094     0.149     2.155      0.99     0.413
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
```

```
*[03 0001]  4  5
* File 1, Run 1, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000103F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000103H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000103S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2017
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  74.2 (F)
              Maximum Temperature:  91.1 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.6159    0.2912    0.0459              0.0130    0.0005    0.0007    0.0305    0.0023    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.509     0.556     0.347     0.527     0.526     0.092     0.136     0.334      2.86     0.515
     Composite NOX :      0.317     0.390     0.328     0.381     0.790     0.098     0.154     2.225      0.91     0.404
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0001]  6  7
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.
```

```
* Reading Hourly Roadway VMT distribution from the following external
* data file: V000104F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000104H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000104S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                   Calendar Year:  2017
                           Month:  July
                        Altitude:  Low
              Minimum Temperature:  74.2 (F)
              Maximum Temperature:  91.1 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                     Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.6871    0.2593    0.0264              0.0067    0.0006    0.0004    0.0156    0.0039    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.677     0.717     0.472     0.694     0.840     0.130     0.197     0.533      3.75     0.692
     Composite NOX :      0.318     0.372     0.305     0.366     0.696     0.121     0.191     2.588      0.79     0.371
  ---------------------------------------------------------------------------------------------------------------------------
*********************************************************************
* MOBILE6.2 (31-Oct-2002)                                           *
* Input file: M6INPUT.IN (file 1, run 2).                           *
*********************************************************************
  M603 Comment:
              User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0002]  1  8  9
* File 1, Run 2, Scenario 1.
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000201F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000201H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000201S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2017
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  75.0 (F)
             Maximum Temperature:  91.6 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.4 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.6408    0.2190    0.0489              0.0265    0.0006    0.0007    0.0623    0.0012    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.403     0.464     0.280     0.430     0.349     0.067     0.095     0.202      2.81     0.399
     Composite NOX :      0.297     0.393     0.333     0.382     0.987     0.148     0.235     3.605      1.24     0.545
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0002]  2  3
* File 1, Run 2, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000202F.DEF
```

```
  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000202H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000202S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2017
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  75.0 (F)
              Maximum Temperature:  91.6 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.6028    0.2700    0.0559              0.0203    0.0005    0.0008    0.0478    0.0018    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.439     0.492     0.298     0.459     0.404     0.075     0.109     0.245      2.50     0.439
     Composite NOX :      0.288     0.368     0.307     0.357     0.859     0.093     0.147     2.126      0.97     0.411
 ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0002]  4  5
* File 1, Run 2, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000203F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000203H.DEF
```

```
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000203S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2017
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  75.0 (F)
              Maximum Temperature:  91.6 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.6175    0.2899    0.0455              0.0126    0.0005    0.0007    0.0296    0.0036    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.476     0.525     0.322     0.497     0.473     0.086     0.126     0.302      2.72     0.486
     Composite NOX :      0.302     0.376     0.316     0.368     0.807     0.094     0.148     2.139      0.92     0.387
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0002]  6  7
* File 1, Run 2, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000204F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000204H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000204S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
```

```
                Calendar Year:  2017
                        Month:  July
                     Altitude:  Low
        Minimum Temperature:  75.0 (F)
        Maximum Temperature:  91.6 (F)
          Absolute Humidity:  149. grains/lb
           Nominal Fuel RVP:   7.8 psi
               Weathered RVP:   7.4 psi
        Fuel Sulfur Content:   30. ppm

        Exhaust I/M Program:  No
           Evap I/M Program:  No
                 ATP Program:  No
           Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.6870    0.2584    0.0260              0.0063    0.0006    0.0004    0.0147    0.0066    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.681     0.719     0.473     0.696     0.839     0.130     0.197     0.528      3.76     0.704
    Composite NOX :      0.320     0.373     0.306     0.367     0.703     0.121     0.191     2.611      0.79     0.372
 ---------------------------------------------------------------------------------------------------------------------------
*********************************************************************
* MOBILE6.2 (31-Oct-2002)                                           *
* Input file: M6INPUT.IN (file 1, run 3).                           *
*********************************************************************
  M603 Comment:
              User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0004]  1
* File 1, Run 3, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000401F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000401H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000401S.DEF
```

```
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2017
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  73.5 (F)
              Maximum Temperature:  89.5 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.5717    0.2413    0.0562              0.0373    0.0005    0.0008    0.0875    0.0046    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.385     0.447     0.269     0.413     0.319     0.064     0.091     0.187      2.99     0.385
     Composite NOX :      0.294     0.396     0.336     0.385     1.021     0.168     0.268     4.083      1.40     0.685
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0004]  2  3
* File 1, Run 3, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000402F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000402H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000402S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2017
```

```
                    Month:  July
                 Altitude:  Low
Minimum Temperature:  73.5 (F)
Maximum Temperature:  89.5 (F)
  Absolute Humidity:  149. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.5 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  No
   Evap I/M Program:  No
        ATP Program:  No
   Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.5398    0.2830    0.0618              0.0336    0.0005    0.0009    0.0789    0.0016    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.429     0.484     0.293     0.450     0.385     0.073     0.106     0.236      2.43     0.422
    Composite NOX :      0.285     0.368     0.307     0.357     0.869     0.095     0.150     2.173      1.00     0.479
 ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0004]  4  5
* File 1, Run 3, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000403F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000403H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000403S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                 Calendar Year:  2017
                    Month:  July
                 Altitude:  Low
Minimum Temperature:  73.5 (F)
Maximum Temperature:  89.5 (F)
  Absolute Humidity:  149. grains/lb
   Nominal Fuel RVP:   7.8 psi
```

```
                 Weathered RVP:   7.5 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
               Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
             GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.5231    0.2815    0.0677              0.0370    0.0005    0.0010    0.0869    0.0023    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.471     0.522     0.321     0.483     0.464     0.085     0.125     0.298      2.67     0.464
    Composite NOX :      0.297     0.374     0.313     0.362     0.810     0.094     0.148     2.144      0.95     0.500
 ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0004]  6  7
* File 1, Run 3, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000404F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000404H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000404S.DEF
  M 48 Warning:
            there are no sales for vehicle class HDGV8b
  M 48 Warning:
            there are no sales for vehicle class LDDT12

                 Calendar Year:  2017
                         Month:  July
                      Altitude:  Low
            Minimum Temperature:  73.5 (F)
            Maximum Temperature:  89.5 (F)
              Absolute Humidity:  149. grains/lb
               Nominal Fuel RVP:   7.8 psi
                 Weathered RVP:   7.5 psi
            Fuel Sulfur Content:   30. ppm

            Exhaust I/M Program:  No
               Evap I/M Program:  No
                    ATP Program:  No
```

```
                Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:               <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:   0.5809    0.3378    0.0324              0.0123    0.0005    0.0005    0.0289    0.0067    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :     0.664     0.712     0.469     0.691     0.824     0.130     0.197     0.531      3.72     0.692
     Composite NOX :     0.313     0.370     0.302     0.364     0.697     0.121     0.191     2.600      0.80     0.406
  ---------------------------------------------------------------------------------------------------------------------
*************************************************************************
* MOBILE6.2 (31-Oct-2002)                                               *
* Input file: M6INPUT.IN (file 1, run 4).                               *
*************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0005]  1  8  9
* File 1, Run 4, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000501F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000501H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000501S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2017
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  72.0 (F)
             Maximum Temperature:  90.8 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   30. ppm
```

```
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.5748    0.2395    0.0556              0.0381    0.0005    0.0008    0.0894    0.0013    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.399     0.461     0.279     0.426     0.341     0.066     0.094     0.199      2.88     0.390
     Composite NOX :      0.297     0.397     0.337     0.386     0.996     0.158     0.251     3.820      1.28     0.666
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0005]  2  3
* File 1, Run 4, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000502F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000502H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000502S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2017
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  72.0 (F)
              Maximum Temperature:  90.8 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
```

```
      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.5400    0.2829    0.0617              0.0335    0.0005    0.0009    0.0787    0.0018    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.418     0.476     0.287     0.442     0.366     0.069     0.100     0.217      2.38     0.412
     Composite NOX :      0.283     0.370     0.309     0.359     0.893     0.098     0.155     2.237      1.02     0.485
 ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0005]  4
* File 1, Run 4, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000503F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000503H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000503S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                  Calendar Year:  2017
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  72.0 (F)
             Maximum Temperature:  90.8 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.5235    0.2812    0.0673              0.0368    0.0005    0.0010    0.0863    0.0035    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
```

```
     Composite VOC :      0.480     0.532     0.329     0.492     0.475     0.084     0.124     0.295      2.70     0.476
     Composite NOX :      0.302     0.380     0.318     0.368     0.819     0.096     0.151     2.185      0.95     0.508
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0005]  6  7
* File 1, Run 4, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000504F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000504H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000504S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2017
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  72.0 (F)
             Maximum Temperature:  90.8 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.5815    0.3382    0.0320              0.0120    0.0005    0.0005    0.0283    0.0070    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.673     0.716     0.471     0.695     0.834     0.130     0.197     0.531      3.74     0.700
     Composite NOX :      0.314     0.371     0.303     0.365     0.696     0.121     0.191     2.600      0.80     0.406
  ---------------------------------------------------------------------------------------------------------------------------
```

FILE	RUN	SCEN	CAL_YEAR	POL	VTYPE	GM_MILE	GM_DAY
STARTS	ENDS	MILES	MPG	VMT			
1	1	1	2017	1	1	0.3935	11.326	7.2800	5.3799	28.7799
24.10	0.639932									
1	1	1	2017	1	2	0.4249	14.417	8.0600	5.7548	33.9319
18.51	0.050588									
1	1	1	2017	1	3	0.4641	15.749	8.0600	5.7548	33.9319
18.51	0.169359									
1	1	1	2017	1	4	0.2669	11.553	8.0600	5.7548	43.2907
14.20	0.033401									
1	1	1	2017	1	5	0.2894	12.530	8.0600	5.7548	43.2907
14.20	0.015718									
1	1	1	2017	1	6	0.3033	11.005	6.8800	4.9123	36.2848
10.12	0.022511									
1	1	1	2017	1	7	0.2666	9.790	6.8800	4.9123	36.7299
9.39	0.000737									
1	1	1	2017	1	8	0.5227	16.125	6.8800	4.9123	30.8493
9.34	0.000165									
1	1	1	2017	1	9	0.5084	15.823	6.8800	4.9123	31.1213
8.01	0.000748									
1	1	1	2017	1	10	0.5194	16.101	6.8800	4.9123	30.9973
8.13	0.001570									
1	1	1	2017	1	11	0.5417	16.699	6.8800	4.9123	30.8261
7.44	0.000626									
1	1	1	2017	1	12	0.5933	18.018	6.8800	4.9123	30.3674
7.06	0.000002									
1	1	1	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000
0.00	0.000000									
1	1	1	2017	1	14	0.0646	1.888	7.2800	5.1979	29.2165
32.40	0.000570									
1	1	1	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000
0.00	0.000000									
1	1	1	2017	1	16	0.0802	3.316	6.6500	4.7481	41.3276
12.95	0.006711									
1	1	1	2017	1	17	0.0867	3.792	6.6500	4.7481	43.7231
11.66	0.001920									
1	1	1	2017	1	18	0.1158	5.792	6.6500	4.7481	49.9966
10.19	0.001606									
1	1	1	2017	1	19	0.1277	6.422	6.6500	4.7481	50.3026
9.87	0.001023									
1	1	1	2017	1	20	0.1490	8.221	6.6500	4.7481	55.1825
8.71	0.004629									
1	1	1	2017	1	21	0.1837	10.087	6.6500	4.7481	54.9221
7.53	0.006458									
1	1	1	2017	1	22	0.1995	21.608	6.6500	4.7481	108.3056
6.59	0.007968									
1	1	1	2017	1	23	0.2311	38.642	6.6500	4.7481	167.2209
6.29	0.029222									
1	1	1	2017	1	24	2.7682	22.633	1.3500	0.9639	8.1760
50.00	0.001140									
1	1	1	2017	1	25	1.1363	30.942	6.8800	4.9123	27.2301
6.43	0.000090									
1	1	1	2017	1	26	0.1605	15.566	6.6500	4.7481	96.9635

	4.36	0.000885									
1	1	1	2017	1	27	0.2857	7.779	6.6500	4.7481	27.2301	
	6.18	0.001681									
1	1	1	2017	1	28	0.0920	4.698	8.0600	5.7548	51.0876	
	17.00	0.000740									
1	1	1	2017	3	1	0.2948	8.484	7.2800	5.3799	28.7799	
	24.10	0.639932									
1	1	1	2017	3	2	0.3250	11.028	8.0600	5.7548	33.9319	
	18.51	0.050588									
1	1	1	2017	3	3	0.4141	14.052	8.0600	5.7548	33.9319	
	18.51	0.169359									
1	1	1	2017	3	4	0.2983	12.913	8.0600	5.7548	43.2907	
	14.20	0.033401									
1	1	1	2017	3	5	0.4078	17.653	8.0600	5.7548	43.2907	
	14.20	0.015718									
1	1	1	2017	3	6	0.9429	34.214	6.8800	4.9123	36.2848	
	10.12	0.022511									
1	1	1	2017	3	7	0.9858	36.208	6.8800	4.9123	36.7299	
	9.39	0.000737									
1	1	1	2017	3	8	1.1047	34.078	6.8800	4.9123	30.8493	
	9.34	0.000165									
1	1	1	2017	3	9	1.2606	39.232	6.8800	4.9123	31.1213	
	8.01	0.000748									
1	1	1	2017	3	10	1.2612	39.092	6.8800	4.9123	30.9973	
	8.13	0.001570									
1	1	1	2017	3	11	1.4048	43.306	6.8800	4.9123	30.8261	
	7.44	0.000626									
1	1	1	2017	3	12	1.5426	46.846	6.8800	4.9123	30.3674	
	7.06	0.000002									
1	1	1	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	1	2017	3	14	0.1493	4.363	7.2800	5.1979	29.2165	
	32.40	0.000570									
1	1	1	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	1	2017	3	16	1.1555	47.752	6.6500	4.7481	41.3276	
	12.95	0.006711									
1	1	1	2017	3	17	1.0242	44.783	6.6500	4.7481	43.7231	
	11.66	0.001920									
1	1	1	2017	3	18	2.1503	107.510	6.6500	4.7481	49.9966	
	10.19	0.001606									
1	1	1	2017	3	19	2.3095	116.175	6.6500	4.7481	50.3026	
	9.87	0.001023									
1	1	1	2017	3	20	2.3911	131.949	6.6500	4.7481	55.1825	
	8.71	0.004629									
1	1	1	2017	3	21	2.9749	163.388	6.6500	4.7481	54.9221	
	7.53	0.006458									
1	1	1	2017	3	22	3.4468	373.313	6.6500	4.7481	108.3056	
	6.59	0.007968									
1	1	1	2017	3	23	4.5774	765.432	6.6500	4.7481	167.2209	
	6.29	0.029222									
1	1	1	2017	3	24	1.2655	10.347	1.3500	0.9639	8.1760	
	50.00	0.001140									

1	1	1	2017	3	25	4.3639	118.828	6.8800	4.9123	27.2301	6.43	0.000090
1	1	1	2017	3	26	7.0716	685.690	6.6500	4.7481	96.9635	4.36	0.000885
1	1	1	2017	3	27	7.3373	199.796	6.6500	4.7481	27.2301	6.18	0.001681
1	1	1	2017	3	28	0.2369	12.103	8.0600	5.7548	51.0876	17.00	0.000740
1	1	2	2017	1	1	0.4347	12.511	7.2800	5.3799	28.7799	24.10	0.602693
1	1	2	2017	1	2	0.4602	15.616	8.0600	5.7548	33.9319	18.51	0.062142
1	1	2	2017	1	3	0.4978	16.892	8.0600	5.7548	33.9319	18.51	0.208040
1	1	2	2017	1	4	0.2886	12.495	8.0600	5.7548	43.2907	14.20	0.038079
1	1	2	2017	1	5	0.3122	13.515	8.0600	5.7548	43.2907	14.20	0.017920
1	1	2	2017	1	6	0.3655	13.264	6.8800	4.9123	36.2848	10.12	0.017348
1	1	2	2017	1	7	0.3243	11.913	6.8800	4.9123	36.7299	9.39	0.000568
1	1	2	2017	1	8	0.5915	18.247	6.8800	4.9123	30.8493	9.34	0.000127
1	1	2	2017	1	9	0.5795	18.035	6.8800	4.9123	31.1213	8.01	0.000576
1	1	2	2017	1	10	0.5911	18.321	6.8800	4.9123	30.9973	8.13	0.001210
1	1	2	2017	1	11	0.6165	19.005	6.8800	4.9123	30.8261	7.44	0.000483
1	1	2	2017	1	12	0.6736	20.456	6.8800	4.9123	30.3674	7.06	0.000001
1	1	2	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	2	2017	1	14	0.0735	2.148	7.2800	5.1979	29.2165	32.40	0.000537
1	1	2	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	2	2017	1	16	0.0999	4.130	6.6500	4.7481	41.3276	12.95	0.005171
1	1	2	2017	1	17	0.1080	4.723	6.6500	4.7481	43.7231	11.66	0.001479
1	1	2	2017	1	18	0.1443	7.215	6.6500	4.7481	49.9966	10.19	0.001238
1	1	2	2017	1	19	0.1590	8.000	6.6500	4.7481	50.3026	9.87	0.000789
1	1	2	2017	1	20	0.1856	10.241	6.6500	4.7481	55.1825	8.71	0.003567
1	1	2	2017	1	21	0.2288	12.564	6.6500	4.7481	54.9221	7.53	0.004976
1	1	2	2017	1	22	0.2485	26.917	6.6500	4.7481	108.3056	6.59	0.006141
1	1	2	2017	1	23	0.2878	48.133	6.6500	4.7481	167.2209		

	6.29	0.022519									
1	1	2	2017	1	24	2.4619	20.129	1.3500	0.9639	8.1760	
	50.00	0.001505									
1	1	2	2017	1	25	1.3641	37.145	6.8800	4.9123	27.2301	
	6.43	0.000069									
1	1	2	2017	1	26	0.1999	19.385	6.6500	4.7481	96.9635	
	4.36	0.000682									
1	1	2	2017	1	27	0.3559	9.690	6.6500	4.7481	27.2301	
	6.18	0.001296									
1	1	2	2017	1	28	0.1064	5.433	8.0600	5.7548	51.0876	
	17.00	0.000844									
1	1	2	2017	3	1	0.2872	8.265	7.2800	5.3799	28.7799	
	24.10	0.602693									
1	1	2	2017	3	2	0.3043	10.327	8.0600	5.7548	33.9319	
	18.51	0.062142									
1	1	2	2017	3	3	0.3884	13.180	8.0600	5.7548	33.9319	
	18.51	0.208040									
1	1	2	2017	3	4	0.2753	11.918	8.0600	5.7548	43.2907	
	14.20	0.038079									
1	1	2	2017	3	5	0.3796	16.434	8.0600	5.7548	43.2907	
	14.20	0.017920									
1	1	2	2017	3	6	0.8214	29.806	6.8800	4.9123	36.2848	
	10.12	0.017348									
1	1	2	2017	3	7	0.8588	31.543	6.8800	4.9123	36.7299	
	9.39	0.000568									
1	1	2	2017	3	8	0.9623	29.687	6.8800	4.9123	30.8493	
	9.34	0.000127									
1	1	2	2017	3	9	1.0982	34.177	6.8800	4.9123	31.1213	
	8.01	0.000576									
1	1	2	2017	3	10	1.0986	34.055	6.8800	4.9123	30.9973	
	8.13	0.001210									
1	1	2	2017	3	11	1.2238	37.725	6.8800	4.9123	30.8261	
	7.44	0.000483									
1	1	2	2017	3	12	1.3438	40.809	6.8800	4.9123	30.3674	
	7.06	0.000001									
1	1	2	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	2	2017	3	14	0.0945	2.760	7.2800	5.1979	29.2165	
	32.40	0.000537									
1	1	2	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	2	2017	3	16	0.7158	29.584	6.6500	4.7481	41.3276	
	12.95	0.005171									
1	1	2	2017	3	17	0.6346	27.746	6.6500	4.7481	43.7231	
	11.66	0.001479									
1	1	2	2017	3	18	1.3322	66.606	6.6500	4.7481	49.9966	
	10.19	0.001238									
1	1	2	2017	3	19	1.4308	71.974	6.6500	4.7481	50.3026	
	9.87	0.000789									
1	1	2	2017	3	20	1.4530	80.181	6.6500	4.7481	55.1825	
	8.71	0.003567									
1	1	2	2017	3	21	1.8079	99.294	6.6500	4.7481	54.9221	
	7.53	0.004976									

1	1	2	2017	3	22	2.0244	219.255	6.6500	4.7481	108.3056	6.59	0.006141
1	1	2	2017	3	23	2.6784	447.887	6.6500	4.7481	167.2209	6.29	0.022519
1	1	2	2017	3	24	0.9872	8.072	1.3500	0.9639	8.1760	50.00	0.001505
1	1	2	2017	3	25	3.8016	103.518	6.8800	4.9123	27.2301	6.43	0.000069
1	1	2	2017	3	26	4.3071	417.635	6.6500	4.7481	96.9635	4.36	0.000682
1	1	2	2017	3	27	4.5040	122.643	6.6500	4.7481	27.2301	6.18	0.001296
1	1	2	2017	3	28	0.1487	7.598	8.0600	5.7548	51.0876	17.00	0.000844
1	1	3	2017	1	1	0.5089	14.646	7.2800	5.3799	28.7799	24.10	0.615934
1	1	3	2017	1	2	0.5249	17.809	8.0600	5.7548	33.9319	18.51	0.066968
1	1	3	2017	1	3	0.5651	19.174	8.0600	5.7548	33.9319	18.51	0.224195
1	1	3	2017	1	4	0.3382	14.640	8.0600	5.7548	43.2907	14.20	0.031223
1	1	3	2017	1	5	0.3645	15.778	8.0600	5.7548	43.2907	14.20	0.014693
1	1	3	2017	1	6	0.4944	17.940	6.8800	4.9123	36.2848	10.12	0.011054
1	1	3	2017	1	7	0.4447	16.334	6.8800	4.9123	36.7299	9.39	0.000362
1	1	3	2017	1	8	0.7283	22.467	6.8800	4.9123	30.8493	9.34	0.000081
1	1	3	2017	1	9	0.7258	22.589	6.8800	4.9123	31.1213	8.01	0.000367
1	1	3	2017	1	10	0.7380	22.875	6.8800	4.9123	30.9973	8.13	0.000771
1	1	3	2017	1	11	0.7717	23.788	6.8800	4.9123	30.8261	7.44	0.000307
1	1	3	2017	1	12	0.8412	25.545	6.8800	4.9123	30.3674	7.06	0.000001
1	1	3	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	3	2017	1	14	0.0918	2.683	7.2800	5.1979	29.2165	32.40	0.000549
1	1	3	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	3	2017	1	16	0.1405	5.805	6.6500	4.7481	41.3276	12.95	0.003295
1	1	3	2017	1	17	0.1518	6.638	6.6500	4.7481	43.7231	11.66	0.000943
1	1	3	2017	1	18	0.2028	10.141	6.6500	4.7481	49.9966	10.19	0.000788
1	1	3	2017	1	19	0.2235	11.245	6.6500	4.7481	50.3026	9.87	0.000502
1	1	3	2017	1	20	0.2609	14.395	6.6500	4.7481	55.1825		

	8.71	0.002272									
1	1	3	2017	1	21	0.3216	17.660	6.6500	4.7481	54.9221	
	7.53	0.003171									
1	1	3	2017	1	22	0.3493	37.834	6.6500	4.7481	108.3056	
	6.59	0.003913									
1	1	3	2017	1	23	0.4046	67.656	6.6500	4.7481	167.2209	
	6.29	0.014349									
1	1	3	2017	1	24	2.8649	23.424	1.3500	0.9639	8.1760	
	50.00	0.002267									
1	1	3	2017	1	25	1.7913	48.778	6.8800	4.9123	27.2301	
	6.43	0.000044									
1	1	3	2017	1	26	0.2810	27.247	6.6500	4.7481	96.9635	
	4.36	0.000435									
1	1	3	2017	1	27	0.5002	13.620	6.6500	4.7481	27.2301	
	6.18	0.000825									
1	1	3	2017	1	28	0.1360	6.946	8.0600	5.7548	51.0876	
	17.00	0.000692									
1	1	3	2017	3	1	0.3169	9.122	7.2800	5.3799	28.7799	
	24.10	0.615934									
1	1	3	2017	3	2	0.3225	10.944	8.0600	5.7548	33.9319	
	18.51	0.066968									
1	1	3	2017	3	3	0.4098	13.905	8.0600	5.7548	33.9319	
	18.51	0.224195									
1	1	3	2017	3	4	0.2925	12.661	8.0600	5.7548	43.2907	
	14.20	0.031223									
1	1	3	2017	3	5	0.4025	17.427	8.0600	5.7548	43.2907	
	14.20	0.014693									
1	1	3	2017	3	6	0.7483	27.152	6.8800	4.9123	36.2848	
	10.12	0.011054									
1	1	3	2017	3	7	0.7823	28.735	6.8800	4.9123	36.7299	
	9.39	0.000362									
1	1	3	2017	3	8	0.8766	27.044	6.8800	4.9123	30.8493	
	9.34	0.000081									
1	1	3	2017	3	9	1.0004	31.134	6.8800	4.9123	31.1213	
	8.01	0.000367									
1	1	3	2017	3	10	1.0008	31.022	6.8800	4.9123	30.9973	
	8.13	0.000771									
1	1	3	2017	3	11	1.1148	34.366	6.8800	4.9123	30.8261	
	7.44	0.000307									
1	1	3	2017	3	12	1.2242	37.175	6.8800	4.9123	30.3674	
	7.06	0.000001									
1	1	3	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	3	2017	3	14	0.0976	2.850	7.2800	5.1979	29.2165	
	32.40	0.000549									
1	1	3	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	3	2017	3	16	0.7406	30.607	6.6500	4.7481	41.3276	
	12.95	0.003295									
1	1	3	2017	3	17	0.6565	28.706	6.6500	4.7481	43.7231	
	11.66	0.000943									
1	1	3	2017	3	18	1.3783	68.910	6.6500	4.7481	49.9966	
	10.19	0.000788									

1	1	3	2017	3	19	1.4803	74.464	6.6500	4.7481	50.3026	9.87	0.000502
1	1	3	2017	3	20	1.5037	82.978	6.6500	4.7481	55.1825	8.71	0.002272
1	1	3	2017	3	21	1.8710	102.757	6.6500	4.7481	54.9221	7.53	0.003171
1	1	3	2017	3	22	2.0900	226.362	6.6500	4.7481	108.3056	6.59	0.003913
1	1	3	2017	3	23	2.7627	461.988	6.6500	4.7481	167.2209	6.29	0.014349
1	1	3	2017	3	24	0.9113	7.450	1.3500	0.9639	8.1760	50.00	0.002267
1	1	3	2017	3	25	3.4631	94.300	6.8800	4.9123	27.2301	6.43	0.000044
1	1	3	2017	3	26	4.4621	432.660	6.6500	4.7481	96.9635	4.36	0.000435
1	1	3	2017	3	27	4.6631	126.976	6.6500	4.7481	27.2301	6.18	0.000825
1	1	3	2017	3	28	0.1537	7.852	8.0600	5.7548	51.0876	17.00	0.000692
1	1	4	2017	1	1	0.6769	19.483	7.2800	5.3799	28.7799	24.10	0.687070
1	1	4	2017	1	2	0.6787	23.031	8.0600	5.7548	33.9319	18.51	0.059649
1	1	4	2017	1	3	0.7285	24.719	8.0600	5.7548	33.9319	18.51	0.199698
1	1	4	2017	1	4	0.4610	19.958	8.0600	5.7548	43.2907	14.20	0.017946
1	1	4	2017	1	5	0.4945	21.406	8.0600	5.7548	43.2907	14.20	0.008447
1	1	4	2017	1	6	0.8016	29.088	6.8800	4.9123	36.2848	10.12	0.005665
1	1	4	2017	1	7	0.7262	26.675	6.8800	4.9123	36.7299	9.39	0.000185
1	1	4	2017	1	8	1.0439	32.205	6.8800	4.9123	30.8493	9.34	0.000042
1	1	4	2017	1	9	1.0647	33.136	6.8800	4.9123	31.1213	8.01	0.000189
1	1	4	2017	1	10	1.0859	33.659	6.8800	4.9123	30.9973	8.13	0.000395
1	1	4	2017	1	11	1.1395	35.127	6.8800	4.9123	30.8261	7.44	0.000158
1	1	4	2017	1	12	1.2411	37.689	6.8800	4.9123	30.3674	7.06	0.000000
1	1	4	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	4	2017	1	14	0.1297	3.788	7.2800	5.1979	29.2165	32.40	0.000612
1	1	4	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	4	2017	1	16	0.2243	9.269	6.6500	4.7481	41.3276	12.95	0.001689
1	1	4	2017	1	17	0.2403	10.508	6.6500	4.7481	43.7231		

	11.66	0.000483								
1	1	4	2017	1	18	0.3198	15.990	6.6500	4.7481	49.9966
	10.19	0.000405								
1	1	4	2017	1	19	0.3525	17.730	6.6500	4.7481	50.3026
	9.87	0.000258								
1	1	4	2017	1	20	0.4154	22.925	6.6500	4.7481	55.1825
	8.71	0.001166								
1	1	4	2017	1	21	0.5121	28.125	6.6500	4.7481	54.9221
	7.53	0.001624								
1	1	4	2017	1	22	0.5578	60.413	6.6500	4.7481	108.3056
	6.59	0.002005								
1	1	4	2017	1	23	0.6460	108.031	6.6500	4.7481	167.2209
	6.29	0.007354								
1	1	4	2017	1	24	3.7494	30.655	1.3500	0.9639	8.1760
	50.00	0.003893								
1	1	4	2017	1	25	2.7714	75.467	6.8800	4.9123	27.2301
	6.43	0.000023								
1	1	4	2017	1	26	0.4431	42.962	6.6500	4.7481	96.9635
	4.36	0.000223								
1	1	4	2017	1	27	0.7887	21.476	6.6500	4.7481	27.2301
	6.18	0.000424								
1	1	4	2017	1	28	0.1972	10.074	8.0600	5.7548	51.0876
	17.00	0.000398								
1	1	4	2017	3	1	0.3178	9.145	7.2800	5.3799	28.7799
	24.10	0.687070								
1	1	4	2017	3	2	0.3074	10.430	8.0600	5.7548	33.9319
	18.51	0.059649								
1	1	4	2017	3	3	0.3913	13.276	8.0600	5.7548	33.9319
	18.51	0.199698								
1	1	4	2017	3	4	0.2709	11.728	8.0600	5.7548	43.2907
	14.20	0.017946								
1	1	4	2017	3	5	0.3763	16.288	8.0600	5.7548	43.2907
	14.20	0.008447								
1	1	4	2017	3	6	0.6590	23.910	6.8800	4.9123	36.2848
	10.12	0.005665								
1	1	4	2017	3	7	0.6933	25.466	6.8800	4.9123	36.7299
	9.39	0.000185								
1	1	4	2017	3	8	0.7792	24.037	6.8800	4.9123	30.8493
	9.34	0.000042								
1	1	4	2017	3	9	0.8892	27.673	6.8800	4.9123	31.1213
	8.01	0.000189								
1	1	4	2017	3	10	0.8831	27.373	6.8800	4.9123	30.9973
	8.13	0.000395								
1	1	4	2017	3	11	0.9837	30.323	6.8800	4.9123	30.8261
	7.44	0.000158								
1	1	4	2017	3	12	1.0780	32.737	6.8800	4.9123	30.3674
	7.06	0.000000								
1	1	4	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	1	4	2017	3	14	0.1210	3.535	7.2800	5.1979	29.2165
	32.40	0.000612								
1	1	4	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								

1	1	4	2017	3	16	0.9282	38.360	6.6500	4.7481	41.3276	12.95	0.001689
1	1	4	2017	3	17	0.8278	36.193	6.6500	4.7481	43.7231	11.66	0.000483
1	1	4	2017	3	18	1.7426	87.124	6.6500	4.7481	49.9966	10.19	0.000405
1	1	4	2017	3	19	1.8716	94.146	6.6500	4.7481	50.3026	9.87	0.000258
1	1	4	2017	3	20	1.8797	103.726	6.6500	4.7481	55.1825	8.71	0.001166
1	1	4	2017	3	21	2.3388	128.452	6.6500	4.7481	54.9221	7.53	0.001624
1	1	4	2017	3	22	2.3982	259.743	6.6500	4.7481	108.3056	6.59	0.002005
1	1	4	2017	3	23	3.0901	516.722	6.6500	4.7481	167.2209	6.29	0.007354
1	1	4	2017	3	24	0.7939	6.491	1.3500	0.9639	8.1760	50.00	0.003893
1	1	4	2017	3	25	3.0781	83.818	6.8800	4.9123	27.2301	6.43	0.000023
1	1	4	2017	3	26	5.6872	551.453	6.6500	4.7481	96.9635	4.36	0.000223
1	1	4	2017	3	27	5.9211	161.234	6.6500	4.7481	27.2301	6.18	0.000424
1	1	4	2017	3	28	0.1913	9.774	8.0600	5.7548	51.0876	17.00	0.000398
1	2	1	2017	1	1	0.4035	11.612	7.2800	5.3799	28.7799	24.10	0.640826
1	2	1	2017	1	2	0.4333	14.702	8.0600	5.7548	33.9319	18.51	0.050362
1	2	1	2017	1	3	0.4726	16.037	8.0600	5.7548	33.9319	18.51	0.168602
1	2	1	2017	1	4	0.2727	11.806	8.0600	5.7548	43.2907	14.20	0.033252
1	2	1	2017	1	5	0.2955	12.792	8.0600	5.7548	43.2907	14.20	0.015648
1	2	1	2017	1	6	0.3209	11.645	6.8800	4.9123	36.2848	10.12	0.022585
1	2	1	2017	1	7	0.2829	10.391	6.8800	4.9123	36.7299	9.39	0.000739
1	2	1	2017	1	8	0.5430	16.750	6.8800	4.9123	30.8493	9.34	0.000166
1	2	1	2017	1	9	0.5296	16.482	6.8800	4.9123	31.1213	8.01	0.000750
1	2	1	2017	1	10	0.5407	16.761	6.8800	4.9123	30.9973	8.13	0.001575
1	2	1	2017	1	11	0.5641	17.389	6.8800	4.9123	30.8261	7.44	0.000628
1	2	1	2017	1	12	0.6175	18.753	6.8800	4.9123	30.3674	7.06	0.000002
1	2	1	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	2	1	2017	1	14	0.0667	1.949	7.2800	5.1979	29.2165		

	32.40	0.000571									
1	2	1	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	1	2017	1	16	0.0849	3.508	6.6500	4.7481	41.3276	
	12.95	0.006733									
1	2	1	2017	1	17	0.0917	4.011	6.6500	4.7481	43.7231	
	11.66	0.001926									
1	2	1	2017	1	18	0.1226	6.129	6.6500	4.7481	49.9966	
	10.19	0.001611									
1	2	1	2017	1	19	0.1351	6.796	6.6500	4.7481	50.3026	
	9.87	0.001027									
1	2	1	2017	1	20	0.1576	8.698	6.6500	4.7481	55.1825	
	8.71	0.004644									
1	2	1	2017	1	21	0.1943	10.671	6.6500	4.7481	54.9221	
	7.53	0.006479									
1	2	1	2017	1	22	0.2111	22.861	6.6500	4.7481	108.3056	
	6.59	0.007994									
1	2	1	2017	1	23	0.2445	40.880	6.6500	4.7481	167.2209	
	6.29	0.029318									
1	2	1	2017	1	24	2.8135	23.003	1.3500	0.9639	8.1760	
	50.00	0.001160									
1	2	1	2017	1	25	1.1983	32.629	6.8800	4.9123	27.2301	
	6.43	0.000090									
1	2	1	2017	1	26	0.1698	16.461	6.6500	4.7481	96.9635	
	4.36	0.000888									
1	2	1	2017	1	27	0.3023	8.231	6.6500	4.7481	27.2301	
	6.18	0.001687									
1	2	1	2017	1	28	0.0953	4.871	8.0600	5.7548	51.0876	
	17.00	0.000737									
1	2	1	2017	3	1	0.2967	8.538	7.2800	5.3799	28.7799	
	24.10	0.640826									
1	2	1	2017	3	2	0.3251	11.032	8.0600	5.7548	33.9319	
	18.51	0.050362									
1	2	1	2017	3	3	0.4139	14.045	8.0600	5.7548	33.9319	
	18.51	0.168602									
1	2	1	2017	3	4	0.2981	12.906	8.0600	5.7548	43.2907	
	14.20	0.033252									
1	2	1	2017	3	5	0.4076	17.646	8.0600	5.7548	43.2907	
	14.20	0.015648									
1	2	1	2017	3	6	0.9349	33.922	6.8800	4.9123	36.2848	
	10.12	0.022585									
1	2	1	2017	3	7	0.9774	35.899	6.8800	4.9123	36.7299	
	9.39	0.000739									
1	2	1	2017	3	8	1.0951	33.784	6.8800	4.9123	30.8493	
	9.34	0.000166									
1	2	1	2017	3	9	1.2498	38.894	6.8800	4.9123	31.1213	
	8.01	0.000750									
1	2	1	2017	3	10	1.2504	38.758	6.8800	4.9123	30.9973	
	8.13	0.001575									
1	2	1	2017	3	11	1.3928	42.935	6.8800	4.9123	30.8261	
	7.44	0.000628									
1	2	1	2017	3	12	1.5294	46.445	6.8800	4.9123	30.3674	
	7.06	0.000002									

1	2	1	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	2	1	2017	3	14	0.1480	4.325	7.2800	5.1979	29.2165	32.40	0.000571
1	2	1	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	2	1	2017	3	16	1.1450	47.320	6.6500	4.7481	41.3276	12.95	0.006733
1	2	1	2017	3	17	1.0149	44.375	6.6500	4.7481	43.7231	11.66	0.001926
1	2	1	2017	3	18	2.1304	106.511	6.6500	4.7481	49.9966	10.19	0.001611
1	2	1	2017	3	19	2.2881	115.095	6.6500	4.7481	50.3026	9.87	0.001027
1	2	1	2017	3	20	2.3698	130.769	6.6500	4.7481	55.1825	8.71	0.004644
1	2	1	2017	3	21	2.9483	161.924	6.6500	4.7481	54.9221	7.53	0.006479
1	2	1	2017	3	22	3.4200	370.409	6.6500	4.7481	108.3056	6.59	0.007994
1	2	1	2017	3	23	4.5438	759.823	6.6500	4.7481	167.2209	6.29	0.029318
1	2	1	2017	3	24	1.2421	10.155	1.3500	0.9639	8.1760	50.00	0.001160
1	2	1	2017	3	25	4.3263	117.804	6.8800	4.9123	27.2301	6.43	0.000090
1	2	1	2017	3	26	7.0086	679.578	6.6500	4.7481	96.9635	4.36	0.000888
1	2	1	2017	3	27	7.2681	197.911	6.6500	4.7481	27.2301	6.18	0.001687
1	2	1	2017	3	28	0.2348	11.997	8.0600	5.7548	51.0876	17.00	0.000737
1	2	2	2017	1	1	0.4392	12.641	7.2800	5.3799	28.7799	24.10	0.602768
1	2	2	2017	1	2	0.4635	15.727	8.0600	5.7548	33.9319	18.51	0.062098
1	2	2	2017	1	3	0.5008	16.992	8.0600	5.7548	33.9319	18.51	0.207892
1	2	2	2017	1	4	0.2904	12.571	8.0600	5.7548	43.2907	14.20	0.038045
1	2	2	2017	1	5	0.3140	13.591	8.0600	5.7548	43.2907	14.20	0.017903
1	2	2	2017	1	6	0.3741	13.575	6.8800	4.9123	36.2848	10.12	0.017311
1	2	2	2017	1	7	0.3323	12.204	6.8800	4.9123	36.7299	9.39	0.000566
1	2	2	2017	1	8	0.6020	18.572	6.8800	4.9123	30.8493	9.34	0.000127
1	2	2	2017	1	9	0.5903	18.371	6.8800	4.9123	31.1213	8.01	0.000575
1	2	2	2017	1	10	0.6020	18.660	6.8800	4.9123	30.9973	8.13	0.001207
1	2	2	2017	1	11	0.6280	19.357	6.8800	4.9123	30.8261		

	7.44	0.000482									
1	2	2	2017	1	12	0.6859	20.830	6.8800	4.9123	30.3674	
	7.06	0.000001									
1	2	2	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	2	2017	1	14	0.0749	2.188	7.2800	5.1979	29.2165	
	32.40	0.000537									
1	2	2	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	2	2017	1	16	0.1030	4.256	6.6500	4.7481	41.3276	
	12.95	0.005160									
1	2	2	2017	1	17	0.1113	4.867	6.6500	4.7481	43.7231	
	11.66	0.001477									
1	2	2	2017	1	18	0.1487	7.435	6.6500	4.7481	49.9966	
	10.19	0.001235									
1	2	2	2017	1	19	0.1639	8.245	6.6500	4.7481	50.3026	
	9.87	0.000787									
1	2	2	2017	1	20	0.1913	10.554	6.6500	4.7481	55.1825	
	8.71	0.003560									
1	2	2	2017	1	21	0.2358	12.949	6.6500	4.7481	54.9221	
	7.53	0.004966									
1	2	2	2017	1	22	0.2561	27.740	6.6500	4.7481	108.3056	
	6.59	0.006128									
1	2	2	2017	1	23	0.2966	49.605	6.6500	4.7481	167.2209	
	6.29	0.022471									
1	2	2	2017	1	24	2.4979	20.423	1.3500	0.9639	8.1760	
	50.00	0.001818									
1	2	2	2017	1	25	1.3948	37.981	6.8800	4.9123	27.2301	
	6.43	0.000069									
1	2	2	2017	1	26	0.2060	19.978	6.6500	4.7481	96.9635	
	4.36	0.000681									
1	2	2	2017	1	27	0.3667	9.986	6.6500	4.7481	27.2301	
	6.18	0.001293									
1	2	2	2017	1	28	0.1086	5.547	8.0600	5.7548	51.0876	
	17.00	0.000843									
1	2	2	2017	3	1	0.2878	8.282	7.2800	5.3799	28.7799	
	24.10	0.602768									
1	2	2	2017	3	2	0.3034	10.296	8.0600	5.7548	33.9319	
	18.51	0.062098									
1	2	2	2017	3	3	0.3870	13.132	8.0600	5.7548	33.9319	
	18.51	0.207892									
1	2	2	2017	3	4	0.2742	11.871	8.0600	5.7548	43.2907	
	14.20	0.038045									
1	2	2	2017	3	5	0.3782	16.374	8.0600	5.7548	43.2907	
	14.20	0.017903									
1	2	2	2017	3	6	0.8132	29.507	6.8800	4.9123	36.2848	
	10.12	0.017311									
1	2	2	2017	3	7	0.8502	31.227	6.8800	4.9123	36.7299	
	9.39	0.000566									
1	2	2	2017	3	8	0.9527	29.390	6.8800	4.9123	30.8493	
	9.34	0.000127									
1	2	2	2017	3	9	1.0872	33.835	6.8800	4.9123	31.1213	
	8.01	0.000575									

1	2	2	2017	3	10	1.0876	33.713	6.8800	4.9123	30.9973	8.13
0.001207											
1	2	2	2017	3	11	1.2115	37.347	6.8800	4.9123	30.8261	7.44
0.000482											
1	2	2	2017	3	12	1.3304	40.400	6.8800	4.9123	30.3674	7.06
0.000001											
1	2	2	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	2	2017	3	14	0.0932	2.723	7.2800	5.1979	29.2165	32.40
0.000537											
1	2	2	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	2	2017	3	16	0.7057	29.166	6.6500	4.7481	41.3276	12.95
0.005160											
1	2	2	2017	3	17	0.6256	27.354	6.6500	4.7481	43.7231	11.66
0.001477											
1	2	2	2017	3	18	1.3134	65.665	6.6500	4.7481	49.9966	10.19
0.001235											
1	2	2	2017	3	19	1.4106	70.957	6.6500	4.7481	50.3026	9.87
0.000787											
1	2	2	2017	3	20	1.4323	79.038	6.6500	4.7481	55.1825	8.71
0.003560											
1	2	2	2017	3	21	1.7821	97.879	6.6500	4.7481	54.9221	7.53
0.004966											
1	2	2	2017	3	22	1.9976	216.351	6.6500	4.7481	108.3056	6.59
0.006128											
1	2	2	2017	3	23	2.6440	442.127	6.6500	4.7481	167.2209	6.29
0.022471											
1	2	2	2017	3	24	0.9737	7.961	1.3500	0.9639	8.1760	50.00
0.001818											
1	2	2	2017	3	25	3.7635	102.481	6.8800	4.9123	27.2301	6.43
0.000069											
1	2	2	2017	3	26	4.2438	411.498	6.6500	4.7481	96.9635	4.36
0.000681											
1	2	2	2017	3	27	4.4390	120.874	6.6500	4.7481	27.2301	6.18
0.001293											
1	2	2	2017	3	28	0.1467	7.494	8.0600	5.7548	51.0876	17.00
0.000843											
1	2	3	2017	1	1	0.4763	13.707	7.2800	5.3799	28.7799	24.10
0.617527											
1	2	3	2017	1	2	0.4950	16.798	8.0600	5.7548	33.9319	18.51
0.066683											
1	2	3	2017	1	3	0.5334	18.099	8.0600	5.7548	33.9319	18.51
0.223242											
1	2	3	2017	1	4	0.3139	13.590	8.0600	5.7548	43.2907	14.20
0.030962											
1	2	3	2017	1	5	0.3388	14.668	8.0600	5.7548	43.2907	14.20
0.014571											
1	2	3	2017	1	6	0.4419	16.035	6.8800	4.9123	36.2848	10.12
0.010726											
1	2	3	2017	1	7	0.3955	14.528	6.8800	4.9123	36.7299	9.39
0.000351											
1	2	3	2017	1	8	0.6740	20.791	6.8800	4.9123	30.8493	

	9.34	0.000079									
1	2	3	2017	1	9	0.6674	20.770	6.8800	4.9123	31.1213	
	8.01	0.000356									
1	2	3	2017	1	10	0.6794	21.059	6.8800	4.9123	30.9973	
	8.13	0.000748									
1	2	3	2017	1	11	0.7098	21.879	6.8800	4.9123	30.8261	
	7.44	0.000298									
1	2	3	2017	1	12	0.7744	23.516	6.8800	4.9123	30.3674	
	7.06	0.000001									
1	2	3	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	3	2017	1	14	0.0857	2.504	7.2800	5.1979	29.2165	
	32.40	0.000550									
1	2	3	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	3	2017	1	16	0.1269	5.245	6.6500	4.7481	41.3276	
	12.95	0.003198									
1	2	3	2017	1	17	0.1372	5.998	6.6500	4.7481	43.7231	
	11.66	0.000915									
1	2	3	2017	1	18	0.1833	9.163	6.6500	4.7481	49.9966	
	10.19	0.000765									
1	2	3	2017	1	19	0.2020	10.160	6.6500	4.7481	50.3026	
	9.87	0.000488									
1	2	3	2017	1	20	0.2357	13.006	6.6500	4.7481	55.1825	
	8.71	0.002206									
1	2	3	2017	1	21	0.2905	15.957	6.6500	4.7481	54.9221	
	7.53	0.003077									
1	2	3	2017	1	22	0.3156	34.184	6.6500	4.7481	108.3056	
	6.59	0.003797									
1	2	3	2017	1	23	0.3656	61.128	6.6500	4.7481	167.2209	
	6.29	0.013924									
1	2	3	2017	1	24	2.7205	22.243	1.3500	0.9639	8.1760	
	50.00	0.003584									
1	2	3	2017	1	25	1.6209	44.137	6.8800	4.9123	27.2301	
	6.43	0.000043									
1	2	3	2017	1	26	0.2539	24.619	6.6500	4.7481	96.9635	
	4.36	0.000423									
1	2	3	2017	1	27	0.4519	12.306	6.6500	4.7481	27.2301	
	6.18	0.000801									
1	2	3	2017	1	28	0.1261	6.440	8.0600	5.7548	51.0876	
	17.00	0.000686									
1	2	3	2017	3	1	0.3018	8.685	7.2800	5.3799	28.7799	
	24.10	0.617527									
1	2	3	2017	3	2	0.3110	10.554	8.0600	5.7548	33.9319	
	18.51	0.066683									
1	2	3	2017	3	3	0.3959	13.435	8.0600	5.7548	33.9319	
	18.51	0.223242									
1	2	3	2017	3	4	0.2814	12.183	8.0600	5.7548	43.2907	
	14.20	0.030962									
1	2	3	2017	3	5	0.3880	16.796	8.0600	5.7548	43.2907	
	14.20	0.014571									
1	2	3	2017	3	6	0.7641	27.726	6.8800	4.9123	36.2848	
	10.12	0.010726									

1	2	3	2017	3	7	0.7989	29.342	6.8800	4.9123	36.7299	9.39
1	2	3	2017	3	8	0.8952	27.616	6.8800	4.9123	30.8493	9.34
1	2	3	2017	3	9	1.0216	31.792	6.8800	4.9123	31.1213	8.01
1	2	3	2017	3	10	1.0220	31.678	6.8800	4.9123	30.9973	8.13
1	2	3	2017	3	11	1.1384	35.093	6.8800	4.9123	30.8261	7.44
1	2	3	2017	3	12	1.2501	37.961	6.8800	4.9123	30.3674	7.06
1	2	3	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	2	3	2017	3	14	0.0938	2.740	7.2800	5.1979	29.2165	32.40
1	2	3	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	2	3	2017	3	16	0.7102	29.353	6.6500	4.7481	41.3276	12.95
1	2	3	2017	3	17	0.6296	27.529	6.6500	4.7481	43.7231	11.66
1	2	3	2017	3	18	1.3218	66.085	6.6500	4.7481	49.9966	10.19
1	2	3	2017	3	19	1.4196	71.411	6.6500	4.7481	50.3026	9.87
1	2	3	2017	3	20	1.4415	79.548	6.6500	4.7481	55.1825	8.71
1	2	3	2017	3	21	1.7936	98.510	6.6500	4.7481	54.9221	7.53
1	2	3	2017	3	22	2.0096	217.647	6.6500	4.7481	108.3056	6.59
1	2	3	2017	3	23	2.6593	444.697	6.6500	4.7481	167.2209	6.29
1	2	3	2017	3	24	0.9226	7.543	1.3500	0.9639	8.1760	50.00
1	2	3	2017	3	25	3.5363	96.294	6.8800	4.9123	27.2301	6.43
1	2	3	2017	3	26	4.2721	414.236	6.6500	4.7481	96.9635	4.36
1	2	3	2017	3	27	4.4680	121.663	6.6500	4.7481	27.2301	6.18
1	2	3	2017	3	28	0.1476	7.541	8.0600	5.7548	51.0876	17.00
1	2	4	2017	1	1	0.6813	19.606	7.2800	5.3799	28.7799	24.10
1	2	4	2017	1	2	0.6805	23.092	8.0600	5.7548	33.9319	18.51
1	2	4	2017	1	3	0.7303	24.779	8.0600	5.7548	33.9319	18.51
1	2	4	2017	1	4	0.4619	19.997	8.0600	5.7548	43.2907	14.20
1	2	4	2017	1	5	0.4954	21.446	8.0600	5.7548	43.2907	

	14.20	0.008312									
1	2	4	2017	1	6	0.8006	29.048	6.8800	4.9123	36.2848	
	10.12	0.005337									
1	2	4	2017	1	7	0.7281	26.744	6.8800	4.9123	36.7299	
	9.39	0.000174									
1	2	4	2017	1	8	1.0458	32.262	6.8800	4.9123	30.8493	
	9.34	0.000039									
1	2	4	2017	1	9	1.0660	33.174	6.8800	4.9123	31.1213	
	8.01	0.000177									
1	2	4	2017	1	10	1.0846	33.621	6.8800	4.9123	30.9973	
	8.13	0.000372									
1	2	4	2017	1	11	1.1380	35.079	6.8800	4.9123	30.8261	
	7.44	0.000149									
1	2	4	2017	1	12	1.2369	37.561	6.8800	4.9123	30.3674	
	7.06	0.000000									
1	2	4	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	4	2017	1	14	0.1297	3.788	7.2800	5.1979	29.2165	
	32.40	0.000612									
1	2	4	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	4	2017	1	16	0.2224	9.190	6.6500	4.7481	41.3276	
	12.95	0.001591									
1	2	4	2017	1	17	0.2394	10.467	6.6500	4.7481	43.7231	
	11.66	0.000454									
1	2	4	2017	1	18	0.3177	15.883	6.6500	4.7481	49.9966	
	10.19	0.000381									
1	2	4	2017	1	19	0.3501	17.611	6.6500	4.7481	50.3026	
	9.87	0.000243									
1	2	4	2017	1	20	0.4113	22.697	6.6500	4.7481	55.1825	
	8.71	0.001097									
1	2	4	2017	1	21	0.5070	27.846	6.6500	4.7481	54.9221	
	7.53	0.001532									
1	2	4	2017	1	22	0.5508	59.655	6.6500	4.7481	108.3056	
	6.59	0.001889									
1	2	4	2017	1	23	0.6405	107.104	6.6500	4.7481	167.2209	
	6.29	0.006928									
1	2	4	2017	1	24	3.7637	30.772	1.3500	0.9639	8.1760	
	50.00	0.006587									
1	2	4	2017	1	25	2.7742	75.542	6.8800	4.9123	27.2301	
	6.43	0.000021									
1	2	4	2017	1	26	0.4363	42.301	6.6500	4.7481	96.9635	
	4.36	0.000208									
1	2	4	2017	1	27	0.7834	21.332	6.6500	4.7481	27.2301	
	6.18	0.000399									
1	2	4	2017	1	28	0.1972	10.074	8.0600	5.7548	51.0876	
	17.00	0.000391									
1	2	4	2017	3	1	0.3202	9.215	7.2800	5.3799	28.7799	
	24.10	0.687024									
1	2	4	2017	3	2	0.3084	10.463	8.0600	5.7548	33.9319	
	18.51	0.059436									
1	2	4	2017	3	3	0.3922	13.307	8.0600	5.7548	33.9319	
	18.51	0.198987									

1	2	4	2017	3	4	0.2718	11.767	8.0600	5.7548	43.2907	14.20	0.017660
1	2	4	2017	3	5	0.3774	16.336	8.0600	5.7548	43.2907	14.20	0.008312
1	2	4	2017	3	6	0.6650	24.128	6.8800	4.9123	36.2848	10.12	0.005337
1	2	4	2017	3	7	0.6972	25.610	6.8800	4.9123	36.7299	9.39	0.000174
1	2	4	2017	3	8	0.7851	24.219	6.8800	4.9123	30.8493	9.34	0.000039
1	2	4	2017	3	9	0.8959	27.883	6.8800	4.9123	31.1213	8.01	0.000177
1	2	4	2017	3	10	0.8920	27.649	6.8800	4.9123	30.9973	8.13	0.000372
1	2	4	2017	3	11	0.9936	30.628	6.8800	4.9123	30.8261	7.44	0.000149
1	2	4	2017	3	12	1.0910	33.132	6.8800	4.9123	30.3674	7.06	0.000000
1	2	4	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	2	4	2017	3	14	0.1210	3.535	7.2800	5.1979	29.2165	32.40	0.000612
1	2	4	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	2	4	2017	3	16	0.9338	38.591	6.6500	4.7481	41.3276	12.95	0.001591
1	2	4	2017	3	17	0.8301	36.293	6.6500	4.7481	43.7231	11.66	0.000454
1	2	4	2017	3	18	1.7506	87.525	6.6500	4.7481	49.9966	10.19	0.000381
1	2	4	2017	3	19	1.8802	94.579	6.6500	4.7481	50.3026	9.87	0.000243
1	2	4	2017	3	20	1.8937	104.498	6.6500	4.7481	55.1825	8.71	0.001097
1	2	4	2017	3	21	2.3562	129.408	6.6500	4.7481	54.9221	7.53	0.001532
1	2	4	2017	3	22	2.4291	263.080	6.6500	4.7481	108.3056	6.59	0.001889
1	2	4	2017	3	23	3.1191	521.586	6.6500	4.7481	167.2209	6.29	0.006928
1	2	4	2017	3	24	0.7899	6.458	1.3500	0.9639	8.1760	50.00	0.006587
1	2	4	2017	3	25	3.1014	84.452	6.8800	4.9123	27.2301	6.43	0.000021
1	2	4	2017	3	26	5.7491	557.457	6.6500	4.7481	96.9635	4.36	0.000208
1	2	4	2017	3	27	5.9488	161.986	6.6500	4.7481	27.2301	6.18	0.000399
1	2	4	2017	3	28	0.1913	9.774	8.0600	5.7548	51.0876	17.00	0.000391
1	3	1	2017	1	1	0.3846	11.069	7.2800	5.3799	28.7799	24.10	0.571715
1	3	1	2017	1	2	0.4161	14.120	8.0600	5.7548	33.9319		

	18.51	0.055479									
1	3	1	2017	1	3	0.4561	15.476	8.0600	5.7548	33.9319	
	18.51	0.185803									
1	3	1	2017	1	4	0.2617	11.328	8.0600	5.7548	43.2907	
	14.20	0.038225									
1	3	1	2017	1	5	0.2840	12.296	8.0600	5.7548	43.2907	
	14.20	0.017992									
1	3	1	2017	1	6	0.2925	10.613	6.8800	4.9123	36.2848	
	10.12	0.031749									
1	3	1	2017	1	7	0.2514	9.234	6.8800	4.9123	36.7299	
	9.39	0.001032									
1	3	1	2017	1	8	0.4985	15.379	6.8800	4.9123	30.8493	
	9.34	0.000231									
1	3	1	2017	1	9	0.4845	15.078	6.8800	4.9123	31.1213	
	8.01	0.001048									
1	3	1	2017	1	10	0.5013	15.540	6.8800	4.9123	30.9973	
	8.13	0.002216									
1	3	1	2017	1	11	0.5238	16.147	6.8800	4.9123	30.8261	
	7.44	0.000883									
1	3	1	2017	1	12	0.5761	17.495	6.8800	4.9123	30.3674	
	7.06	0.000003									
1	3	1	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	1	2017	1	14	0.0639	1.867	7.2800	5.1979	29.2165	
	32.40	0.000509									
1	3	1	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	1	2017	1	16	0.0786	3.248	6.6500	4.7481	41.3276	
	12.95	0.009464									
1	3	1	2017	1	17	0.0828	3.618	6.6500	4.7481	43.7231	
	11.66	0.002690									
1	3	1	2017	1	18	0.1100	5.501	6.6500	4.7481	49.9966	
	10.19	0.002250									
1	3	1	2017	1	19	0.1212	6.099	6.6500	4.7481	50.3026	
	9.87	0.001433									
1	3	1	2017	1	20	0.1449	7.994	6.6500	4.7481	55.1825	
	8.71	0.006537									
1	3	1	2017	1	21	0.1792	9.840	6.6500	4.7481	54.9221	
	7.53	0.009110									
1	3	1	2017	1	22	0.1960	21.229	6.6500	4.7481	108.3056	
	6.59	0.011231									
1	3	1	2017	1	23	0.2264	37.852	6.6500	4.7481	167.2209	
	6.29	0.041213									
1	3	1	2017	1	24	2.9943	24.481	1.3500	0.9639	8.1760	
	50.00	0.004618									
1	3	1	2017	1	25	1.0633	28.954	6.8800	4.9123	27.2301	
	6.43	0.000126									
1	3	1	2017	1	26	0.1524	14.779	6.6500	4.7481	96.9635	
	4.36	0.001241									
1	3	1	2017	1	27	0.2713	7.388	6.6500	4.7481	27.2301	
	6.18	0.002355									
1	3	1	2017	1	28	0.0906	4.628	8.0600	5.7548	51.0876	
	17.00	0.000847									

1	3	1	2017	3	1	0.2944	8.473	7.2800	5.3799	28.7799	24.10	0.571715
1	3	1	2017	3	2	0.3267	11.086	8.0600	5.7548	33.9319	18.51	0.055479
1	3	1	2017	3	3	0.4171	14.152	8.0600	5.7548	33.9319	18.51	0.185803
1	3	1	2017	3	4	0.3003	13.002	8.0600	5.7548	43.2907	14.20	0.038225
1	3	1	2017	3	5	0.4105	17.769	8.0600	5.7548	43.2907	14.20	0.017992
1	3	1	2017	3	6	0.9655	35.032	6.8800	4.9123	36.2848	10.12	0.031749
1	3	1	2017	3	7	1.0222	37.547	6.8800	4.9123	36.7299	9.39	0.001032
1	3	1	2017	3	8	1.1482	35.420	6.8800	4.9123	30.8493	9.34	0.000231
1	3	1	2017	3	9	1.3103	40.777	6.8800	4.9123	31.1213	8.01	0.001048
1	3	1	2017	3	10	1.2959	40.171	6.8800	4.9123	30.9973	8.13	0.002216
1	3	1	2017	3	11	1.4413	44.429	6.8800	4.9123	30.8261	7.44	0.000883
1	3	1	2017	3	12	1.5772	47.895	6.8800	4.9123	30.3674	7.06	0.000003
1	3	1	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	1	2017	3	14	0.1679	4.906	7.2800	5.1979	29.2165	32.40	0.000509
1	3	1	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	1	2017	3	16	1.3057	53.960	6.6500	4.7481	41.3276	12.95	0.009464
1	3	1	2017	3	17	1.1968	52.330	6.6500	4.7481	43.7231	11.66	0.002690
1	3	1	2017	3	18	2.5280	126.390	6.6500	4.7481	49.9966	10.19	0.002250
1	3	1	2017	3	19	2.7151	136.576	6.6500	4.7481	50.3026	9.87	0.001433
1	3	1	2017	3	20	2.7254	150.394	6.6500	4.7481	55.1825	8.71	0.006537
1	3	1	2017	3	21	3.3763	185.433	6.6500	4.7481	54.9221	7.53	0.009110
1	3	1	2017	3	22	3.8312	414.944	6.6500	4.7481	108.3056	6.59	0.011231
1	3	1	2017	3	23	5.0938	851.783	6.6500	4.7481	167.2209	6.29	0.041213
1	3	1	2017	3	24	1.4035	11.475	1.3500	0.9639	8.1760	50.00	0.004618
1	3	1	2017	3	25	4.5357	123.509	6.8800	4.9123	27.2301	6.43	0.000126
1	3	1	2017	3	26	8.3282	807.534	6.6500	4.7481	96.9635	4.36	0.001241
1	3	1	2017	3	27	8.6331	235.082	6.6500	4.7481	27.2301		

	6.18	0.002355									
1	3	1	2017	3	28	0.2681	13.694	8.0600	5.7548	51.0876	
	17.00	0.000847									
1	3	2	2017	1	1	0.4287	12.338	7.2800	5.3799	28.7799	
	24.10	0.539755									
1	3	2	2017	1	2	0.4551	15.444	8.0600	5.7548	33.9319	
	18.51	0.065079									
1	3	2	2017	1	3	0.4928	16.720	8.0600	5.7548	33.9319	
	18.51	0.217875									
1	3	2	2017	1	4	0.2857	12.366	8.0600	5.7548	43.2907	
	14.20	0.042012									
1	3	2	2017	1	5	0.3092	13.386	8.0600	5.7548	43.2907	
	14.20	0.019770									
1	3	2	2017	1	6	0.3570	12.953	6.8800	4.9123	36.2848	
	10.12	0.028587									
1	3	2	2017	1	7	0.3166	11.628	6.8800	4.9123	36.7299	
	9.39	0.000935									
1	3	2	2017	1	8	0.5779	17.829	6.8800	4.9123	30.8493	
	9.34	0.000210									
1	3	2	2017	1	9	0.5663	17.623	6.8800	4.9123	31.1213	
	8.01	0.000950									
1	3	2	2017	1	10	0.5776	17.904	6.8800	4.9123	30.9973	
	8.13	0.001993									
1	3	2	2017	1	11	0.6026	18.575	6.8800	4.9123	30.8261	
	7.44	0.000795									
1	3	2	2017	1	12	0.6585	19.998	6.8800	4.9123	30.3674	
	7.06	0.000002									
1	3	2	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	2	2017	1	14	0.0732	2.139	7.2800	5.1979	29.2165	
	32.40	0.000481									
1	3	2	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	2	2017	1	16	0.0992	4.101	6.6500	4.7481	41.3276	
	12.95	0.008522									
1	3	2	2017	1	17	0.1072	4.689	6.6500	4.7481	43.7231	
	11.66	0.002439									
1	3	2	2017	1	18	0.1433	7.163	6.6500	4.7481	49.9966	
	10.19	0.002039									
1	3	2	2017	1	19	0.1579	7.943	6.6500	4.7481	50.3026	
	9.87	0.001299									
1	3	2	2017	1	20	0.1843	10.168	6.6500	4.7481	55.1825	
	8.71	0.005879									
1	3	2	2017	1	21	0.2271	12.475	6.6500	4.7481	54.9221	
	7.53	0.008200									
1	3	2	2017	1	22	0.2468	26.725	6.6500	4.7481	108.3056	
	6.59	0.010118									
1	3	2	2017	1	23	0.2858	47.790	6.6500	4.7481	167.2209	
	6.29	0.037109									
1	3	2	2017	1	24	2.4314	19.879	1.3500	0.9639	8.1760	
	50.00	0.001646									
1	3	2	2017	1	25	1.3291	36.192	6.8800	4.9123	27.2301	
	6.43	0.000114									

1	3	2	2017	1	26	0.1985	19.247	6.6500	4.7481	96.9635	4.36	0.001125
1	3	2	2017	1	27	0.3533	9.621	6.6500	4.7481	27.2301	6.18	0.002135
1	3	2	2017	1	28	0.1058	5.407	8.0600	5.7548	51.0876	17.00	0.000931
1	3	2	2017	3	1	0.2845	8.188	7.2800	5.3799	28.7799	24.10	0.539755
1	3	2	2017	3	2	0.3029	10.277	8.0600	5.7548	33.9319	18.51	0.065079
1	3	2	2017	3	3	0.3870	13.131	8.0600	5.7548	33.9319	18.51	0.217875
1	3	2	2017	3	4	0.2741	11.866	8.0600	5.7548	43.2907	14.20	0.042012
1	3	2	2017	3	5	0.3780	16.364	8.0600	5.7548	43.2907	14.20	0.019770
1	3	2	2017	3	6	0.8233	29.874	6.8800	4.9123	36.2848	10.12	0.028587
1	3	2	2017	3	7	0.8608	31.616	6.8800	4.9123	36.7299	9.39	0.000935
1	3	2	2017	3	8	0.9645	29.755	6.8800	4.9123	30.8493	9.34	0.000210
1	3	2	2017	3	9	1.1007	34.255	6.8800	4.9123	31.1213	8.01	0.000950
1	3	2	2017	3	10	1.1012	34.133	6.8800	4.9123	30.9973	8.13	0.001993
1	3	2	2017	3	11	1.2266	37.812	6.8800	4.9123	30.8261	7.44	0.000795
1	3	2	2017	3	12	1.3469	40.902	6.8800	4.9123	30.3674	7.06	0.000002
1	3	2	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	2	2017	3	14	0.0953	2.783	7.2800	5.1979	29.2165	32.40	0.000481
1	3	2	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	2	2017	3	16	0.7221	29.844	6.6500	4.7481	41.3276	12.95	0.008522
1	3	2	2017	3	17	0.6402	27.990	6.6500	4.7481	43.7231	11.66	0.002439
1	3	2	2017	3	18	1.3439	67.192	6.6500	4.7481	49.9966	10.19	0.002039
1	3	2	2017	3	19	1.4434	72.607	6.6500	4.7481	50.3026	9.87	0.001299
1	3	2	2017	3	20	1.4659	80.892	6.6500	4.7481	55.1825	8.71	0.005879
1	3	2	2017	3	21	1.8239	100.174	6.6500	4.7481	54.9221	7.53	0.008200
1	3	2	2017	3	22	2.0411	221.062	6.6500	4.7481	108.3056	6.59	0.010118
1	3	2	2017	3	23	2.6999	451.472	6.6500	4.7481	167.2209	6.29	0.037109
1	3	2	2017	3	24	1.0020	8.192	1.3500	0.9639	8.1760		

	50.00	0.001646								
1	3	2	2017	3	25	3.8103	103.755	6.8800	4.9123	27.2301
	6.43	0.000114								
1	3	2	2017	3	26	4.3465	421.455	6.6500	4.7481	96.9635
	4.36	0.001125								
1	3	2	2017	3	27	4.5444	123.745	6.6500	4.7481	27.2301
	6.18	0.002135								
1	3	2	2017	3	28	0.1500	7.663	8.0600	5.7548	51.0876
	17.00	0.000931								
1	3	3	2017	1	1	0.4712	13.560	7.2800	5.3799	28.7799
	24.10	0.523070								
1	3	3	2017	1	2	0.4919	16.692	8.0600	5.7548	33.9319
	18.51	0.064743								
1	3	3	2017	1	3	0.5304	17.999	8.0600	5.7548	33.9319
	18.51	0.216767								
1	3	3	2017	1	4	0.3131	13.556	8.0600	5.7548	43.2907
	14.20	0.046042								
1	3	3	2017	1	5	0.3381	14.638	8.0600	5.7548	43.2907
	14.20	0.021668								
1	3	3	2017	1	6	0.4334	15.727	6.8800	4.9123	36.2848
	10.12	0.031513								
1	3	3	2017	1	7	0.3880	14.252	6.8800	4.9123	36.7299
	9.39	0.001030								
1	3	3	2017	1	8	0.6590	20.330	6.8800	4.9123	30.8493
	9.34	0.000231								
1	3	3	2017	1	9	0.6530	20.323	6.8800	4.9123	31.1213
	8.01	0.001045								
1	3	3	2017	1	10	0.6647	20.604	6.8800	4.9123	30.9973
	8.13	0.002197								
1	3	3	2017	1	11	0.6946	21.410	6.8800	4.9123	30.8261
	7.44	0.000876								
1	3	3	2017	1	12	0.7578	23.014	6.8800	4.9123	30.3674
	7.06	0.000003								
1	3	3	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	3	3	2017	1	14	0.0849	2.481	7.2800	5.1979	29.2165
	32.40	0.000466								
1	3	3	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	3	3	2017	1	16	0.1252	5.174	6.6500	4.7481	41.3276
	12.95	0.009394								
1	3	3	2017	1	17	0.1353	5.917	6.6500	4.7481	43.7231
	11.66	0.002684								
1	3	3	2017	1	18	0.1808	9.039	6.6500	4.7481	49.9966
	10.19	0.002245								
1	3	3	2017	1	19	0.1992	10.022	6.6500	4.7481	50.3026
	9.87	0.001431								
1	3	3	2017	1	20	0.2325	12.830	6.6500	4.7481	55.1825
	8.71	0.006480								
1	3	3	2017	1	21	0.2866	15.741	6.6500	4.7481	54.9221
	7.53	0.009039								
1	3	3	2017	1	22	0.3114	33.722	6.6500	4.7481	108.3056
	6.59	0.011150								

1	3	3	2017	1	23	0.3606	60.303	6.6500	4.7481	167.2209	6.29	0.040907
1	3	3	2017	1	24	2.6728	21.853	1.3500	0.9639	8.1760	50.00	0.002285
1	3	3	2017	1	25	1.5811	43.053	6.8800	4.9123	27.2301	6.43	0.000126
1	3	3	2017	1	26	0.2500	24.245	6.6500	4.7481	96.9635	4.36	0.001238
1	3	3	2017	1	27	0.4458	12.140	6.6500	4.7481	27.2301	6.18	0.002350
1	3	3	2017	1	28	0.1248	6.376	8.0600	5.7548	51.0876	17.00	0.001020
1	3	3	2017	3	1	0.2970	8.547	7.2800	5.3799	28.7799	24.10	0.523070
1	3	3	2017	3	2	0.3085	10.469	8.0600	5.7548	33.9319	18.51	0.064743
1	3	3	2017	3	3	0.3934	13.350	8.0600	5.7548	33.9319	18.51	0.216767
1	3	3	2017	3	4	0.2791	12.081	8.0600	5.7548	43.2907	14.20	0.046042
1	3	3	2017	3	5	0.3850	16.667	8.0600	5.7548	43.2907	14.20	0.021668
1	3	3	2017	3	6	0.7667	27.821	6.8800	4.9123	36.2848	10.12	0.031513
1	3	3	2017	3	7	0.8016	29.443	6.8800	4.9123	36.7299	9.39	0.001030
1	3	3	2017	3	8	0.8983	27.710	6.8800	4.9123	30.8493	9.34	0.000231
1	3	3	2017	3	9	1.0251	31.901	6.8800	4.9123	31.1213	8.01	0.001045
1	3	3	2017	3	10	1.0255	31.787	6.8800	4.9123	30.9973	8.13	0.002197
1	3	3	2017	3	11	1.1423	35.213	6.8800	4.9123	30.8261	7.44	0.000876
1	3	3	2017	3	12	1.2544	38.092	6.8800	4.9123	30.3674	7.06	0.000003
1	3	3	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	3	2017	3	14	0.0940	2.746	7.2800	5.1979	29.2165	32.40	0.000466
1	3	3	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	3	2017	3	16	0.7119	29.421	6.6500	4.7481	41.3276	12.95	0.009394
1	3	3	2017	3	17	0.6311	27.593	6.6500	4.7481	43.7231	11.66	0.002684
1	3	3	2017	3	18	1.3248	66.238	6.6500	4.7481	49.9966	10.19	0.002245
1	3	3	2017	3	19	1.4229	71.577	6.6500	4.7481	50.3026	9.87	0.001431
1	3	3	2017	3	20	1.4449	79.734	6.6500	4.7481	55.1825	8.71	0.006480
1	3	3	2017	3	21	1.7978	98.741	6.6500	4.7481	54.9221		

	7.53	0.009039									
1	3	3	2017	3	22	2.0139	218.119	6.6500	4.7481	108.3056	
	6.59	0.011150									
1	3	3	2017	3	23	2.6649	445.634	6.6500	4.7481	167.2209	
	6.29	0.040907									
1	3	3	2017	3	24	0.9467	7.740	1.3500	0.9639	8.1760	
	50.00	0.002285									
1	3	3	2017	3	25	3.5485	96.625	6.8800	4.9123	27.2301	
	6.43	0.000126									
1	3	3	2017	3	26	4.3159	418.482	6.6500	4.7481	96.9635	
	4.36	0.001238									
1	3	3	2017	3	27	4.4785	121.951	6.6500	4.7481	27.2301	
	6.18	0.002350									
1	3	3	2017	3	28	0.1479	7.558	8.0600	5.7548	51.0876	
	17.00	0.001020									
1	3	4	2017	1	1	0.6645	19.123	7.2800	5.3799	28.7799	
	24.10	0.580918									
1	3	4	2017	1	2	0.6737	22.859	8.0600	5.7548	33.9319	
	18.51	0.077695									
1	3	4	2017	1	3	0.7234	24.548	8.0600	5.7548	33.9319	
	18.51	0.260079									
1	3	4	2017	1	4	0.4586	19.853	8.0600	5.7548	43.2907	
	14.20	0.022050									
1	3	4	2017	1	5	0.4921	21.302	8.0600	5.7548	43.2907	
	14.20	0.010372									
1	3	4	2017	1	6	0.7872	28.565	6.8800	4.9123	36.2848	
	10.12	0.010478									
1	3	4	2017	1	7	0.7061	25.935	6.8800	4.9123	36.7299	
	9.39	0.000344									
1	3	4	2017	1	8	1.0126	31.239	6.8800	4.9123	30.8493	
	9.34	0.000077									
1	3	4	2017	1	9	1.0333	32.157	6.8800	4.9123	31.1213	
	8.01	0.000347									
1	3	4	2017	1	10	1.0583	32.803	6.8800	4.9123	30.9973	
	8.13	0.000730									
1	3	4	2017	1	11	1.1110	34.248	6.8800	4.9123	30.8261	
	7.44	0.000292									
1	3	4	2017	1	12	1.2082	36.690	6.8800	4.9123	30.3674	
	7.06	0.000001									
1	3	4	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	4	2017	1	14	0.1297	3.788	7.2800	5.1979	29.2165	
	32.40	0.000517									
1	3	4	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	3	4	2017	1	16	0.2243	9.269	6.6500	4.7481	41.3276	
	12.95	0.003124									
1	3	4	2017	1	17	0.2378	10.397	6.6500	4.7481	43.7231	
	11.66	0.000898									
1	3	4	2017	1	18	0.3149	15.744	6.6500	4.7481	49.9966	
	10.19	0.000744									
1	3	4	2017	1	19	0.3470	17.457	6.6500	4.7481	50.3026	
	9.87	0.000474									

1	3	4	2017	1	20	0.4113	22.697	6.6500	4.7481	55.1825	8.71
1	3	4	2017	1	21	0.5070	27.846	6.6500	4.7481	54.9221	7.53
1	3	4	2017	1	22	0.5508	59.655	6.6500	4.7481	108.3056	6.59
1	3	4	2017	1	23	0.6460	108.031	6.6500	4.7481	167.2209	6.29
1	3	4	2017	1	24	3.7186	30.403	1.3500	0.9639	8.1760	50.00
1	3	4	2017	1	25	2.6844	73.097	6.8800	4.9123	27.2301	6.43
1	3	4	2017	1	26	0.4315	41.842	6.6500	4.7481	96.9635	4.36
1	3	4	2017	1	27	0.7765	21.145	6.6500	4.7481	27.2301	6.18
1	3	4	2017	1	28	0.1972	10.074	8.0600	5.7548	51.0876	17.00
1	3	4	2017	3	1	0.3132	9.013	7.2800	5.3799	28.7799	24.10
1	3	4	2017	3	2	0.3050	10.349	8.0600	5.7548	33.9319	18.51
1	3	4	2017	3	3	0.3888	13.193	8.0600	5.7548	33.9319	18.51
1	3	4	2017	3	4	0.2688	11.637	8.0600	5.7548	43.2907	14.20
1	3	4	2017	3	5	0.3735	16.169	8.0600	5.7548	43.2907	14.20
1	3	4	2017	3	6	0.6583	23.888	6.8800	4.9123	36.2848	10.12
1	3	4	2017	3	7	0.6980	25.637	6.8800	4.9123	36.7299	9.39
1	3	4	2017	3	8	0.7869	24.276	6.8800	4.9123	30.8493	9.34
1	3	4	2017	3	9	0.8980	27.947	6.8800	4.9123	31.1213	8.01
1	3	4	2017	3	10	0.8886	27.544	6.8800	4.9123	30.9973	8.13
1	3	4	2017	3	11	0.9898	30.513	6.8800	4.9123	30.8261	7.44
1	3	4	2017	3	12	1.0869	33.007	6.8800	4.9123	30.3674	7.06
1	3	4	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	3	4	2017	3	14	0.1210	3.535	7.2800	5.1979	29.2165	32.40
1	3	4	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	3	4	2017	3	16	0.9282	38.360	6.6500	4.7481	41.3276	12.95
1	3	4	2017	3	17	0.8339	36.460	6.6500	4.7481	43.7231	11.66
1	3	4	2017	3	18	1.7610	88.045	6.6500	4.7481	49.9966	

	10.19	0.000744									
1	3	4	2017	3	19	1.8914	95.141	6.6500	4.7481	50.3026	
	9.87	0.000474									
1	3	4	2017	3	20	1.8937	104.498	6.6500	4.7481	55.1825	
	8.71	0.002155									
1	3	4	2017	3	21	2.3562	129.408	6.6500	4.7481	54.9221	
	7.53	0.003014									
1	3	4	2017	3	22	2.4291	263.080	6.6500	4.7481	108.3056	
	6.59	0.003705									
1	3	4	2017	3	23	3.0901	516.722	6.6500	4.7481	167.2209	
	6.29	0.013602									
1	3	4	2017	3	24	0.8026	6.562	1.3500	0.9639	8.1760	
	50.00	0.006654									
1	3	4	2017	3	25	3.1086	84.648	6.8800	4.9123	27.2301	
	6.43	0.000042									
1	3	4	2017	3	26	5.7922	561.634	6.6500	4.7481	96.9635	
	4.36	0.000421									
1	3	4	2017	3	27	5.9847	162.965	6.6500	4.7481	27.2301	
	6.18	0.000779									
1	3	4	2017	3	28	0.1913	9.774	8.0600	5.7548	51.0876	
	17.00	0.000488									
1	4	1	2017	1	1	0.3995	11.497	7.2800	5.3799	28.7799	
	24.10	0.574819									
1	4	1	2017	1	2	0.4302	14.598	8.0600	5.7548	33.9319	
	18.51	0.055074									
1	4	1	2017	1	3	0.4699	15.943	8.0600	5.7548	33.9319	
	18.51	0.184377									
1	4	1	2017	1	4	0.2714	11.748	8.0600	5.7548	43.2907	
	14.20	0.037780									
1	4	1	2017	1	5	0.2942	12.736	8.0600	5.7548	43.2907	
	14.20	0.017779									
1	4	1	2017	1	6	0.3133	11.366	6.8800	4.9123	36.2848	
	10.12	0.032416									
1	4	1	2017	1	7	0.2760	10.136	6.8800	4.9123	36.7299	
	9.39	0.001060									
1	4	1	2017	1	8	0.5324	16.425	6.8800	4.9123	30.8493	
	9.34	0.000238									
1	4	1	2017	1	9	0.5192	16.158	6.8800	4.9123	31.1213	
	8.01	0.001077									
1	4	1	2017	1	10	0.5302	16.433	6.8800	4.9123	30.9973	
	8.13	0.002260									
1	4	1	2017	1	11	0.5530	17.048	6.8800	4.9123	30.8261	
	7.44	0.000902									
1	4	1	2017	1	12	0.6055	18.389	6.8800	4.9123	30.3674	
	7.06	0.000003									
1	4	1	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	4	1	2017	1	14	0.0661	1.932	7.2800	5.1979	29.2165	
	32.40	0.000512									
1	4	1	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	4	1	2017	1	16	0.0835	3.451	6.6500	4.7481	41.3276	
	12.95	0.009663									

1	4	1	2017	1	17	0.0903	3.947	6.6500	4.7481	43.7231	11.66
1	4	1	2017	1	18	0.1206	6.030	6.6500	4.7481	49.9966	10.19
1	4	1	2017	1	19	0.1329	6.687	6.6500	4.7481	50.3026	9.87
1	4	1	2017	1	20	0.1551	8.559	6.6500	4.7481	55.1825	8.71
1	4	1	2017	1	21	0.1912	10.499	6.6500	4.7481	54.9221	7.53
1	4	1	2017	1	22	0.2077	22.493	6.6500	4.7481	108.3056	6.59
1	4	1	2017	1	23	0.2405	40.223	6.6500	4.7481	167.2209	6.29
1	4	1	2017	1	24	2.8781	23.531	1.3500	0.9639	8.1760	50.00
1	4	1	2017	1	25	1.1648	31.718	6.8800	4.9123	27.2301	6.43
1	4	1	2017	1	26	0.1669	16.188	6.6500	4.7481	96.9635	4.36
1	4	1	2017	1	27	0.2974	8.099	6.6500	4.7481	27.2301	6.18
1	4	1	2017	1	28	0.0943	4.820	8.0600	5.7548	51.0876	17.00
1	4	1	2017	3	1	0.2971	8.549	7.2800	5.3799	28.7799	24.10
1	4	1	2017	3	2	0.3284	11.142	8.0600	5.7548	33.9319	18.51
1	4	1	2017	3	3	0.4181	14.186	8.0600	5.7548	33.9319	18.51
1	4	1	2017	3	4	0.3019	13.068	8.0600	5.7548	43.2907	14.20
1	4	1	2017	3	5	0.4123	17.847	8.0600	5.7548	43.2907	14.20
1	4	1	2017	3	6	0.9429	34.212	6.8800	4.9123	36.2848	10.12
1	4	1	2017	3	7	0.9857	36.204	6.8800	4.9123	36.7299	9.39
1	4	1	2017	3	8	1.1045	34.072	6.8800	4.9123	30.8493	9.34
1	4	1	2017	3	9	1.2604	39.226	6.8800	4.9123	31.1213	8.01
1	4	1	2017	3	10	1.2610	39.088	6.8800	4.9123	30.9973	8.13
1	4	1	2017	3	11	1.4048	43.304	6.8800	4.9123	30.8261	7.44
1	4	1	2017	3	12	1.5425	46.843	6.8800	4.9123	30.3674	7.06
1	4	1	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	4	1	2017	3	14	0.1582	4.621	7.2800	5.1979	29.2165	32.40
1	4	1	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	

	0.00	0.000000									
1	4	1	2017	3	16	1.2262	50.677	6.6500	4.7481	41.3276	
	12.95	0.009663									
1	4	1	2017	3	17	1.0868	47.516	6.6500	4.7481	43.7231	
	11.66	0.002765									
1	4	1	2017	3	18	2.2813	114.058	6.6500	4.7481	49.9966	
	10.19	0.002312									
1	4	1	2017	3	19	2.4502	123.250	6.6500	4.7481	50.3026	
	9.87	0.001473									
1	4	1	2017	3	20	2.5345	139.859	6.6500	4.7481	55.1825	
	8.71	0.006666									
1	4	1	2017	3	21	3.1540	173.227	6.6500	4.7481	54.9221	
	7.53	0.009299									
1	4	1	2017	3	22	3.6189	391.950	6.6500	4.7481	108.3056	
	6.59	0.011473									
1	4	1	2017	3	23	4.7928	801.456	6.6500	4.7481	167.2209	
	6.29	0.042079									
1	4	1	2017	3	24	1.2791	10.458	1.3500	0.9639	8.1760	
	50.00	0.001310									
1	4	1	2017	3	25	4.3631	118.809	6.8800	4.9123	27.2301	
	6.43	0.000129									
1	4	1	2017	3	26	7.5311	730.247	6.6500	4.7481	96.9635	
	4.36	0.001276									
1	4	1	2017	3	27	7.7931	212.208	6.6500	4.7481	27.2301	
	6.18	0.002421									
1	4	1	2017	3	28	0.2512	12.831	8.0600	5.7548	51.0876	
	17.00	0.000837									
1	4	2	2017	1	1	0.4184	12.042	7.2800	5.3799	28.7799	
	24.10	0.540011									
1	4	2	2017	1	2	0.4472	15.175	8.0600	5.7548	33.9319	
	18.51	0.065060									
1	4	2	2017	1	3	0.4850	16.457	8.0600	5.7548	33.9319	
	18.51	0.217811									
1	4	2	2017	1	4	0.2794	12.095	8.0600	5.7548	43.2907	
	14.20	0.041959									
1	4	2	2017	1	5	0.3026	13.101	8.0600	5.7548	43.2907	
	14.20	0.019745									
1	4	2	2017	1	6	0.3372	12.237	6.8800	4.9123	36.2848	
	10.12	0.028519									
1	4	2	2017	1	7	0.2979	10.942	6.8800	4.9123	36.7299	
	9.39	0.000933									
1	4	2	2017	1	8	0.5605	17.292	6.8800	4.9123	30.8493	
	9.34	0.000209									
1	4	2	2017	1	9	0.5469	17.021	6.8800	4.9123	31.1213	
	8.01	0.000948									
1	4	2	2017	1	10	0.5583	17.306	6.8800	4.9123	30.9973	
	8.13	0.001988									
1	4	2	2017	1	11	0.5821	17.945	6.8800	4.9123	30.8261	
	7.44	0.000793									
1	4	2	2017	1	12	0.6366	19.331	6.8800	4.9123	30.3674	
	7.06	0.000002									
1	4	2	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									

1	4	2	2017	1	14	0.0695	2.030	7.2800	5.1979	29.2165	32.40
1	4	2	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	4	2	2017	1	16	0.0910	3.762	6.6500	4.7481	41.3276	12.95
1	4	2	2017	1	17	0.0984	4.301	6.6500	4.7481	43.7231	11.66
1	4	2	2017	1	18	0.1314	6.571	6.6500	4.7481	49.9966	10.19
1	4	2	2017	1	19	0.1448	7.286	6.6500	4.7481	50.3026	9.87
1	4	2	2017	1	20	0.1690	9.327	6.6500	4.7481	55.1825	8.71
1	4	2	2017	1	21	0.2084	11.443	6.6500	4.7481	54.9221	7.53
1	4	2	2017	1	22	0.2264	24.515	6.6500	4.7481	108.3056	6.59
1	4	2	2017	1	23	0.2622	43.839	6.6500	4.7481	167.2209	6.29
1	4	2	2017	1	24	2.3840	19.491	1.3500	0.9639	8.1760	50.00
1	4	2	2017	1	25	1.2682	34.534	6.8800	4.9123	27.2301	6.43
1	4	2	2017	1	26	0.1821	17.656	6.6500	4.7481	96.9635	4.36
1	4	2	2017	1	27	0.3241	8.826	6.6500	4.7481	27.2301	6.18
1	4	2	2017	1	28	0.0998	5.100	8.0600	5.7548	51.0876	17.00
1	4	2	2017	3	1	0.2835	8.158	7.2800	5.3799	28.7799	24.10
1	4	2	2017	3	2	0.3045	10.334	8.0600	5.7548	33.9319	18.51
1	4	2	2017	3	3	0.3893	13.210	8.0600	5.7548	33.9319	18.51
1	4	2	2017	3	4	0.2760	11.948	8.0600	5.7548	43.2907	14.20
1	4	2	2017	3	5	0.3803	16.463	8.0600	5.7548	43.2907	14.20
1	4	2	2017	3	6	0.8456	30.684	6.8800	4.9123	36.2848	10.12
1	4	2	2017	3	7	0.8841	32.473	6.8800	4.9123	36.7299	9.39
1	4	2	2017	3	8	0.9907	30.562	6.8800	4.9123	30.8493	9.34
1	4	2	2017	3	9	1.1305	35.184	6.8800	4.9123	31.1213	8.01
1	4	2	2017	3	10	1.1310	35.058	6.8800	4.9123	30.9973	8.13
1	4	2	2017	3	11	1.2599	38.836	6.8800	4.9123	30.8261	7.44
1	4	2	2017	3	12	1.3834	42.011	6.8800	4.9123	30.3674	

	7.06	0.000002									
1	4	2	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	4	2	2017	3	14	0.0981	2.866	7.2800	5.1979	29.2165	
	32.40	0.000481									
1	4	2	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	4	2	2017	3	16	0.7448	30.779	6.6500	4.7481	41.3276	
	12.95	0.008502									
1	4	2	2017	3	17	0.6602	28.867	6.6500	4.7481	43.7231	
	11.66	0.002432									
1	4	2	2017	3	18	1.3860	69.297	6.6500	4.7481	49.9966	
	10.19	0.002035									
1	4	2	2017	3	19	1.4886	74.882	6.6500	4.7481	50.3026	
	9.87	0.001296									
1	4	2	2017	3	20	1.5122	83.448	6.6500	4.7481	55.1825	
	8.71	0.005864									
1	4	2	2017	3	21	1.8816	103.339	6.6500	4.7481	54.9221	
	7.53	0.008181									
1	4	2	2017	3	22	2.1011	227.556	6.6500	4.7481	108.3056	
	6.59	0.010095									
1	4	2	2017	3	23	2.7769	464.356	6.6500	4.7481	167.2209	
	6.29	0.037021									
1	4	2	2017	3	24	1.0213	8.350	1.3500	0.9639	8.1760	
	50.00	0.001820									
1	4	2	2017	3	25	3.9136	106.567	6.8800	4.9123	27.2301	
	6.43	0.000114									
1	4	2	2017	3	26	4.4881	435.184	6.6500	4.7481	96.9635	
	4.36	0.001122									
1	4	2	2017	3	27	4.6898	127.704	6.6500	4.7481	27.2301	
	6.18	0.002130									
1	4	2	2017	3	28	0.1545	7.894	8.0600	5.7548	51.0876	
	17.00	0.000930									
1	4	3	2017	1	1	0.4803	13.822	7.2800	5.3799	28.7799	
	24.10	0.523464									
1	4	3	2017	1	2	0.5014	17.012	8.0600	5.7548	33.9319	
	18.51	0.064681									
1	4	3	2017	1	3	0.5407	18.346	8.0600	5.7548	33.9319	
	18.51	0.216547									
1	4	3	2017	1	4	0.3204	13.872	8.0600	5.7548	43.2907	
	14.20	0.045756									
1	4	3	2017	1	5	0.3458	14.970	8.0600	5.7548	43.2907	
	14.20	0.021535									
1	4	3	2017	1	6	0.4439	16.107	6.8800	4.9123	36.2848	
	10.12	0.031284									
1	4	3	2017	1	7	0.3976	14.605	6.8800	4.9123	36.7299	
	9.39	0.001024									
1	4	3	2017	1	8	0.6738	20.786	6.8800	4.9123	30.8493	
	9.34	0.000230									
1	4	3	2017	1	9	0.6679	20.785	6.8800	4.9123	31.1213	
	8.01	0.001040									
1	4	3	2017	1	10	0.6797	21.070	6.8800	4.9123	30.9973	
	8.13	0.002180									

1	4	3	2017	1	11	0.7102	21.893	6.8800	4.9123	30.8261	7.44	0.000870
1	4	3	2017	1	12	0.7747	23.527	6.8800	4.9123	30.3674	7.06	0.000003
1	4	3	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	4	3	2017	1	14	0.0844	2.466	7.2800	5.1979	29.2165	32.40	0.000466
1	4	3	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	4	3	2017	1	16	0.1241	5.128	6.6500	4.7481	41.3276	12.95	0.009325
1	4	3	2017	1	17	0.1341	5.864	6.6500	4.7481	43.7231	11.66	0.002671
1	4	3	2017	1	18	0.1792	8.958	6.6500	4.7481	49.9966	10.19	0.002233
1	4	3	2017	1	19	0.1975	9.933	6.6500	4.7481	50.3026	9.87	0.001423
1	4	3	2017	1	20	0.2304	12.716	6.6500	4.7481	55.1825	8.71	0.006430
1	4	3	2017	1	21	0.2840	15.600	6.6500	4.7481	54.9221	7.53	0.008971
1	4	3	2017	1	22	0.3086	33.421	6.6500	4.7481	108.3056	6.59	0.011070
1	4	3	2017	1	23	0.3574	59.764	6.6500	4.7481	167.2209	6.29	0.040609
1	4	3	2017	1	24	2.7020	22.092	1.3500	0.9639	8.1760	50.00	0.003480
1	4	3	2017	1	25	1.6193	44.093	6.8800	4.9123	27.2301	6.43	0.000125
1	4	3	2017	1	26	0.2476	24.008	6.6500	4.7481	96.9635	4.36	0.001232
1	4	3	2017	1	27	0.4418	12.031	6.6500	4.7481	27.2301	6.18	0.002338
1	4	3	2017	1	28	0.1240	6.334	8.0600	5.7548	51.0876	17.00	0.001014
1	4	3	2017	3	1	0.3018	8.686	7.2800	5.3799	28.7799	24.10	0.523464
1	4	3	2017	3	2	0.3135	10.638	8.0600	5.7548	33.9319	18.51	0.064681
1	4	3	2017	3	3	0.3995	13.556	8.0600	5.7548	33.9319	18.51	0.216547
1	4	3	2017	3	4	0.2837	12.284	8.0600	5.7548	43.2907	14.20	0.045756
1	4	3	2017	3	5	0.3911	16.933	8.0600	5.7548	43.2907	14.20	0.021535
1	4	3	2017	3	6	0.7756	28.142	6.8800	4.9123	36.2848	10.12	0.031284
1	4	3	2017	3	7	0.8109	29.783	6.8800	4.9123	36.7299	9.39	0.001024
1	4	3	2017	3	8	0.9086	28.030	6.8800	4.9123	30.8493	9.34	0.000230
1	4	3	2017	3	9	1.0369	32.270	6.8800	4.9123	31.1213		

	8.01	0.001040								
1	4	3	2017	3	10	1.0373	32.154	6.8800	4.9123	30.9973
	8.13	0.002180								
1	4	3	2017	3	11	1.1555	35.620	6.8800	4.9123	30.8261
	7.44	0.000870								
1	4	3	2017	3	12	1.2688	38.531	6.8800	4.9123	30.3674
	7.06	0.000003								
1	4	3	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	3	2017	3	14	0.0958	2.798	7.2800	5.1979	29.2165
	32.40	0.000466								
1	4	3	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	3	2017	3	16	0.7263	30.016	6.6500	4.7481	41.3276
	12.95	0.009325								
1	4	3	2017	3	17	0.6439	28.151	6.6500	4.7481	43.7231
	11.66	0.002671								
1	4	3	2017	3	18	1.3517	67.578	6.6500	4.7481	49.9966
	10.19	0.002233								
1	4	3	2017	3	19	1.4517	73.025	6.6500	4.7481	50.3026
	9.87	0.001423								
1	4	3	2017	3	20	1.4744	81.361	6.6500	4.7481	55.1825
	8.71	0.006430								
1	4	3	2017	3	21	1.8345	100.756	6.6500	4.7481	54.9221
	7.53	0.008971								
1	4	3	2017	3	22	2.0521	222.255	6.6500	4.7481	108.3056
	6.59	0.011070								
1	4	3	2017	3	23	2.7140	453.839	6.6500	4.7481	167.2209
	6.29	0.040609								
1	4	3	2017	3	24	0.9533	7.794	1.3500	0.9639	8.1760
	50.00	0.003480								
1	4	3	2017	3	25	3.5894	97.740	6.8800	4.9123	27.2301
	6.43	0.000125								
1	4	3	2017	3	26	4.4269	429.245	6.6500	4.7481	96.9635
	4.36	0.001232								
1	4	3	2017	3	27	4.5711	124.472	6.6500	4.7481	27.2301
	6.18	0.002338								
1	4	3	2017	3	28	0.1508	7.705	8.0600	5.7548	51.0876
	17.00	0.001014								
1	4	4	2017	1	1	0.6732	19.375	7.2800	5.3799	28.7799
	24.10	0.581484								
1	4	4	2017	1	2	0.6777	22.995	8.0600	5.7548	33.9319
	18.51	0.077779								
1	4	4	2017	1	3	0.7276	24.688	8.0600	5.7548	33.9319
	18.51	0.260387								
1	4	4	2017	1	4	0.4604	19.932	8.0600	5.7548	43.2907
	14.20	0.021728								
1	4	4	2017	1	5	0.4932	21.352	8.0600	5.7548	43.2907
	14.20	0.010232								
1	4	4	2017	1	6	0.7958	28.877	6.8800	4.9123	36.2848
	10.12	0.010248								
1	4	4	2017	1	7	0.7200	26.446	6.8800	4.9123	36.7299
	9.39	0.000337								

1	4	4	2017	1	8	1.0339	31.894	6.8800	4.9123	30.8493	9.34	0.000075
1	4	4	2017	1	9	1.0546	32.822	6.8800	4.9123	31.1213	8.01	0.000342
1	4	4	2017	1	10	1.0731	33.262	6.8800	4.9123	30.9973	8.13	0.000715
1	4	4	2017	1	11	1.1295	34.818	6.8800	4.9123	30.8261	7.44	0.000285
1	4	4	2017	1	12	1.2280	37.291	6.8800	4.9123	30.3674	7.06	0.000001
1	4	4	2017	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	4	4	2017	1	14	0.1297	3.788	7.2800	5.1979	29.2165	32.40	0.000518
1	4	4	2017	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	4	4	2017	1	16	0.2237	9.245	6.6500	4.7481	41.3276	12.95	0.003055
1	4	4	2017	1	17	0.2394	10.467	6.6500	4.7481	43.7231	11.66	0.000879
1	4	4	2017	1	18	0.3177	15.883	6.6500	4.7481	49.9966	10.19	0.000735
1	4	4	2017	1	19	0.3501	17.611	6.6500	4.7481	50.3026	9.87	0.000468
1	4	4	2017	1	20	0.4113	22.697	6.6500	4.7481	55.1825	8.71	0.002108
1	4	4	2017	1	21	0.5090	27.958	6.6500	4.7481	54.9221	7.53	0.002943
1	4	4	2017	1	22	0.5530	59.894	6.6500	4.7481	108.3056	6.59	0.003632
1	4	4	2017	1	23	0.6443	107.746	6.6500	4.7481	167.2209	6.29	0.013303
1	4	4	2017	1	24	3.7419	30.594	1.3500	0.9639	8.1760	50.00	0.007050
1	4	4	2017	1	25	2.7404	74.622	6.8800	4.9123	27.2301	6.43	0.000041
1	4	4	2017	1	26	0.4315	41.842	6.6500	4.7481	96.9635	4.36	0.000405
1	4	4	2017	1	27	0.7834	21.332	6.6500	4.7481	27.2301	6.18	0.000769
1	4	4	2017	1	28	0.1972	10.074	8.0600	5.7548	51.0876	17.00	0.000481
1	4	4	2017	3	1	0.3143	9.046	7.2800	5.3799	28.7799	24.10	0.581484
1	4	4	2017	3	2	0.3060	10.385	8.0600	5.7548	33.9319	18.51	0.077779
1	4	4	2017	3	3	0.3901	13.237	8.0600	5.7548	33.9319	18.51	0.260387
1	4	4	2017	3	4	0.2697	11.677	8.0600	5.7548	43.2907	14.20	0.021728
1	4	4	2017	3	5	0.3750	16.235	8.0600	5.7548	43.2907	14.20	0.010232
1	4	4	2017	3	6	0.6585	23.893	6.8800	4.9123	36.2848		

	10.12	0.010248								
1	4	4	2017	3	7	0.6934	25.467	6.8800	4.9123	36.7299
	9.39	0.000337								
1	4	4	2017	3	8	0.7807	24.085	6.8800	4.9123	30.8493
	9.34	0.000075								
1	4	4	2017	3	9	0.8910	27.728	6.8800	4.9123	31.1213
	8.01	0.000342								
1	4	4	2017	3	10	0.8870	27.495	6.8800	4.9123	30.9973
	8.13	0.000715								
1	4	4	2017	3	11	0.9853	30.372	6.8800	4.9123	30.8261
	7.44	0.000285								
1	4	4	2017	3	12	1.0819	32.855	6.8800	4.9123	30.3674
	7.06	0.000001								
1	4	4	2017	3	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	4	2017	3	14	0.1210	3.535	7.2800	5.1979	29.2165
	32.40	0.000518								
1	4	4	2017	3	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	4	2017	3	16	0.9299	38.431	6.6500	4.7481	41.3276
	12.95	0.003055								
1	4	4	2017	3	17	0.8301	36.293	6.6500	4.7481	43.7231
	11.66	0.000879								
1	4	4	2017	3	18	1.7506	87.525	6.6500	4.7481	49.9966
	10.19	0.000735								
1	4	4	2017	3	19	1.8802	94.579	6.6500	4.7481	50.3026
	9.87	0.000468								
1	4	4	2017	3	20	1.8937	104.498	6.6500	4.7481	55.1825
	8.71	0.002108								
1	4	4	2017	3	21	2.3492	129.026	6.6500	4.7481	54.9221
	7.53	0.002943								
1	4	4	2017	3	22	2.4193	262.026	6.6500	4.7481	108.3056
	6.59	0.003632								
1	4	4	2017	3	23	3.0990	518.219	6.6500	4.7481	167.2209
	6.29	0.013303								
1	4	4	2017	3	24	0.8003	6.543	1.3500	0.9639	8.1760
	50.00	0.007050								
1	4	4	2017	3	25	3.0842	83.984	6.8800	4.9123	27.2301
	6.43	0.000041								
1	4	4	2017	3	26	5.7922	561.634	6.6500	4.7481	96.9635
	4.36	0.000405								
1	4	4	2017	3	27	5.9488	161.986	6.6500	4.7481	27.2301
	6.18	0.000769								
1	4	4	2017	3	28	0.1913	9.774	8.0600	5.7548	51.0876
	17.00	0.000481								

```
NOM2PPAQ:  Converts a NOM TransCAD Loaded Networks to PPAQ Ready Network

Version 1.0

Run Date: 09/03/2004     Time: 10:18:37
-----------------------------------------------------------------------


Driver File: C:\C4TEMP\$$NX002B.DRV
======================================= Driver File Echo >> Start
NOMLINK:  C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
LODNETAM: C:\2004AQ PYNET TEST\PPSUITE\NET LDAM.DBF
LODNETMD: C:\2004AQ PYNET TEST\PPSUITE\NET LDMD.DBF
LODNETMD: C:\2004AQ PYNET TEST\PPSUITE\NET LDPM.DBF
LODNETNT: C:\2004AQ PYNET TEST\PPSUITE\NET LDNT.DBF
PPLINK:   C:\2004AQ PYNET TEST\PPSUITE\NT1C.DBF
======================================== Driver File Echo >> End


=================================== File Validation Echo >> Start

 NOM Links:            C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
 AM NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDAM.DBF
 MD NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDMD.DBF
 PM NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDPM.DBF
 NT NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDNT.DBF
 PPsuite Network:      C:\2004AQ_PYNET_TEST\PPSUITE\NT1C.DBF

============================++========= File Validation Echo >> End

All input and output files were opened successfully


Select fields of C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
copied to JUNKCOPY.DBF  This will become the working database file



  18199 Records were read and processed
  31176 Records were output




Summary of One-Way Output Links by AM:PM Volume Ratio
-----------------------------------------------------

                 -----AM<=PM----     -----AM>PM-----     -----TOTAL-----
  Ratio          Number  Percent     Number  Percent     Number  Percent
-------------    ---------------     ---------------     ---------------
```

>0.50	5896	20.7%	5896	10.1%	8223	15.9%
0.31 - 0.50	1547	5.4%	193	0.8%	1740	3.4%
0.21 - 0.30	435	1.5%	42	0.2%	477	0.9%
0.11 - 0.20	79	0.3%	25	0.1%	104	0.2%
0.06 - 0.10	28	0.1%	20	0.1%	48	0.1%
0.026 - 0.05	10	0.0%	5	0.0%	15	0.0%
0.001 - 0.025	4	0.0%	10	0.0%	14	0.0%
= 0.00	0	0.0%	0	0.0%	0	0.0%
=0.00						
>500 vph	12	0.0%	12	0.1%	24	0.0%
251-500 vph	12	0.0%	1	0.0%	13	0.0%
101-250 vph	27	0.1%	3	0.0%	30	0.1%
51-100 vph	6	0.0%	3	0.0%	9	0.0%
11- 50 vph	32	0.1%	7	0.0%	39	0.1%
1- 10 vph	27	0.1%	17	0.1%	44	0.1%
0 vph	20425	71.6%	20425	88.5%	40850	79.1%
TOTAL	28540		23090		51630	

Execution Ending.

```
POSTMOBILE    Version  5.06.01     12/10/03    Fri Sep  3 10:19:23 2004

PPSUITE module:  Post Mobile Air Quality Emissions Processor
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX006B.DRV


MODULE: POSTMOBILE.exe
MEMBER: EMISSIONS
TITLE:  2017

DEFINE TIMEGROUPS
  1 =  7  8  9
  2 = 10 11 12 13 14 15 16
  3 = 17 18
  4 =  1  2  3  4  5  6 19 20 21 22 23 24

System Parameters:
Links Nods Zones VMTareas PATareas FACTgrps TIMEgrps VEHtypes FACtypes AREAtypes
 na  32000  4800   1024     1024       64       24       28       64      160

System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4397392

License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: POSTMOBILE, Licensee:  New Orleans Regional Planning Commission


2017
Post Mobile6 Air Quality Network Analyzer


Key File specification [[d:] path] name[.ext]                  Unit X Recl Age
--- ------------------------------------------------------------ ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 17.EXP                                 10 0   54 old
MOB=c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN                          591 0    0 old
TB1=c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1                        611 0    0 old
RPT=c:\C4Temp\$$NX005.PRN                                        588 0    0 old
EMS=c:\C4Temp\PPSUITE\EMIS 17.dbf                                161 1    0 new
VMS=c:\C4Temp\PPSUITE\VMTS_17.dbf                                162 1    0 new
SCR=c:\C4Temp\SCRATCH.AQM                                        480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TAB                                        420 0  128 tmp
```

```
PPEM_AQM.0500(I) The Speeds applied to the MOBILE6 emissions are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.

PPEM_AQM.1200(I) Network Links Processed:     10376
                 Total Links Skipped:             0
                 Network Links Accepted:      10376

PPEM_PST.1200(I) Internal Post VMT factors will be applied to Network Links.
                 Issue:  IGNORE INTERNAL POSTVMT in Setup File file to change status.

PPEMOUT6.1000(I) Processing Mobile6 Database Output File
                 c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1
                 AGGREGATED OUTPUT - fast process, do not blink


PPEMMAIN.7000(I) System Totals

                              24 HOUR         AM PEAK         PM PEAK
Hwylink Summary VMT...      19,129,850       3,264,386       4,348,472

Pre  VMT Adjustments..        -925,732        -167,855        -221,508
Post VMT Adjustments..         599,648         102,156         136,404

Total Output VMT......      19,729,500       3,366,542       4,484,875
Total Output VHT......         580,737         101,964         141,190
Speed Summary.........           33.97 mph       33.02 mph       31.76 mph


PPEMMAIN.9000(I)   * * * *   End POSTMOBILE.EXE  * * * *
```

```
POSTMOBILE    Version  5.06.01     12/10/03    Fri Sep  3 10:19:23 2004

PPSUITE module:  Post Mobile Air Quality Emissions Processor
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX006B.DRV


MODULE: POSTMOBILE.exe
MEMBER: EMISSIONS
TITLE:  2017

DEFINE TIMEGROUPS
  1 =  7  8  9
  2 = 10 11 12 13 14 15 16
  3 = 17 18
  4 =  1  2  3  4  5  6 19 20 21 22 23 24

System Parameters:
Links Nods Zones VMTareas PATareas FACTgrps TIMEgrps VEHtypes FACtypes AREAtypes
 na  32000  4800   1024     1024       64       24       28       64      160

System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4397392

License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: POSTMOBILE, Licensee:  New Orleans Regional Planning Commission


2017
Post Mobile6 Air Quality Network Analyzer


Key File specification [[d:] path] name[.ext]                   Unit X Recl Age
--- ------------------------------------------------------------ ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 17.EXP                                 10 0   54 old
MOB=c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN                          591 0    0 old
TB1=c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1                        611 0    0 old
RPT=c:\C4Temp\$$NX005.PRN                                        588 0    0 old
EMS=c:\C4Temp\PPSUITE\EMIS 17.dbf                                161 1    0 new
VMS=c:\C4Temp\PPSUITE\VMTS_17.dbf                                162 1    0 new
SCR=c:\C4Temp\SCRATCH.AQM                                        480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TAB                                        420 0  128 tmp
```

```
PPEM_AQM.0500(I) The Speeds applied to the MOBILE6 emissions are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.

PPEM_AQM.1200(I) Network Links Processed:     10376
                 Total Links Skipped:             0
                 Network Links Accepted:      10376

PPEM_PST.1200(I) Internal Post VMT factors will be applied to Network Links.
                 Issue:  IGNORE INTERNAL POSTVMT in Setup File file to change status.

PPEMOUT6.1000(I) Processing Mobile6 Database Output File
                 c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1
                 AGGREGATED OUTPUT - fast process, do not blink


PPEMMAIN.7000(I) System Totals

                                24 HOUR         AM PEAK         PM PEAK
Hwylink Summary VMT...       19,129,850       3,264,386       4,348,472

Pre  VMT Adjustments..         -925,732        -167,855        -221,508
Post VMT Adjustments..          599,648         102,156         136,404

Total Output VMT......       19,729,500       3,366,542       4,484,875
Total Output VHT......          580,737         101,964         141,190
Speed Summary.........            33.97 mph       33.02 mph       31.76 mph


PPEMMAIN.9000(I)   * * * *   End POSTMOBILE.EXE  * * * *
```

```
PPNET          Version  5.07        04/15/03    Fri Sep  3 10:18:56 2004

PPSUITE module:  Post Processing Recurring Delay Network Analyzer
Copyright     (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX003B.DRV


MODULE: PPNET.exe
MEMBER: NETWORKS
TITLE:  2017

DEFINE TIMEGROUPS
  1 =  7  8  9
  2 = 10 11 12 13 14 15 16
  3 = 17 18
  4 =  1  2  3  4  5  6 19 20 21 22 23 24

DEFINE PEAK | BANDWIDTH
  Peak AM =   7  8  9
  Peak PM =  16 17 18

SPREAD BANDWIDTH =  1 hours before and  1 hours after V/C hour

DEFINE FACTGROUPS = FACTYPE
  1 =  1  8  9
  2 =  2  3
  3 =  4  5
  4 =  6  7

System Parameters:
    Links    Nodes    Zones  Factype AreaType    Lanes    Cdevs    Files
      n/a    32000     4800       64      160        9        4        9

 VMTareas FACTgrps TIMEgrps VEHtypes PATareas PATtypes    Bases    Hours
     1024       64       24       28     1024        3       64       24

   Coords  Effects
     4096       10


System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4507296
```

License Authentication: OK, Unlimited Resource Access.
PPsuite Module: PPNET, Licensee: New Orleans Regional Planning Commission

2017

Key File specification [[d:] path] name[.ext]	Unit	X	Recl	Age
EXP=c:\C4Temp\PPSUITE\LSUM 17.EXP	10	0	54	new
NET=c:\C4Temp\PPSUITE\NT1C.DBF	191	1	0	old
SPC=c:\C4Temp\PPSUITE\Common\NOM SPDCAP.DBF	521	1	0	old
EQU=c:\C4Temp\PPSUITE\Common\NOM equiv.DBF	531	1	0	old
PAT=c:\C4Temp\PPSUITE\Common\PATTERN2.DAT	471	0	0	old
VTP=c:\C4Temp\PPSUITE\Common\NOM VTP.DAT	451	0	0	old
VTF=c:\C4Temp\PPSUITE\Common\VEHFAC03.DAT	461	0	0	old
PRE=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02A.dat	481	0	0	old
PRE=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02BS.dat	482	0	0	old
PST=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02CS.dat	491	0	0	old
LNK=c:\C4Temp\PPSUITE\LINK 17.DBF	114	1	0	new
APR=c:\C4Temp\PPSUITE\APPR 17.DBF	116	1	0	new
ARE=c:\C4Temp\PPSUITE\VMT1_17.DBF	112	1	0	new
SCR=c:\C4Temp\SCRATCH.BIN	90	1	0	tmp
SCR=c:\C4Temp\SCRATCH.HRS	450	0	96	tmp
SCR=c:\C4Temp\SCRATCH.AQM	480	0	96	tmp
SCR=c:\C4Temp\SCRATCH.TAB	420	0	96	tmp

PPNT_VTP.0000(I)

Vehicle	Vehicle Name	Vehicle Type	Average Patrn
1	ULDGV	AUTO	59.92%
2	ULDGT1	AUTO	25.98%
3	ULDGT2	AUTO	5.00%
4	UHDGV	TRUCK	1.25%
5	ULDDV	AUTO	.10%
6	ULDDT	AUTO	.29%
7	UHDDV	TRUCK	7.36%
8	UMC	AUTO	.10%

```
PPNTHEAD.0000(I) Operation Modes and Options.
                 Peak  Mode,  VOL24 with VOLAM and VOLPM.
                 Truck Mode,  no TRUCK % & no Truck Volumes

PPNTHEAD.0000(I) Operation Modes and Options.
                 Peak  Mode,  VOL24 with VOLAM and VOLPM.
                 Truck Mode,  no TRUCK % & no Truck Volumes
                 Option:  Apply Peak Volume adjustments.
                          Peak Volumes are PERIOD based (not hourly)
                 Option:  Spread excess V/C within 3 hour total bandwidth
                          Linkfile V/C Threshold =  1.20
                          Approach V/C Threshold =  1.50
                          and DO NOT Throw away excess VMT.
                 Option:  Index to Hourly Pattern File = FACILITY TYPE
                 Option:  Index to Vehicle Mix File = FACILITY TYPE
```

```
                 Option:  Apply a Minimum Speed to non-zero volume links
                          System Wide Minimum Speed is: 10.0 mph


PPNTBFOR.8000(I) Network Links Processed:      12054
                   Skip DO/SKIP AREAS            464
                   Skip Volume    = 0           1205
                   Skip Distance = 0              9
                   ================================
                 Total Links Skipped:           1678
                 Network Links Accepted:       10376

PPNT PRE.3200(W) Area Group    3, Fact Group  1, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  2, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  4, not found in any NETWORK File
PRE File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02A.dat

PPNT PRE.3200(W) Area Group    3, Fact Group  1, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  2, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PRE File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02BS.dat


2017

PPNT PST.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PST File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat


PPNTOPUT.1500(I) The Speeds reported in the EXPLODED LINKFILE are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.


REPORT(I) Running VMT Totals

  20055625  20055625  c:\C4Temp\PPSUITE\NT1C.DBF
====================
  20055625  20055625  Network VMT (  Raw  )
  20055625        -1  Network VMT (Pattern) 100.00 %


  18003431  -2052194  C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02A.dat
  19129893   1126462  C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02BS.dat
====================
  19129893   -925732  PRE VMT Adjustments


  19729541    599648  C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat
====================
  19729541    599648  POST VMT Adjustments
```

REPORT(I) Process Totals

	24 HOUR	AM PEAK	PM PEAK
Raw Network VMT.....	20,055,630	3,438,871	4,574,941
Pattern Generated VMT.	20,055,620	3,074,608	4,812,153
Delta of VMTs			
Peak Adjustments..hrs.	0	357,830	-241,894
Pre Adjustments.....	-925,732	-167,855	-221,508
Spread Excess v/c.....	0	-331	-555
	==========	==========	==========
Hywlink Summary VMT...	19,129,850	3,264,386	4,348,472
Hywlink Summary VHT...	554,408	97,329	134,539
Post Adjustments.....	599,648	102,156	136,404
	==========	==========	==========
Final Output VMT.....	19,729,500	3,366,541	4,484,876
Final Output VHT.....	580,796	101,974	141,195
Network(s) Speed.....	33.97 mph	33.01 mph	31.76 mph

PPNTMAIN.9000(I) * * * * End PPNET.EXE * * * *

```
PREMOBILE     Version  5.08.01     12/02/03    Fri Sep  3 10:19:01 2004

PPSUITE module:  Pre Mobile Air Quality Network Analyzer
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX004B.DRV


MODULE: PREMOBILE.exe
MEMBER: EMISSIONS
TITLE:  2017

System Parameters:
Links Nods Zones VMTareas PATareas FACTgrps TIMEgrps VEHtypes FACtypes AREAtypes
 na  32000  4800   1024     1024       64       24       28       64      160

System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4585216

License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: PREMOBILE, Licensee:  New Orleans Regional Planning Commission


2017
Pre Mobile6 Air Quality Network Analyzer


Key File specification [[d:] path] name[.ext]                   Unit X Recl Age
--- ------------------------------------------------------------ ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 17.EXP                                 10 0   54 old
MOB=c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN                          591 0    0 new
TMP=c:\C4Temp\PPSUITE\Common\temps.dat                           521 0    0 old
SCR=c:\C4Temp\SCRATCH.AQM                                        480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TMP                                        510 0  100 tmp
SCR=c:\C4Temp\SCRATCH.DTL                                        580 0  196 tmp

PPAQ_AQM.0500(I) The Speeds provided to the MOBILE program are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.

PPAQ_AQM.1200(I) Network Links Processed:     10376
                 Total Links Skipped:             0
                 Network Links Accepted:      10376
```

```
PPAQ_PST.1200(I) Internal Post VMT factors will be applied to Network Links.
                 Issue:  IGNORE INTERNAL POSTVMT in Setup file to change status.

PPAQMOB6.0000(I) Current settings for SPEEDVMT.def file.
                 VMT/VHT accumulated LINK by LINK
                 Speed VMT Bins populated by HARMONIC mean


REPORT(I) Process Totals

                              24 HOUR         AM PEAK         PM PEAK
Hwylink Summary VMT...      19,129,850       3,264,386       4,348,472

Pre Adjustments.......        -925,732        -167,855        -221,508
Post Adjustments......         599,648         102,156         136,404

Total Output VMT......      19,729,500       3,366,542       4,484,875
Total Output VHT......         580,737         101,964         141,190
Speed Summary.........           33.97 mph       33.02 mph       31.76 mph


PPAQMAIN.9000(I)   * * * *  End PREMOBILE.EXE  * * * *
```

```
PREMOBILE     Version  5.08.01     12/02/03    Fri Sep  3 10:19:01 2004

PPSUITE module:  Pre Mobile Air Quality Network Analyzer
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX004B.DRV


MODULE: PREMOBILE.exe
MEMBER: EMISSIONS
TITLE:  2017

System Parameters:
Links Nods Zones VMTareas PATareas FACTgrps TIMEgrps VEHtypes FACtypes AREAtypes
 na  32000  4800   1024     1024       64       24       28       64      160

System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4585216

License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: PREMOBILE, Licensee:  New Orleans Regional Planning Commission


2017
Pre Mobile6 Air Quality Network Analyzer


Key File specification [[d:] path] name[.ext]                   Unit X Recl Age
--- ------------------------------------------------------------ ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 17.EXP                                 10 0   54 old
MOB=c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN                          591 0    0 new
TMP=c:\C4Temp\PPSUITE\Common\temps.dat                           521 0    0 old
SCR=c:\C4Temp\SCRATCH.AQM                                        480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TMP                                        510 0  100 tmp
SCR=c:\C4Temp\SCRATCH.DTL                                        580 0  196 tmp

PPAQ_AQM.0500(I) The Speeds provided to the MOBILE program are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.

PPAQ_AQM.1200(I) Network Links Processed:     10376
                 Total Links Skipped:             0
                 Network Links Accepted:      10376
```

```
PPAQ_PST.1200(I) Internal Post VMT factors will be applied to Network Links.
                 Issue:  IGNORE INTERNAL POSTVMT in Setup file to change status.

PPAQMOB6.0000(I) Current settings for SPEEDVMT.def file.
                 VMT/VHT accumulated LINK by LINK
                 Speed VMT Bins populated by HARMONIC mean


REPORT(I) Process Totals

                              24 HOUR         AM PEAK         PM PEAK
Hwylink Summary VMT...      19,129,850       3,264,386       4,348,472

Pre Adjustments.......        -925,732        -167,855        -221,508
Post Adjustments......         599,648         102,156         136,404

Total Output VMT......      19,729,500       3,366,542       4,484,875
Total Output VHT......         580,737         101,964         141,190
Speed Summary.........           33.97 mph       33.02 mph       31.76 mph


PPAQMAIN.9000(I)   * * * *  End PREMOBILE.EXE  * * * *
```

2027

2027 with Transit

PERFORMANCE REPORT 101D: Summary Emissions by Area and Facility Group
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) Freeways	3,232,410	53.1	0.97	0.00	1.03
	2) Arterials	4,405,180	33.6	1.50	0.00	1.22
	3) Collectors	901,763	20.6	0.37	0.00	0.26
	4) Locals	440,117	10.6	0.25	0.00	0.13
	Subtotal	8,979,470	32.4	3.10	0.00	2.64
2) Orleans	1) Freeways	4,275,219	47.3	1.31	0.00	1.37
	2) Arterials	3,537,728	33.9	1.21	0.00	0.97
	3) Collectors	838,716	25.4	0.32	0.00	0.23
	4) Locals	227,850	10.3	0.13	0.00	0.07
	Subtotal	8,879,513	35.5	2.97	0.00	2.65
4) St. Bernard	1) Freeways	15,696	69.8	0.00	0.00	0.01
	2) Arterials	662,284	33.9	0.22	0.00	0.19
	3) Collectors	99,913	27.0	0.04	0.00	0.03
	4) Locals	50,424	12.0	0.03	0.00	0.01
	Subtotal	828,317	29.9	0.29	0.00	0.25
5) St. Charles	1) Freeways	1,396,965	54.3	0.42	0.00	0.50
	2) Arterials	876,404	38.2	0.29	0.00	0.26
	3) Collectors	90,866	30.7	0.03	0.00	0.03
	4) Locals	83,812	12.6	0.05	0.00	0.02
	Subtotal	2,448,047	42.0	0.79	0.00	0.81
Region Total		21,135,347	34.5	7.15	0.00	6.35

Emissions File: c:\C4Temp\PPSUITE\EMIS_27.DBF 10:33:49 09/03/2004

2027 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) Freeways	AM	548,046	52.9			
		Midday	1,336,720	55.7			
		PM	479,927	49.6			
		Night	867,717	51.4			
		DAILY	3,232,410	53.1	0.97	0.00	1.03
1) Jefferson	2) Arterials	AM	774,665	32.2			
		Midday	1,795,372	33.9			
		PM	713,566	31.7			
		Night	1,121,577	35.3			
		DAILY	4,405,180	33.6	1.50	0.00	1.22
1) Jefferson	3) Collectors	AM	148,451	20.6			
		Midday	350,265	20.7			
		PM	140,945	17.0			
		Night	262,102	23.3			
		DAILY	901,763	20.6	0.37	0.00	0.26
1) Jefferson	4) Locals	AM	74,296	10.6			
		Midday	169,622	10.6			
		PM	68,031	10.6			
		Night	128,168	10.6			
		DAILY	440,117	10.6	0.25	0.00	0.13
	Subtotal	AM	1,545,458	31.8			
		Midday	3,651,979	33.3			
		PM	1,402,469	29.9			
		Night	2,379,564	33.1			
		DAILY	8,979,470	32.4	3.10	0.00	2.64
2) Orleans	1) Freeways	AM	696,142	41.1			
		Midday	1,763,565	52.2			
		PM	651,994	39.9			
		Night	1,163,518	49.9			

		DAILY	4,275,219	47.3	1.31	0.00	1.37
2) Orleans	2) Arterials	AM	631,572	33.3			
		Midday	1,445,490	34.3			
		PM	572,733	32.5			
		Night	887,933	34.8			

Emissions File: c:\C4Temp\PPSUITE\EMIS 27.DBF 10:33:49 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_27.DBF

2027 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
		DAILY	3,537,728	33.9	1.21	0.00	0.97
2) Orleans	3) Collectors	AM	149,569	23.7			
		Midday	319,534	26.1			
		PM	132,949	23.2			
		Night	236,664	27.1			
		DAILY	838,716	25.4	0.32	0.00	0.23
2) Orleans	4) Locals	AM	38,836	10.3			
		Midday	87,712	10.3			
		PM	35,483	10.3			
		Night	65,819	10.3			
		DAILY	227,850	10.3	0.13	0.00	0.07
	Subtotal	AM	1,516,119	32.9			
		Midday	3,616,301	37.4			
		PM	1,393,159	32.3			
		Night	2,353,934	36.8			
		DAILY	8,879,513	35.5	2.97	0.00	2.65
4) St. Bernard	1) Freeways	AM	2,837	69.2			
		Midday	6,370	70.0			
		PM	2,488	69.1			
		Night	4,001	70.2			
		DAILY	15,696	69.8	0.00	0.00	0.01
4) St. Bernard	2) Arterials	AM	120,278	31.4			
		Midday	274,296	35.5			
		PM	104,021	29.8			
		Night	163,689	36.3			

		DAILY	662,284	33.9	0.22	0.00	0.19
4) St. Bernard	3) Collectors	AM	18,497	25.0			
		Midday	38,675	28.3			
		PM	15,157	23.2			
		Night	27,584	29.5			
		DAILY	99,913	27.0	0.04	0.00	0.03
4) St. Bernard	4) Locals	AM	8,552	12.0			
		Midday	19,420	12.0			
		PM	7,808	12.0			

Emissions File: c:\C4Temp\PPSUITE\EMIS 27.DBF 10:33:49 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_27.DBF

2027 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
		Night	14,644	12.0			
		DAILY	50,424	12.0	0.03	0.00	0.01
	Subtotal	AM	150,164	28.2			
		Midday	338,761	31.4			
		PM	129,474	26.8			
		Night	209,918	31.2			
		DAILY	828,317	29.9	0.29	0.00	0.25
5) St. Charles	1) Freeways	AM	221,238	45.6			
		Midday	583,313	60.5			
		PM	212,045	48.0			
		Night	380,369	55.7			
		DAILY	1,396,965	54.3	0.42	0.00	0.50
5) St. Charles	2) Arterials	AM	156,241	35.9			
		Midday	355,161	39.6			
		PM	147,717	35.4			
		Night	217,285	40.0			
		DAILY	876,404	38.2	0.29	0.00	0.26
5) St. Charles	3) Collectors	AM	16,223	27.2			
		Midday	34,696	32.9			
		PM	14,548	25.7			
		Night	25,399	34.6			

		DAILY	90,866	30.7	0.03	0.00	0.03
5) St. Charles	4) Locals	AM	14,837	12.6			
		Midday	32,145	12.7			
		PM	13,161	12.5			
		Night	23,669	12.7			
		DAILY	83,812	12.6	0.05	0.00	0.02
	Subtotal	AM	408,539	37.3			
		Midday	1,005,315	45.3			
		PM	387,471	37.9			
		Night	646,722	43.5			
		DAILY	2,448,047	42.0	0.79	0.00	0.81

Emissions File: c:\C4Temp\PPSUITE\EMIS 27.DBF 10:33:49 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_27.DBF

2027 with Transit

PERFORMANCE REPORT 102D: Summary Emissions by Area, Facility Group, and Time
Daily (Emission Rates obtained from MOBILE6.2)

Area	Facility	Time Period	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	Region Total	AM	3,620,280	32.6			
		Midday	8,612,356	36.0			
		PM	3,312,573	31.5			
		Night	5,590,138	35.5			
		DAILY	21,135,347	34.5	7.15	0.00	6.35

Emissions File: c:\C4Temp\PPSUITE\EMIS 27.DBF 10:33:49 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_27.DBF

2027 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
1) Jefferson	1) LDGV	5,581,334	32.4	1.89	0.00	1.31
	2) LDGT1	523,924		0.19	0.00	0.14
	3) LDGT2	1,754,002		0.71	0.00	0.57
	4) LDGT3	311,774		0.08	0.00	0.08
	5) LDGT4	146,712		0.04	0.00	0.05
	6) HDGV2B	162,081		0.04	0.00	0.05
	7) HDGV3	5,334		0.00	0.00	0.00
	8) HDGV4	1,175		0.00	0.00	0.00
	9) HDGV5	5,345		0.00	0.00	0.00
	10) HDGV6	11,212		0.00	0.00	0.00
	11) HDGV7	4,466		0.00	0.00	0.00
	12) HDGV8A	12		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	530		0.00	0.00	0.00
	15) LDDV	5,025		0.00	0.00	0.00
	16) LDDT12	0		0.00	0.00	0.00

	17)	LDDT34	6,909		0.00	0.00	0.00
	18)	HDDV2B	47,743		0.00	0.00	0.02
	19)	HDDV3	13,739		0.00	0.00	0.00
	20)	HDDV4	11,541		0.00	0.00	0.01
	21)	HDDV5	7,373		0.00	0.00	0.01
	22)	HDDV6	33,296		0.01	0.00	0.02
	23)	HDDV7	46,400		0.01	0.00	0.04
	24)	HDDV8A	57,211		0.01	0.00	0.05
	25)	HDDV8B	209,824		0.06	0.00	0.23
	26)	HDDBT	6,359		0.00	0.00	0.01
	27)	HDDBS	12,187		0.00	0.00	0.03
	28)	MC	13,975		0.04	0.00	0.02
		Subtotal	8,979,483	32.4	3.10	0.00	2.64
2) Orleans	1)	LDGV	5,546,837	35.5	0.99	0.00	1.29
	2)	LDGT1	504,605		0.11	0.00	0.14
	3)	LDGT2	1,689,317		0.40	0.00	0.55
	4)	LDGT3	306,859		0.05	0.00	0.08
	5)	LDGT4	144,402		0.02	0.00	0.05
	6)	HDGV2B	168,286		0.02	0.00	0.06
	7)	HDGV3	5,538		0.00	0.00	0.00
	8)	HDGV4	1,223		0.00	0.00	0.00
	9)	HDGV5	5,549		0.00	0.00	0.00
	10)	HDGV6	11,636		0.00	0.00	0.01

Emissions File: c:\C4Temp\PPSUITE\EMIS 27.DBF 10:33:49 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_27.DBF

2027 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	11) HDGV7	4,636		0.00	0.00	0.00
	12) HDGV8A	12		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	552		0.00	0.00	0.00
	15) LDDV	4,996		0.00	0.00	0.00
	16) LDDT12	0		0.00	0.00	0.00
	17) LDDT34	6,801		0.00	0.00	0.00
	18) HDDV2B	49,571		0.00	0.00	0.02
	19) HDDV3	14,268		0.00	0.00	0.01
	20) HDDV4	11,980		0.00	0.00	0.01
	21) HDDV5	7,652		0.00	0.00	0.01
	22) HDDV6	34,569		0.00	0.00	0.03

	23) HDDV7	48,179		0.00	0.00	0.04
	24) HDDV8A	59,404		0.01	0.00	0.06
	25) HDDV8B	217,854		0.03	0.00	0.25
	26) HDDBT	6,600		0.00	0.00	0.01
	27) HDDBS	12,651		0.00	0.00	0.03
	28) MC	15,542		0.03	0.00	0.02
	Subtotal	8,879,519	35.5	1.67	0.00	2.65
4) St. Bernard	1) LDGV	447,964	29.9	0.15	0.00	0.10
	2) LDGT1	54,368		0.02	0.00	0.01
	3) LDGT2	182,017		0.07	0.00	0.06
	4) LDGT3	34,123		0.01	0.00	0.01
	5) LDGT4	16,055		0.00	0.00	0.01
	6) HDGV2B	23,170		0.01	0.00	0.01
	7) HDGV3	763		0.00	0.00	0.00
	8) HDGV4	169		0.00	0.00	0.00
	9) HDGV5	765		0.00	0.00	0.00
	10) HDGV6	1,602		0.00	0.00	0.00
	11) HDGV7	638		0.00	0.00	0.00
	12) HDGV8A	1		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	76		0.00	0.00	0.00
	15) LDDV	402		0.00	0.00	0.00
	16) LDDT12	0		0.00	0.00	0.00
	17) LDDT34	754		0.00	0.00	0.00
	18) HDDV2B	6,826		0.00	0.00	0.00
	19) HDDV3	1,966		0.00	0.00	0.00
	20) HDDV4	1,650		0.00	0.00	0.00
	21) HDDV5	1,055		0.00	0.00	0.00

Emissions File: c:\C4Temp\PPSUITE\EMIS 27.DBF 10:33:49 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_27.DBF

2027 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX
	22) HDDV6	4,760		0.00	0.00	0.00
	23) HDDV7	6,631		0.00	0.00	0.00
	24) HDDV8A	8,176		0.00	0.00	0.01
	25) HDDV8B	29,994		0.01	0.00	0.03
	26) HDDBT	909		0.00	0.00	0.00
	27) HDDBS	1,744		0.00	0.00	0.00
	28) MC	1,734		0.00	0.00	0.00

	Subtotal	828,312	29.9	0.29	0.00	0.24
5) St. Charles	1) LDGV	1,373,120	42.0	0.39	0.00	0.64
	2) LDGT1	146,409		0.05	0.00	0.08
	3) LDGT2	490,147		0.19	0.00	0.32
	4) LDGT3	95,550		0.02	0.00	0.05
	5) LDGT4	44,965		0.01	0.00	0.03
	6) HDGV2B	73,927		0.01	0.00	0.05
	7) HDGV3	2,431		0.00	0.00	0.00
	8) HDGV4	535		0.00	0.00	0.00
	9) HDGV5	2,438		0.00	0.00	0.00
	10) HDGV6	5,112		0.00	0.00	0.00
	11) HDGV7	2,037		0.00	0.00	0.00
	12) HDGV8A	6		0.00	0.00	0.00
	13) HDGV8B	0		0.00	0.00	0.00
	14) HDGB	242		0.00	0.00	0.00
	15) LDDV	1,238		0.00	0.00	0.00
	16) LDDT12	0		0.00	0.00	0.00
	17) LDDT34	2,076		0.00	0.00	0.00
	18) HDDV2B	21,775		0.00	0.00	0.02
	19) HDDV3	6,270		0.00	0.00	0.01
	20) HDDV4	5,266		0.00	0.00	0.01
	21) HDDV5	3,362		0.00	0.00	0.01
	22) HDDV6	15,188		0.00	0.00	0.02
	23) HDDV7	21,164		0.00	0.00	0.04
	24) HDDV8A	26,092		0.00	0.00	0.05
	25) HDDV8B	95,702		0.02	0.00	0.24
	26) HDDBT	2,900		0.00	0.00	0.01
	27) HDDBS	5,557		0.00	0.00	0.03
	28) MC	4,497		0.02	0.00	0.01
	Subtotal	2,448,006	42.0	0.73	0.00	1.63

Emissions File: c:\C4Temp\PPSUITE\EMIS 27.DBF 10:33:49 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_27.DBF

2027 with Transit

PERFORMANCE REPORT 103D: Summary Emissions by Area and Detailed Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Area	Vehicle Type	Daily VMT	Speed (mph)	Emissions (tons) HC	CO	NOX

Region Total	1)	LDGV	12,949,255	34.5	3.42	0.00	3.34
	2)	LDGT1	1,229,306		0.37	0.00	0.37
	3)	LDGT2	4,115,483		1.37	0.00	1.50
	4)	LDGT3	748,306		0.16	0.00	0.21
	5)	LDGT4	352,134		0.08	0.00	0.14
	6)	HDGV2B	427,464		0.07	0.00	0.16
	7)	HDGV3	14,066		0.00	0.00	0.01
	8)	HDGV4	3,102		0.00	0.00	0.00
	9)	HDGV5	14,097		0.00	0.00	0.01
	10)	HDGV6	29,562		0.01	0.00	0.02
	11)	HDGV7	11,777		0.00	0.00	0.01
	12)	HDGV8A	31		0.00	0.00	0.00
	13)	HDGV8B	0		0.00	0.00	0.00
	14)	HDGB	1,400		0.00	0.00	0.00
	15)	LDDV	11,661		0.00	0.00	0.00
	16)	LDDT12	0		0.00	0.00	0.00
	17)	LDDT34	16,540		0.00	0.00	0.00
	18)	HDDV2B	125,915		0.01	0.00	0.06
	19)	HDDV3	36,243		0.00	0.00	0.02
	20)	HDDV4	30,437		0.00	0.00	0.02
	21)	HDDV5	19,442		0.00	0.00	0.02
	22)	HDDV6	87,813		0.01	0.00	0.08
	23)	HDDV7	122,374		0.02	0.00	0.13
	24)	HDDV8A	150,883		0.03	0.00	0.17
	25)	HDDV8B	553,374		0.11	0.00	0.74
	26)	HDDBT	16,768		0.00	0.00	0.03
	27)	HDDBS	32,139		0.01	0.00	0.09
	28)	MC	35,748		0.10	0.00	0.05
Grand Total			21,135,320	34.5	5.78	0.00	7.16

Emissions File: c:\C4Temp\PPSUITE\EMIS 27.DBF 10:33:49 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_27.DBF

2027 with Transit

PERFORMANCE REPORT 104D: Summary Emissions by Area and Summary Vehicle Type
Daily (Emission Rates obtained from MOBILE6.2)

Vehicle Daily Speed ---------- Emissions (tons) ----------

Area	Type	VMT	(mph)	HC	CO	NOX
1) Jefferson	1) Auto/MC	5,600,334	32.4	1.93	0.00	1.32
	2) Lt. Trk	2,743,321		1.03	0.00	0.84
	3) Hvy.Trk	616,752		0.14	0.00	0.44
	4) Bus	19,076		0.01	0.00	0.04
	Subtotal	8,979,483	32.4	3.10	0.00	2.64
2) Orleans	1) Auto/MC	5,567,375	35.5	1.02	0.00	1.31
	2) Lt. Trk	2,651,984		0.57	0.00	0.81
	3) Hvy.Trk	640,357		0.07	0.00	0.48
	4) Bus	19,803		0.00	0.00	0.04
	Subtotal	8,879,519	35.5	1.67	0.00	2.65
4) St. Bernard	1) Auto/MC	450,100	29.9	0.16	0.00	0.10
	2) Lt. Trk	287,317		0.11	0.00	0.09
	3) Hvy.Trk	88,166		0.02	0.00	0.05
	4) Bus	2,729		0.00	0.00	0.00
	Subtotal	828,312	29.9	0.29	0.00	0.24
5) St. Charles	1) Auto/MC	1,378,855	42.0	0.41	0.00	0.65
	2) Lt. Trk	779,147		0.27	0.00	0.48
	3) Hvy.Trk	281,305		0.05	0.00	0.46
	4) Bus	8,699		0.00	0.00	0.04
	Subtotal	2,448,006	42.0	0.73	0.00	1.63
Region Total	1) Auto/MC	12,996,664	34.5	3.51	0.00	3.39
	2) Lt. Trk	6,461,769		1.98	0.00	2.23
	3) Hvy.Trk	1,626,580		0.28	0.00	1.43
	4) Bus	50,307		0.01	0.00	0.12
Grand Total		21,135,320	34.5	5.78	0.00	7.16

Emissions File: c:\C4Temp\PPSUITE\EMIS 27.DBF 10:33:49 09/03/2004
VMT/Speed File: c:\C4Temp\PPSUITE\VMTS_27.DBF

```
PEQUEST      Version:          4.15  Run Time:  09/03/2004 10:33:48
_____________________________________________________________________

 PPSUITE          Performance Evaluation and Emissions Analysis
 PEQUEST          Performance Queries for Surface Transportation

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_____________________________________________________________________

(Input ) Setup  File: C:\C4TEMP\$$NX007B.DRV
(Output) Report File: C:\C4TEMP\$$NX007.PRN

_____________________________________________________________________

Processing Setup File for instructions outside BEGIN PEQUEST

 17  TITLE  2027
 20  DEFINE FACTGROUP =  FACTYPE
 22    1 = 1   8 9
 24    2 = 2 3
 26    3 = 4 5
 28    4 = 6 7
 29  END
 37  DEFINE TIMEGROUP
 38    TIMEAM    7 8 9
 39    TIMEMID   10 11 12 13 14 15 16
 40    TIMEPM    17 18 19
 41    TIMENITE  19 20 21 22 23 24   1 2 3 4 5 6
 42  END
 46  DEFINE VEHTYPES
 47    1 = uLDGV  AUTO
 48    2 = uLDGT1 AUTO
 49    3 = uLDGT2 AUTO
 50    4 = uHDGV  TRUCK
 51    5 = uLDDV  AUTO
 52    6 = uLDDT  AUTO
 53    7 = uHDDV  TRUCK
 54    8 = uMC    AUTO
 55  END
 59  HWYLINK SUMMARY   c:\C4Temp\PPSUITE\LSUM 27.EXP
 63  DEFINE EQUIV = c:\C4Temp\PPSUITE\Common\NOM_equiv.DBF
 64    ZONE      = ZONE
 65    PATAREA   = PARISH
 66    VMTAREA   = PARISH
 67    EVENTAREA = PARISH
 68  END equiv file
 75  SKIP VMTAREA  3, 6, 7, 8, 9
 80  SCRATCH DIRECTORY c:\C4Temp\
 87  BEGIN NETWORK ANALYZER
 91    EXPLODED LINKFILE      c:\C4Temp\PPSUITE\LINK 27.DBF
 92    EXPLODED APPROACH      c:\C4Temp\PPSUITE\APPR_27.DBF
```

```
 93    VMTVHT   SUMMARY       c:\C4Temp\PPSUITE\VMT1_27.DBF
 96    APPLY PEAK ADJUST PERIOD
 97    DEFINE PEAK PERIODS
 98      PEAKAM= 7 8 9
 99      PEAKPM= 16 17 18
100    END
102    APPLY PEAK SPREAD DEFAULT
103    SPREAD BANDWIDTH = 1
105    PEAK WARNING     40 %
108    LINKFILE THRESHOLD  1.2
109    APPROACH THRESHOLD  1.5
111    APPLY MINIMUM SPEED
112    MINIMUM SPEED 10.0
115    DEFINE NETWORK = c:\C4Temp\PPSUITE\NT1C.DBF
120      ANODE     ANODE
121      BNODE     BNODE
122      DISTANCE  LENGTH
123      ZONE      ZONE
124      FACTYPE   FC CODE
125      FCLASS    FC CODE
129      AREATYPE  AREATYPE
130      LANES     LANES
134      VOL24     TOTVOL DLY
135      VOLAM     TOTVOL AM
136      VOLPM     TOTVOL_PM
155    END define Network
159    DEFINE SPEEDCAP = c:\C4Temp\PPSUITE\Common\NOM_SPDCAP.DBF
160      AREATYPE  = AREATYPE
161      FACTYPE   = FC
162      LANES     = LANES
163      BPR P1    = BPR S
164      BPR P2    = BPR T
165      BPR P3    = BPR P
166      STOPCAP   = STOPCAP
167      YIELDCAP  = YLDCAP
168      SIGNALCAP = SIGCAP
169      STOPGAP   = STOPGAP
170      YIELDGAP  = YLDGAP
171      LINKCAP   = LCAP
172      FREESPEED = LSPEED
173      CDEV      = CDEV
174      ARRIVAL   = ARRTYPE
175      ADDLANES  = ADDLNS
176      SIGSPACING= SIG SP
177      CYCLEN    = CYCLE
178      MAJOR GC  = MAJ GC
179      MINOR GC  = MIN GC
180      OTHER GC  = OTH GC
181    END define speedcap
185    HOURLY PATTERN   = c:\C4Temp\PPSUITE\Common\PATTERN2.DAT
186    VEHTYPES MIX     = c:\C4Temp\PPSUITE\Common\NOM VTP.DAT
187    VEHTYPES FACTOR  = c:\C4Temp\PPSUITE\Common\VEHFAC03.DAT
192    PREVMT  ADJUSTMENT C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02A.dat  *
```

```
194    PREVMT  ADJUSTMENT C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02BS.dat  *
196    POSTVMT ADJUSTMENT C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat  *
201    PREVMT WARNING  5.00
202    POSTVMT WARNING 100
204  END NETWORK ANALYZER
209  BEGIN EVENTS ANALYZER
214    WEGIVEUP LIMITS 24
216    QUEUEING FACTOR 1.3
219    EVENT PARAMETERS  c:\C4Temp\PPSUITE\Common\NOM_INCDNT.dat
230    DEFINE NETWORK = NT1C.dbf
231      ANODE       A
232      BNODE       B
234    END define Network
237    EXPLODED EVENTDELAY  DL1C.DBF
241  END EVENTS ANALYZER
247  BEGIN EMISSIONS PROCESSOR
251    EMISSIONS DATABASE  =  c:\C4Temp\PPSUITE\EMIS 27.dbf
252    EMISSIONS VMTSPEED  =  c:\C4Temp\PPSUITE\VMTS_27.dbf
255    SPEEDBIN VMT  =  H L
256    RAMPVMT FRACTION = 0.08
258    MINMAX TEMPERATURE = c:\C4Temp\PPSUITE\Common\temps.dat
261    CALENDAR YEAR  = 2027
264    DEFINE BY FACILITY = FACTYPE
265      FREEWAYS = 1 8 9
266      ARTERIAL = 2 3 4 5
267      LOCALS   = 7 6
268      RAMPS    = 8 9
269    END
271    APPLY INTERNAL POSTVMT
274    DEFINE MOBILE6.2  c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN
291      REPORT FILE        :  c:\C4Temp\$$NX005.PRN    REPLACE
293      DATABASE OUTPUT    :
294      WITH FIELDNAMES    :
295      AGGREGATED OUTPUT  :
296      EMISSIONS TABLE    :  c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1    REPLACE
299      POLLUTANTS         :  HC NOX
300      SPREADSHEET        :
302      RUN DATA           :
304      NO REFUELING       :
305      FUEL RVP           : 7.8
307      MIN/MAX TEMP       :
308      ABSOLUTE HUMIDITY  : 149.07
310      REG DIST           : LA_REGD.D
312      EXPRESS HC AS VOC  :
315      SCENARIO REC       :
317      CALENDAR YEAR      :
318      EVALUATION MONTH   : 7
319      ALTITUDE           : 1
321      VMT FRACTIONS      :
323      VMT BY FACILITY    :
324      VMT BY HOUR        :
325      SPEED VMT          :
327    END OF RUN         :
```

```
330    END  Define MOBILE6.2
342    DEFINE VEHGROUPS
343      gLDV  = uLDGV  + uLDDV
344      gLDT1 = uLDGT1 + uLDDT
345      gLDT2 = uLDGT2
346      gHDV  = uHDGV  + uHDDV
347      gMC   = uMC
348    END
356    DEFINE VEHCOMPOSIT MOBILE6
358      LDV   =1.00 gLDV
360      LDT1  = .23 gLDT1
361      LDT2  = .77 gLDT1
362      LDT3  = .68 gLDT2
363      LDT4  = .32 gLDT2
365      HDV2B = .33 gHDV
366      HDV3  = .03 gHDV
367      HDV4  = .02 gHDV
368      HDV5  = .02 gHDV
369      HDV6  = .07 gHDV
370      HDV7  = .08 gHDV
371      HDV8A = .09 gHDV
372      HDV8B = .33 gHDV
373      HDBS  = .02 gHDV
375      HDBT  =0.01 gHDV
376      MCYCL =1.00 gMC
378    END
381  END EMISSIONS PROCESSOR
386  BEGIN PEQUEST
388    NO LOS CALCS
389    YES PERFORMANCE REPORTS
391    IGNORE INTERNAL POSTVMT
394    NO GIS FILE
398    LICENSE CODE ##PQST##
400    NAMES FILE  C:\2004AQ_PYNet_test\PPSuite\Common\nom_names.dbf
403    DEFINE PERFORMANCE = 2027.OUT
404      REPORTS = 101 102 103 104
405      AREA     1 2  4 5
406      TITLE1    2027 with Transit
407      RPTFORMAT   = PRINT
408      EMSCOLUMNS  = SKIPPED
409      EMSDATADIR  = C:\2004AQ_PYNet_test\PPSuite\
410      EMSRUNID    = 2027
411    END
413    UNITS tons 2
415  END PEQUEST

Processing Setup File for instructions inside BEGIN PEQUEST
```

TITLES 2027

```
Input Files:

  Network.............
  Exploded Linkfile...c:\C4Temp\PPSUITE\LINK 27.DBF
  Exploded Approach...c:\C4Temp\PPSUITE\APPR_27.DBF
  Exploded EventDelay.DL1C.DBF
  Exploded PersonFile.
  VmtVht Summary......c:\C4Temp\PPSUITE\VMT1 27.DBF
  Emissions Database..c:\C4Temp\PPSUITE\EMIS 27.dbf
  Emissions VmtSpeed..c:\C4Temp\PPSUITE\VMTS_27.dbf
  M5 Emissions........

Output Files:
  Los Linkfile........
  Los Approach........
  Link Statfile.......


Licensed to: LICENSING BYPASSED
----------------------------------------------------------------------


  Include PERFORMANCE REPORTS


  Requested Reports 101 102 103 104 written to 2027.OUT

  Printing Series  1:  (  4 Reports)

       2027 with Transit


       Selecting Area,Subarea [1 2  4 5,]
       Filter: All Records
```

```
MOBILE6 INPUT FILE

REPORT FILE         :  c:\C4Temp\$$NX005.PRN    REPLACE
DATABASE OUTPUT     :
WITH FIELDNAMES     :
AGGREGATED OUTPUT   :
EMISSIONS TABLE     :  c:\C4Temp\PPSUITE\M6DATA\\M6OUTPUT.TB1    REPLACE
POLLUTANTS          :  HC NOX
SPREADSHEET         :
RUN DATA            : 0001

NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  74.2  91.1
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0001]  1  8  9

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           3232409
*                     2069281  163673  547949  109710   51628   94528    8593    5729
*                        5729   20051   22916   25780   94528    5729    2864    3721
VMT FRACTIONS       :
                      .640169 .050635 .169517 .033941 .015972 .029244 .002658 .001772
                      .001772 .006203 .007089 .007975 .029244 .001772 .000886 .001151
VMT BY FACILITY     :V000101F.def
VMT BY HOUR         :V000101H.def
SPEED VMT           :V000101S.def


SCENARIO RECORD     :[02 0001]  2  3

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           4405182
*                     2658258  273643  916108  170149   80070   99112    9010    6007
*                        6007   21024   24027   27031   99112    6007    3003    6613
VMT FRACTIONS       :
                      .603439 .062118 .207961 .038625 .018176 .022499 .002045 .001364
                      .001364 .004773 .005454 .006136 .022499 .001364 .000682 .001501
VMT BY FACILITY     :V000102F.def
VMT BY HOUR         :V000102H.def
SPEED VMT           :V000102S.def


SCENARIO RECORD     :[03 0001]  4  5
```

```
CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            901763
*                      556110   60356  202062   28585   13452   12936    1176     784
*                         784    2744    3136    3528   12936     784     392    1998
VMT FRACTIONS       :
                      .616694 .066931 .224074 .031699 .014917 .014345 .001304 .000869
                      .000869 .003043 .003478 .003912 .014345 .000869 .000435 .002216
VMT BY FACILITY     :V000103F.def
VMT BY HOUR         :V000103H.def
SPEED VMT           :V000103S.def


SCENARIO RECORD     :[04 0001]  6  7

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            440117
*                      302703   26252   87887    8022    3775    3245     295     197
*                         197     688     787     885    3245     197      98    1644
VMT FRACTIONS       :
                      .687778 .059648 .199690 .018227 .008577 .007373 .000670 .000448
                      .000448 .001563 .001788 .002011 .007373 .000448 .000223 .003735
VMT BY FACILITY     :V000104F.def
VMT BY HOUR         :V000104H.def
SPEED VMT           :V000104S.def


END OF RUN          : 0002

NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  75.0  91.6
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0002]  1  8  9

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           4275218
*                     2742922  215359  720983  144339   67924  125005   11364    7576
*                        7576   26516   30304   34092  125005    7576    3788    4888
VMT FRACTIONS       :
                      .641589 .050374 .168642 .033762 .015888 .029239 .002658 .001772
                      .001772 .006202 .007088 .007974 .029239 .001772 .000886 .001143
VMT BY FACILITY     :V000201F.def
VMT BY HOUR         :V000201H.def
```

```
SPEED VMT          :V000201S.def


SCENARIO RECORD    :[02 0002]  2  3

CALENDAR YEAR      :2027
EVALUATION MONTH   : 7
ALTITUDE           : 1
*VMT TOTALS          3537728
*                    2134102  219723  735596  136670   64315   79527    7230    4820
*                       4820   16869   19279   21689   79527    4820    2410    6331
VMT FRACTIONS      :
                     .603240 .062109 .207929 .038632 .018180 .022480 .002044 .001362
                     .001362 .004768 .005450 .006131 .022480 .001362 .000681 .001790
VMT BY FACILITY    :V000202F.def
VMT BY HOUR        :V000202H.def
SPEED VMT          :V000202S.def


SCENARIO RECORD    :[03 0002]  4  5

CALENDAR YEAR      :2027
EVALUATION MONTH   : 7
ALTITUDE           : 1
*VMT TOTALS           838718
*                     518092   55979  187409   26384   12416   11743    1068     712
*                        712    2491    2847    3203   11743     712     356    2851
VMT FRACTIONS      :
                     .617719 .066744 .223447 .031458 .014804 .014001 .001273 .000849
                     .000849 .002970 .003394 .003819 .014001 .000849 .000424 .003399
VMT BY FACILITY    :V000203F.def
VMT BY HOUR        :V000203H.def
SPEED VMT          :V000203S.def


SCENARIO RECORD    :[04 0002]  6  7

CALENDAR YEAR      :2027
EVALUATION MONTH   : 7
ALTITUDE           : 1
*VMT TOTALS           227849
*                     156707   13540   45331    4086    1923    1580     144      96
*                         96     335     383     431    1580      96      48    1473
VMT FRACTIONS      :
                     .687768 .059425 .198952 .017933 .008440 .006934 .000632 .000421
                     .000421 .001470 .001681 .001892 .006934 .000421 .000211 .006465
VMT BY FACILITY    :V000204F.def
VMT BY HOUR        :V000204H.def
SPEED VMT          :V000204S.def


END OF RUN         : 0004
```

```
NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  73.5  89.5
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0004]  1

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             15697
*                        8985     871    2917     612     288     654      59      40
*                          40     139     158     178     654      40      20      42
VMT FRACTIONS       :
                       .572390 .055490 .185838 .038990 .018348 .041665 .003759 .002548
                       .002548 .008855 .010066 .011340 .041665 .002548 .001274 .002676
VMT BY FACILITY     :V000401F.def
VMT BY HOUR         :V000401H.def
SPEED VMT           :V000401S.def


SCENARIO RECORD     :[02 0004]  2  3

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS            662284
*                      357770   43107  144313   28229   13284   24560    2233    1488
*                        1488    5210    5954    6698   24560    1488     744    1158
VMT FRACTIONS       :
                       .540206 .065088 .217902 .042624 .020058 .037084 .003372 .002247
                       .002247 .007867 .008990 .010113 .037084 .002247 .001123 .001748
VMT BY FACILITY     :V000402F.def
VMT BY HOUR         :V000402H.def
SPEED VMT           :V000402S.def


SCENARIO RECORD     :[03 0004]  4  5

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             99913
*                       52288    6471   21665    4663    2194    4090     372     248
*                         248     868     991    1115    4090     248     124     238
VMT FRACTIONS       :
                       .523334 .064766 .216839 .046671 .021959 .040936 .003723 .002482
                       .002482 .008688 .009919 .011160 .040936 .002482 .001241 .002382
VMT BY FACILITY     :V000403F.def
VMT BY HOUR         :V000403H.def
```

```
SPEED VMT           :V000403S.def


SCENARIO RECORD     :[04 0004]  6  7

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             50424
*                       29328    3920   13122    1133     533     691      63      42
*                          42     146     167     188     691      42      21     295
VMT FRACTIONS       :
                      .581628 .077741 .260234 .022470 .010570 .013704 .001249 .000833
                      .000833 .002895 .003312 .003728 .013704 .000833 .000416 .005850
VMT BY FACILITY     :V000404F.def
VMT BY HOUR         :V000404H.def
SPEED VMT           :V000404S.def


END OF RUN          : 0005

NO REFUELING        :
FUEL RVP            : 7.8
MIN/MAX TEMPERATURE:  72.0  90.8
ABSOLUTE HUMIDITY   : 149.07
REG DISTRIBUTION    : LA_REGD.D
EXPRESS HC AS VOC   :


SCENARIO RECORD     :[01 0005]  1  8  9

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS           1396965
*                      803346   77103  258127   53685   25264   58636    5331    3554
*                        3554   12438   14215   15992   58636    3554    1777    1752
VMT FRACTIONS       :
                      .575065 .055193 .184777 .038430 .018085 .041974 .003816 .002544
                      .002544 .008904 .010176 .011448 .041974 .002544 .001272 .001254
VMT BY FACILITY     :V000501F.def
VMT BY HOUR         :V000501H.def
SPEED VMT           :V000501S.def


SCENARIO RECORD     :[02 0005]  2  3

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             876403
*                       474555   56910  190523   37229   17519   32247    2932    1954
*                         1954    6840    7818    8795   32247    1954     977    1950
```

```
VMT FRACTIONS       :
                      .541477 .064936 .217392 .042479 .019990 .036795 .003345 .002230
                      .002230 .007805 .008921 .010035 .036795 .002230 .001115 .002225
VMT BY FACILITY     :V000502F.def
VMT BY HOUR         :V000502H.def
SPEED VMT           :V000502S.def


SCENARIO RECORD     :[03 0005]  4

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             90867
*                       47655    5874   19664    4218    1985    3694     336     224
*                         224     784     896    1007    3694     224     112     276
VMT FRACTIONS       :
                      .524446 .064644 .216405 .046420 .021845 .040653 .003698 .002465
                      .002465 .008628 .009861 .011082 .040653 .002465 .001233 .003037
VMT BY FACILITY     :V000503F.def
VMT BY HOUR         :V000503H.def
SPEED VMT           :V000503S.def


SCENARIO RECORD     :[04 0005]  6  7

CALENDAR YEAR       :2027
EVALUATION MONTH    : 7
ALTITUDE            : 1
*VMT TOTALS             83812
*                       48803    6521   21833    1856     874    1124     102      68
*                          68     238     272     306    1124      68      34     521
VMT FRACTIONS       :
                      .582293 .077805 .260499 .022145 .010428 .013411 .001217 .000811
                      .000811 .002840 .003245 .003651 .013411 .000811 .000406 .006216
VMT BY FACILITY     :V000504F.def
VMT BY HOUR         :V000504H.def
SPEED VMT           :V000504S.def


END OF RUN          :
```

```
*************************************************************************
* MOBILE6.2 (31-Oct-2002)                                               *
* Input file: M6INPUT.IN (file 1, run 1).                               *
*************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0001]  1  8  9
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000101F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000101H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000101S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2027
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  74.2 (F)
             Maximum Temperature:  91.1 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:               <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.6396    0.2202    0.0492              0.0265    0.0006    0.0007    0.0621    0.0012    1.0000
 ---------------------------------------------------------------------------------------------------------------------
```

```
 Composite Emission Factors (g/mi):
     Composite VOC :      0.267     0.321     0.231     0.305     0.177     0.039     0.065     0.166      2.79      0.271
     Composite NOX :      0.211     0.295     0.269     0.290     0.336     0.045     0.161     1.074      1.27      0.290
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0001]  2  3
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000102F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000102H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000102S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2027
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  74.2 (F)
             Maximum Temperature:  91.1 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.6029    0.2701    0.0560              0.0204    0.0005    0.0008    0.0478    0.0015    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.303     0.351     0.252     0.334     0.227     0.045     0.076     0.209      2.48      0.310
     Composite NOX :      0.207     0.275     0.247     0.270     0.291     0.028     0.100     0.637      0.98      0.251
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
```

```
*[03 0001]  4  5
* File 1, Run 1, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000103F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000103H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000103S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2027
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  74.2 (F)
              Maximum Temperature:  91.1 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:               <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.6161    0.2910    0.0459              0.0130    0.0006    0.0007    0.0305    0.0022    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.363     0.405     0.295     0.390     0.318     0.056     0.098     0.290      2.86     0.375
     Composite NOX :      0.230     0.291     0.263     0.287     0.266     0.029     0.103     0.662      0.91     0.265
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0001]  6  7
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.
```

```
* Reading Hourly Roadway VMT distribution from the following external
* data file: V000104F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000104H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000104S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                  Calendar Year:  2027
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  74.2 (F)
             Maximum Temperature:  91.1 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.6872    0.2593    0.0264              0.0067    0.0006    0.0004    0.0157    0.0037    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.504     0.545     0.409     0.532     0.544     0.081     0.144     0.463      3.75     0.523
     Composite NOX :      0.235     0.278     0.240     0.275     0.235     0.036     0.129     0.844      0.79     0.258
  ---------------------------------------------------------------------------------------------------------------------------
*************************************************************************
* MOBILE6.2 (31-Oct-2002)                                               *
* Input file: M6INPUT.IN (file 1, run 2).                               *
*************************************************************************
  M603 Comment:
              User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0002]  1  8  9
* File 1, Run 2, Scenario 1.
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
                User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000201F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000201H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000201S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2027
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  75.0 (F)
              Maximum Temperature:  91.6 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.6410    0.2190    0.0489              0.0265    0.0006    0.0007    0.0621    0.0011    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.273     0.327     0.236     0.310     0.187     0.040     0.067     0.174      2.83     0.277
     Composite NOX :      0.213     0.295     0.269     0.290     0.334     0.045     0.161     1.074      1.25     0.291
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0002]  2  3
* File 1, Run 2, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
                User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000202F.DEF
```

```
  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000202H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000202S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                  Calendar Year:  2027
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  75.0 (F)
             Maximum Temperature:  91.6 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.4 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.6027    0.2700    0.0560              0.0204    0.0005    0.0008    0.0477    0.0018    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.303     0.349     0.250     0.332     0.227     0.045     0.076     0.210      2.49     0.310
    Composite NOX :      0.207     0.273     0.245     0.268     0.290     0.028     0.098     0.627      0.98     0.250
 ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0002]  4  5
* File 1, Run 2, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000203F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000203H.DEF
```

```
* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000203S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2027
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  75.0 (F)
              Maximum Temperature:  91.6 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.4 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.6172    0.2902    0.0456              0.0127    0.0006    0.0007    0.0297    0.0034    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.334     0.377     0.272     0.363     0.277     0.052     0.089     0.259      2.71     0.349
     Composite NOX :      0.218     0.280     0.252     0.276     0.273     0.028     0.099     0.632      0.93     0.253
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0002]  6  7
* File 1, Run 2, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000204F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000204H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000204S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12
```

```
                Calendar Year:  2027
                        Month:  July
                     Altitude:  Low
          Minimum Temperature:  75.0 (F)
          Maximum Temperature:  91.6 (F)
            Absolute Humidity:  149. grains/lb
             Nominal Fuel RVP:   7.8 psi
                Weathered RVP:   7.4 psi
          Fuel Sulfur Content:   30. ppm

          Exhaust I/M Program:  No
             Evap I/M Program:  No
                  ATP Program:  No
             Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.6871    0.2584    0.0260              0.0063    0.0006    0.0004    0.0147    0.0065    1.0000
 -----------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.507     0.546     0.409     0.533     0.545     0.081     0.144     0.459      3.76     0.535
    Composite NOX :      0.238     0.279     0.241     0.276     0.236     0.036     0.129     0.849      0.79     0.261
 -----------------------------------------------------------------------------------------------------------------------
*********************************************************************
* MOBILE6.2 (31-Oct-2002)                                           *
* Input file: M6INPUT.IN (file 1, run 3).                           *
*********************************************************************
  M603 Comment:
              User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0004]  1
* File 1, Run 3, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000401F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000401H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000401S.DEF
```

```
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2027
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  73.5 (F)
              Maximum Temperature:  89.5 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:     0.5719    0.2413    0.0565              0.0378    0.0005    0.0009    0.0885    0.0027    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.260     0.315     0.227     0.299     0.168     0.039     0.063     0.162      2.99     0.266
     Composite NOX :      0.210     0.297     0.271     0.292     0.344     0.051     0.180     1.217      1.40     0.332
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0004]  2  3
* File 1, Run 3, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000402F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000402H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000402S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2027
```

```
                    Month:  July
                 Altitude:  Low
Minimum Temperature:  73.5 (F)
Maximum Temperature:  89.5 (F)
  Absolute Humidity:  149. grains/lb
   Nominal Fuel RVP:   7.8 psi
      Weathered RVP:   7.5 psi
Fuel Sulfur Content:   30. ppm

Exhaust I/M Program:  No
   Evap I/M Program:  No
        ATP Program:  No
   Reformulated Gas:  No
```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.5397	0.2830	0.0618		0.0336	0.0005	0.0009	0.0788	0.0017	1.0000
Composite Emission Factors (g/mi):										
Composite VOC :	0.299	0.348	0.250	0.331	0.222	0.045	0.076	0.208	2.45	0.304
Composite NOX :	0.206	0.275	0.246	0.270	0.292	0.029	0.101	0.646	1.00	0.267

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0004]  4  5
* File 1, Run 3, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000403F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000403H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000403S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                  Calendar Year:  2027
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  73.5 (F)
             Maximum Temperature:  89.5 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
```

```
                 Weathered RVP:   7.5 psi
           Fuel Sulfur Content:   30. ppm

           Exhaust I/M Program:  No
              Evap I/M Program:  No
                   ATP Program:  No
              Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.5229    0.2816    0.0676              0.0371    0.0005    0.0010    0.0869    0.0024    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.323     0.367     0.265     0.347     0.260     0.051     0.086     0.248      2.62     0.328
    Composite NOX :      0.210     0.275     0.246     0.269     0.275     0.028     0.098     0.624      0.95     0.271
 ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0004]  6  7
* File 1, Run 3, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000404F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000404H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000404S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                  Calendar Year:  2027
                          Month:  July
                       Altitude:  Low
           Minimum Temperature:  73.5 (F)
           Maximum Temperature:  89.5 (F)
             Absolute Humidity:  149. grains/lb
              Nominal Fuel RVP:   7.8 psi
                 Weathered RVP:   7.5 psi
           Fuel Sulfur Content:   30. ppm

           Exhaust I/M Program:  No
              Evap I/M Program:  No
                   ATP Program:  No
```

```
                Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:               <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.5811    0.3380    0.0325              0.0124    0.0005    0.0005    0.0291    0.0059    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.494     0.542     0.407     0.530     0.532     0.081     0.144     0.460      3.72     0.525
    Composite NOX :      0.232     0.276     0.238     0.273     0.235     0.036     0.129     0.847      0.80     0.268
 ---------------------------------------------------------------------------------------------------------------------------
*********************************************************************
* MOBILE6.2 (31-Oct-2002)                                           *
* Input file: M6INPUT.IN (file 1, run 4).                           *
*********************************************************************
  M603 Comment:
              User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: LA_REGD.D

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[01 0005]  1  8  9
* File 1, Run 4, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000501F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000501H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000501S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                  Calendar Year:  2027
                          Month:  July
                       Altitude:  Low
             Minimum Temperature:  72.0 (F)
             Maximum Temperature:  90.8 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                    Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   30. ppm
```

```
              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:               <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.5745    0.2400    0.0557              0.0380    0.0005    0.0008    0.0892    0.0013    1.0000
 ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.270     0.324     0.234     0.307     0.183     0.040     0.066     0.172      2.93     0.272
    Composite NOX :      0.212     0.297     0.271     0.292     0.338     0.049     0.174     1.169      1.30     0.327
 ---------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[02 0005]  2  3
* File 1, Run 4, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000502F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000502H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000502S.DEF
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2027
                            Month:  July
                         Altitude:  Low
              Minimum Temperature:  72.0 (F)
              Maximum Temperature:  90.8 (F)
                Absolute Humidity:  149. grains/lb
                 Nominal Fuel RVP:   7.8 psi
                     Weathered RVP:   7.5 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No
```

```
      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:               <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.5410    0.2823    0.0615              0.0333    0.0005    0.0009    0.0782    0.0022    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.291     0.341     0.244     0.324     0.208     0.043     0.072     0.193      2.41     0.296
    Composite NOX :      0.204     0.275     0.247     0.270     0.298     0.029     0.103     0.659      1.01     0.267
 ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # #
*[03 0005]  4
* File 1, Run 4, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
              User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000503F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000503H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000503S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2027
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  72.0 (F)
             Maximum Temperature:  90.8 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

      Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:               <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:    0.5240    0.2810    0.0673              0.0368    0.0005    0.0010    0.0864    0.0030    1.0000
 ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
```

```
    Composite VOC :      0.311     0.358     0.257     0.339     0.240     0.047     0.080     0.222      2.53     0.317
    Composite NOX :      0.207     0.274     0.245     0.269     0.285     0.028     0.098     0.628      0.98     0.270
  ---------------------------------------------------------------------------------------------------------------------------

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
*[04 0005]  6  7
* File 1, Run 4, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M615 Comment:
               User supplied VMT mix.

* Reading Hourly Roadway VMT distribution from the following external
* data file: V000504F.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly VMT distribution from the following external
* data file: V000504H.DEF

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: V000504S.DEF
  M 48 Warning:
             there are no sales for vehicle class HDGV8b
  M 48 Warning:
             there are no sales for vehicle class LDDT12

                   Calendar Year:  2027
                           Month:  July
                        Altitude:  Low
             Minimum Temperature:  72.0 (F)
             Maximum Temperature:  90.8 (F)
               Absolute Humidity:  149. grains/lb
                Nominal Fuel RVP:   7.8 psi
                   Weathered RVP:   7.5 psi
             Fuel Sulfur Content:   30. ppm

             Exhaust I/M Program:  No
                Evap I/M Program:  No
                     ATP Program:  No
                Reformulated Gas:  No

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
  VMT Distribution:     0.5818    0.3383    0.0321              0.0122    0.0005    0.0005    0.0285    0.0062    1.0000
  ---------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
    Composite VOC :      0.501     0.544     0.408     0.532     0.540     0.081     0.144     0.461      3.74     0.532
    Composite NOX :      0.233     0.277     0.239     0.274     0.234     0.036     0.129     0.846      0.80     0.269
  ---------------------------------------------------------------------------------------------------------------------------
```

FILE		RUN		SCEN		CAL_YEAR	POL	VTYPE	GM_MILE	GM_DAY
STARTS		ENDS		MILES		MPG	VMT			
1	1	1	2027	1	1	0.2670	7.685	7.2800	5.3799	28.7803
24.10		0.639593								
1	1	1	2027	1	2	0.2895	9.822	8.0600	5.7548	33.9319
18.50		0.050635								
1	1	1	2027	1	3	0.3309	11.226	8.0600	5.7548	33.9319
18.50		0.169517								
1	1	1	2027	1	4	0.2262	9.793	8.0600	5.7548	43.2906
14.20		0.033437								
1	1	1	2027	1	5	0.2425	10.498	8.0600	5.7548	43.2906
14.20		0.015735								
1	1	1	2027	1	6	0.1702	6.138	6.8800	4.9123	36.0631
10.13		0.022590								
1	1	1	2027	1	7	0.1659	5.984	6.8800	4.9123	36.0631
9.39		0.000743								
1	1	1	2027	1	8	0.2182	6.849	6.8800	4.9123	31.3840
9.35		0.000164								
1	1	1	2027	1	9	0.2258	7.088	6.8800	4.9123	31.3840
8.01		0.000745								
1	1	1	2027	1	10	0.2255	7.077	6.8800	4.9123	31.3840
8.14		0.001563								
1	1	1	2027	1	11	0.2287	7.176	6.8800	4.9123	31.3840
7.45		0.000622								
1	1	1	2027	1	12	0.2338	7.338	6.8800	4.9123	31.3840
7.07		0.000002								
1	1	1	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000
0.00		0.000000								
1	1	1	2027	1	14	0.0392	1.130	7.2800	5.1979	28.7803
32.40		0.000576								
1	1	1	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000
0.00		0.000000								
1	1	1	2027	1	16	0.0710	3.022	6.6500	4.7481	42.5445
12.96		0.006654								
1	1	1	2027	1	17	0.0804	3.559	6.6500	4.7481	44.2397
11.66		0.001915								
1	1	1	2027	1	18	0.0972	4.847	6.6500	4.7481	49.8734
10.20		0.001608								
1	1	1	2027	1	19	0.1058	5.276	6.6500	4.7481	49.8734
9.88		0.001027								
1	1	1	2027	1	20	0.1285	7.031	6.6500	4.7481	54.7389
8.71		0.004640								
1	1	1	2027	1	21	0.1589	8.699	6.6500	4.7481	54.7389
7.53		0.006467								
1	1	1	2027	1	22	0.1801	19.510	6.6500	4.7481	108.3022
6.59		0.007973								
1	1	1	2027	1	23	0.2009	33.595	6.6500	4.7481	167.2209
6.30		0.029244								
1	1	1	2027	1	24	2.7869	22.786	1.3500	0.9639	8.1760
50.00		0.001151								
1	1	1	2027	1	25	0.3128	8.517	6.8800	4.9123	27.2301
6.45		0.000074								
1	1	1	2027	1	26	0.1594	15.453	6.6500	4.7481	96.9635

	4.36	0.000886									
1	1	1	2027	1	27	0.2177	5.927	6.6500	4.7481	27.2301	
	6.18	0.001698									
1	1	1	2027	1	28	0.0646	3.299	8.0600	5.7548	51.1020	
	17.00	0.000741									
1	1	1	2027	3	1	0.2112	6.078	7.2800	5.3799	28.7803	
	24.10	0.639593									
1	1	1	2027	3	2	0.2521	8.556	8.0600	5.7548	33.9319	
	18.50	0.050635									
1	1	1	2027	3	3	0.3079	10.447	8.0600	5.7548	33.9319	
	18.50	0.169517									
1	1	1	2027	3	4	0.2417	10.463	8.0600	5.7548	43.2906	
	14.20	0.033437									
1	1	1	2027	3	5	0.3272	14.164	8.0600	5.7548	43.2906	
	14.20	0.015735									
1	1	1	2027	3	6	0.3179	11.464	6.8800	4.9123	36.0631	
	10.13	0.022590									
1	1	1	2027	3	7	0.3785	13.650	6.8800	4.9123	36.0631	
	9.39	0.000743									
1	1	1	2027	3	8	0.3718	11.668	6.8800	4.9123	31.3840	
	9.35	0.000164									
1	1	1	2027	3	9	0.4296	13.484	6.8800	4.9123	31.3840	
	8.01	0.000745									
1	1	1	2027	3	10	0.4257	13.360	6.8800	4.9123	31.3840	
	8.14	0.001563									
1	1	1	2027	3	11	0.4778	14.996	6.8800	4.9123	31.3840	
	7.45	0.000622									
1	1	1	2027	3	12	0.5075	15.928	6.8800	4.9123	31.3840	
	7.07	0.000002									
1	1	1	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	1	2027	3	14	0.0453	1.304	7.2800	5.1979	28.7803	
	32.40	0.000576									
1	1	1	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	1	2027	3	16	0.4061	17.278	6.6500	4.7481	42.5445	
	12.96	0.006654									
1	1	1	2027	3	17	0.4092	18.105	6.6500	4.7481	44.2397	
	11.66	0.001915									
1	1	1	2027	3	18	0.7488	37.344	6.6500	4.7481	49.8734	
	10.20	0.001608									
1	1	1	2027	3	19	0.8124	40.519	6.6500	4.7481	49.8734	
	9.88	0.001027									
1	1	1	2027	3	20	0.8084	44.251	6.6500	4.7481	54.7389	
	8.71	0.004640									
1	1	1	2027	3	21	1.0011	54.801	6.6500	4.7481	54.7389	
	7.53	0.006467									
1	1	1	2027	3	22	1.0351	112.107	6.6500	4.7481	108.3022	
	6.59	0.007973									
1	1	1	2027	3	23	1.2661	211.717	6.6500	4.7481	167.2209	
	6.30	0.029244									
1	1	1	2027	3	24	1.2709	10.391	1.3500	0.9639	8.1760	
	50.00	0.001151									

1	1	1	2027	3	25	1.1932	32.490	6.8800	4.9123	27.2301	6.45	0.000074
1	1	1	2027	3	26	1.4377	139.400	6.6500	4.7481	96.9635	4.36	0.000886
1	1	1	2027	3	27	2.5904	70.536	6.6500	4.7481	27.2301	6.18	0.001698
1	1	1	2027	3	28	0.1607	8.213	8.0600	5.7548	51.1020	17.00	0.000741
1	1	2	2027	1	1	0.3030	8.719	7.2800	5.3799	28.7803	24.10	0.602896
1	1	2	2027	1	2	0.3209	10.888	8.0600	5.7548	33.9319	18.50	0.062118
1	1	2	2027	1	3	0.3595	12.197	8.0600	5.7548	33.9319	18.50	0.207961
1	1	2	2027	1	4	0.2461	10.655	8.0600	5.7548	43.2906	14.20	0.038052
1	1	2	2027	1	5	0.2630	11.388	8.0600	5.7548	43.2906	14.20	0.017906
1	1	2	2027	1	6	0.2195	7.917	6.8800	4.9123	36.0631	10.13	0.017380
1	1	2	2027	1	7	0.2137	7.708	6.8800	4.9123	36.0631	9.39	0.000572
1	1	2	2027	1	8	0.2669	8.377	6.8800	4.9123	31.3840	9.35	0.000126
1	1	2	2027	1	9	0.2773	8.704	6.8800	4.9123	31.3840	8.01	0.000573
1	1	2	2027	1	10	0.2769	8.690	6.8800	4.9123	31.3840	8.14	0.001202
1	1	2	2027	1	11	0.2812	8.824	6.8800	4.9123	31.3840	7.45	0.000479
1	1	2	2027	1	12	0.2883	9.047	6.8800	4.9123	31.3840	7.07	0.000001
1	1	2	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	2	2027	1	14	0.0452	1.302	7.2800	5.1979	28.7803	32.40	0.000543
1	1	2	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	2	2027	1	16	0.0893	3.800	6.6500	4.7481	42.5445	12.96	0.005119
1	1	2	2027	1	17	0.1012	4.476	6.6500	4.7481	44.2397	11.66	0.001473
1	1	2	2027	1	18	0.1222	6.095	6.6500	4.7481	49.8734	10.20	0.001238
1	1	2	2027	1	19	0.1330	6.634	6.6500	4.7481	49.8734	9.88	0.000791
1	1	2	2027	1	20	0.1615	8.842	6.6500	4.7481	54.7389	8.71	0.003571
1	1	2	2027	1	21	0.1998	10.938	6.6500	4.7481	54.7389	7.53	0.004975
1	1	2	2027	1	22	0.2265	24.535	6.6500	4.7481	108.3022	6.59	0.006135
1	1	2	2027	1	23	0.2526	42.246	6.6500	4.7481	167.2209		

	6.30	0.022499								
1	1	2	2027	1	24	2.4755	20.240	1.3500	0.9639	8.1760
	50.00	0.001501								
1	1	2	2027	1	25	0.4029	10.971	6.8800	4.9123	27.2301
	6.45	0.000057								
1	1	2	2027	1	26	0.2005	19.438	6.6500	4.7481	96.9635
	4.36	0.000682								
1	1	2	2027	1	27	0.2737	7.453	6.6500	4.7481	27.2301
	6.18	0.001307								
1	1	2	2027	1	28	0.0761	3.886	8.0600	5.7548	51.1020
	17.00	0.000843								
1	1	2	2027	3	1	0.2075	5.971	7.2800	5.3799	28.7803
	24.10	0.602896								
1	1	2	2027	3	2	0.2359	8.006	8.0600	5.7548	33.9319
	18.50	0.062118								
1	1	2	2027	3	3	0.2869	9.735	8.0600	5.7548	33.9319
	18.50	0.207961								
1	1	2	2027	3	4	0.2210	9.568	8.0600	5.7548	43.2906
	14.20	0.038052								
1	1	2	2027	3	5	0.3012	13.038	8.0600	5.7548	43.2906
	14.20	0.017906								
1	1	2	2027	3	6	0.2758	9.945	6.8800	4.9123	36.0631
	10.13	0.017380								
1	1	2	2027	3	7	0.3283	11.841	6.8800	4.9123	36.0631
	9.39	0.000572								
1	1	2	2027	3	8	0.3225	10.122	6.8800	4.9123	31.3840
	9.35	0.000126								
1	1	2	2027	3	9	0.3727	11.697	6.8800	4.9123	31.3840
	8.01	0.000573								
1	1	2	2027	3	10	0.3693	11.589	6.8800	4.9123	31.3840
	8.14	0.001202								
1	1	2	2027	3	11	0.4145	13.009	6.8800	4.9123	31.3840
	7.45	0.000479								
1	1	2	2027	3	12	0.4403	13.817	6.8800	4.9123	31.3840
	7.07	0.000001								
1	1	2	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	1	2	2027	3	14	0.0283	0.814	7.2800	5.1979	28.7803
	32.40	0.000543								
1	1	2	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	1	2	2027	3	16	0.2494	10.610	6.6500	4.7481	42.5445
	12.96	0.005119								
1	1	2	2027	3	17	0.2513	11.117	6.6500	4.7481	44.2397
	11.66	0.001473								
1	1	2	2027	3	18	0.4599	22.934	6.6500	4.7481	49.8734
	10.20	0.001238								
1	1	2	2027	3	19	0.4989	24.884	6.6500	4.7481	49.8734
	9.88	0.000791								
1	1	2	2027	3	20	0.4878	26.703	6.6500	4.7481	54.7389
	8.71	0.003571								
1	1	2	2027	3	21	0.6042	33.071	6.6500	4.7481	54.7389
	7.53	0.004975								

1	1	2	2027	3	22	0.6134	66.431	6.6500	4.7481	108.3022	6.59
1	1	2	2027	3	23	0.7440	124.417	6.6500	4.7481	167.2209	6.30
1	1	2	2027	3	24	0.9840	8.045	1.3500	0.9639	8.1760	50.00
1	1	2	2027	3	25	1.0351	28.185	6.8800	4.9123	27.2301	6.45
1	1	2	2027	3	26	0.8723	84.581	6.6500	4.7481	96.9635	4.36
1	1	2	2027	3	27	1.5034	40.937	6.6500	4.7481	27.2301	6.18
1	1	2	2027	3	28	0.0996	5.092	8.0600	5.7548	51.1020	17.00
1	1	3	2027	1	1	0.3629	10.446	7.2800	5.3799	28.7803	24.10
1	1	3	2027	1	2	0.3739	12.686	8.0600	5.7548	33.9319	18.50
1	1	3	2027	1	3	0.4147	14.071	8.0600	5.7548	33.9319	18.50
1	1	3	2027	1	4	0.2894	12.530	8.0600	5.7548	43.2906	14.20
1	1	3	2027	1	5	0.3082	13.341	8.0600	5.7548	43.2906	14.20
1	1	3	2027	1	6	0.3107	11.204	6.8800	4.9123	36.0631	10.13
1	1	3	2027	1	7	0.3005	10.839	6.8800	4.9123	36.0631	9.39
1	1	3	2027	1	8	0.3542	11.115	6.8800	4.9123	31.3840	9.35
1	1	3	2027	1	9	0.3724	11.687	6.8800	4.9123	31.3840	8.01
1	1	3	2027	1	10	0.3716	11.661	6.8800	4.9123	31.3840	8.14
1	1	3	2027	1	11	0.3791	11.897	6.8800	4.9123	31.3840	7.45
1	1	3	2027	1	12	0.3915	12.286	6.8800	4.9123	31.3840	7.07
1	1	3	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	1	3	2027	1	14	0.0565	1.626	7.2800	5.1979	28.7803	32.40
1	1	3	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	1	3	2027	1	16	0.1236	5.259	6.6500	4.7481	42.5445	12.96
1	1	3	2027	1	17	0.1400	6.194	6.6500	4.7481	44.2397	11.66
1	1	3	2027	1	18	0.1691	8.435	6.6500	4.7481	49.8734	10.20
1	1	3	2027	1	19	0.1841	9.181	6.6500	4.7481	49.8734	9.88
1	1	3	2027	1	20	0.2235	12.237	6.6500	4.7481	54.7389	0.000504

	8.71	0.002276									
1	1	3	2027	1	21	0.2766	15.138	6.6500	4.7481	54.7389	
	7.53	0.003173									
1	1	3	2027	1	22	0.3135	33.954	6.6500	4.7481	108.3022	
	6.59	0.003911									
1	1	3	2027	1	23	0.3496	58.466	6.6500	4.7481	167.2209	
	6.30	0.014345									
1	1	3	2027	1	24	2.8641	23.417	1.3500	0.9639	8.1760	
	50.00	0.002216									
1	1	3	2027	1	25	0.5674	15.450	6.8800	4.9123	27.2301	
	6.45	0.000036									
1	1	3	2027	1	26	0.2774	26.901	6.6500	4.7481	96.9635	
	4.36	0.000435									
1	1	3	2027	1	27	0.3788	10.314	6.6500	4.7481	27.2301	
	6.18	0.000833									
1	1	3	2027	1	28	0.0976	4.987	8.0600	5.7548	51.1020	
	17.00	0.000692									
1	1	3	2027	3	1	0.2304	6.631	7.2800	5.3799	28.7803	
	24.10	0.616139									
1	1	3	2027	3	2	0.2507	8.505	8.0600	5.7548	33.9319	
	18.50	0.066931									
1	1	3	2027	3	3	0.3034	10.294	8.0600	5.7548	33.9319	
	18.50	0.224074									
1	1	3	2027	3	4	0.2353	10.188	8.0600	5.7548	43.2906	
	14.20	0.031229									
1	1	3	2027	3	5	0.3202	13.862	8.0600	5.7548	43.2906	
	14.20	0.014696									
1	1	3	2027	3	6	0.2523	9.098	6.8800	4.9123	36.0631	
	10.13	0.011081									
1	1	3	2027	3	7	0.3004	10.833	6.8800	4.9123	36.0631	
	9.39	0.000365									
1	1	3	2027	3	8	0.2950	9.260	6.8800	4.9123	31.3840	
	9.35	0.000080									
1	1	3	2027	3	9	0.3410	10.701	6.8800	4.9123	31.3840	
	8.01	0.000365									
1	1	3	2027	3	10	0.3378	10.602	6.8800	4.9123	31.3840	
	8.14	0.000767									
1	1	3	2027	3	11	0.3792	11.901	6.8800	4.9123	31.3840	
	7.45	0.000305									
1	1	3	2027	3	12	0.4028	12.641	6.8800	4.9123	31.3840	
	7.07	0.000001									
1	1	3	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	3	2027	3	14	0.0293	0.843	7.2800	5.1979	28.7803	
	32.40	0.000555									
1	1	3	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	3	2027	3	16	0.2585	10.996	6.6500	4.7481	42.5445	
	12.96	0.003264									
1	1	3	2027	3	17	0.2604	11.521	6.6500	4.7481	44.2397	
	11.66	0.000939									
1	1	3	2027	3	18	0.4766	23.769	6.6500	4.7481	49.8734	
	10.20	0.000789									

1	1	3	2027	3	19	0.5171	25.790	6.6500	4.7481	49.8734	9.88	0.000504
1	1	3	2027	3	20	0.5063	27.714	6.6500	4.7481	54.7389	8.71	0.002276
1	1	3	2027	3	21	0.6270	34.323	6.6500	4.7481	54.7389	7.53	0.003173
1	1	3	2027	3	22	0.6376	69.048	6.6500	4.7481	108.3022	6.59	0.003911
1	1	3	2027	3	23	0.7739	129.408	6.6500	4.7481	167.2209	6.30	0.014345
1	1	3	2027	3	24	0.9116	7.453	1.3500	0.9639	8.1760	50.00	0.002216
1	1	3	2027	3	25	0.9469	25.785	6.8800	4.9123	27.2301	6.45	0.000036
1	1	3	2027	3	26	0.9049	87.741	6.6500	4.7481	96.9635	4.36	0.000435
1	1	3	2027	3	27	1.5653	42.624	6.6500	4.7481	27.2301	6.18	0.000833
1	1	3	2027	3	28	0.1032	5.273	8.0600	5.7548	51.1020	17.00	0.000692
1	1	4	2027	1	1	0.5035	14.492	7.2800	5.3799	28.7803	24.10	0.687159
1	1	4	2027	1	2	0.5058	17.164	8.0600	5.7548	33.9319	18.50	0.059648
1	1	4	2027	1	3	0.5561	18.870	8.0600	5.7548	33.9319	18.50	0.199690
1	1	4	2027	1	4	0.4011	17.364	8.0600	5.7548	43.2906	14.20	0.017957
1	1	4	2027	1	5	0.4245	18.376	8.0600	5.7548	43.2906	14.20	0.008450
1	1	4	2027	1	6	0.5352	19.303	6.8800	4.9123	36.0631	10.13	0.005695
1	1	4	2027	1	7	0.5099	18.389	6.8800	4.9123	36.0631	9.39	0.000187
1	1	4	2027	1	8	0.5643	17.710	6.8800	4.9123	31.3840	9.35	0.000041
1	1	4	2027	1	9	0.6021	18.897	6.8800	4.9123	31.3840	8.01	0.000188
1	1	4	2027	1	10	0.6049	18.985	6.8800	4.9123	31.3840	8.14	0.000394
1	1	4	2027	1	11	0.6207	19.479	6.8800	4.9123	31.3840	7.45	0.000157
1	1	4	2027	1	12	0.6467	20.295	6.8800	4.9123	31.3840	7.07	0.000000
1	1	4	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	4	2027	1	14	0.0807	2.324	7.2800	5.1979	28.7803	32.40	0.000619
1	1	4	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	1	4	2027	1	16	0.1976	8.407	6.6500	4.7481	42.5445	12.96	0.001678
1	1	4	2027	1	17	0.2219	9.817	6.6500	4.7481	44.2397		

	11.66	0.000483									
1	1	4	2027	1	18	0.2680	13.367	6.6500	4.7481	49.8734	
	10.20	0.000407									
1	1	4	2027	1	19	0.2917	14.550	6.6500	4.7481	49.8734	
	9.88	0.000260									
1	1	4	2027	1	20	0.3573	19.560	6.6500	4.7481	54.7389	
	8.71	0.001169									
1	1	4	2027	1	21	0.4421	24.198	6.6500	4.7481	54.7389	
	7.53	0.001631									
1	1	4	2027	1	22	0.5011	54.275	6.6500	4.7481	108.3022	
	6.59	0.002011									
1	1	4	2027	1	23	0.5589	93.456	6.6500	4.7481	167.2209	
	6.30	0.007373									
1	1	4	2027	1	24	3.7493	30.655	1.3500	0.9639	8.1760	
	50.00	0.003735									
1	1	4	2027	1	25	0.9661	26.306	6.8800	4.9123	27.2301	
	6.45	0.000019									
1	1	4	2027	1	26	0.4379	42.461	6.6500	4.7481	96.9635	
	4.36	0.000223									
1	1	4	2027	1	27	0.6003	16.345	6.6500	4.7481	27.2301	
	6.18	0.000429									
1	1	4	2027	1	28	0.1441	7.362	8.0600	5.7548	51.1020	
	17.00	0.000398									
1	1	4	2027	3	1	0.2354	6.775	7.2800	5.3799	28.7803	
	24.10	0.687159									
1	1	4	2027	3	2	0.2405	8.160	8.0600	5.7548	33.9319	
	18.50	0.059648									
1	1	4	2027	3	3	0.2893	9.817	8.0600	5.7548	33.9319	
	18.50	0.199690									
1	1	4	2027	3	4	0.2150	9.308	8.0600	5.7548	43.2906	
	14.20	0.017957									
1	1	4	2027	3	5	0.2939	12.723	8.0600	5.7548	43.2906	
	14.20	0.008450									
1	1	4	2027	3	6	0.2221	8.011	6.8800	4.9123	36.0631	
	10.13	0.005695									
1	1	4	2027	3	7	0.2662	9.599	6.8800	4.9123	36.0631	
	9.39	0.000187									
1	1	4	2027	3	8	0.2614	8.205	6.8800	4.9123	31.3840	
	9.35	0.000041									
1	1	4	2027	3	9	0.3021	9.483	6.8800	4.9123	31.3840	
	8.01	0.000188									
1	1	4	2027	3	10	0.2975	9.336	6.8800	4.9123	31.3840	
	8.14	0.000394									
1	1	4	2027	3	11	0.3339	10.479	6.8800	4.9123	31.3840	
	7.45	0.000157									
1	1	4	2027	3	12	0.3546	11.130	6.8800	4.9123	31.3840	
	7.07	0.000000									
1	1	4	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	1	4	2027	3	14	0.0364	1.048	7.2800	5.1979	28.7803	
	32.40	0.000619									
1	1	4	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									

1	1	4	2027	3	16	0.3241	13.790	6.6500	4.7481	42.5445	12.96	0.001678
1	1	4	2027	3	17	0.3286	14.536	6.6500	4.7481	44.2397	11.66	0.000483
1	1	4	2027	3	18	0.6013	29.987	6.6500	4.7481	49.8734	10.20	0.000407
1	1	4	2027	3	19	0.6524	32.537	6.6500	4.7481	49.8734	9.88	0.000260
1	1	4	2027	3	20	0.6399	35.029	6.6500	4.7481	54.7389	8.71	0.001169
1	1	4	2027	3	21	0.7925	43.383	6.6500	4.7481	54.7389	7.53	0.001631
1	1	4	2027	3	22	0.8125	87.992	6.6500	4.7481	108.3022	6.59	0.002011
1	1	4	2027	3	23	0.9899	165.534	6.6500	4.7481	167.2209	6.30	0.007373
1	1	4	2027	3	24	0.7939	6.491	1.3500	0.9639	8.1760	50.00	0.003735
1	1	4	2027	3	25	0.8391	22.849	6.8800	4.9123	27.2301	6.45	0.000019
1	1	4	2027	3	26	1.1510	111.605	6.6500	4.7481	96.9635	4.36	0.000223
1	1	4	2027	3	27	2.0271	55.198	6.6500	4.7481	27.2301	6.18	0.000429
1	1	4	2027	3	28	0.1288	6.580	8.0600	5.7548	51.1020	17.00	0.000398
1	2	1	2027	1	1	0.2732	7.861	7.2800	5.3799	28.7803	24.10	0.641012
1	2	1	2027	1	2	0.2948	10.002	8.0600	5.7548	33.9319	18.50	0.050374
1	2	1	2027	1	3	0.3362	11.409	8.0600	5.7548	33.9319	18.50	0.168642
1	2	1	2027	1	4	0.2303	9.971	8.0600	5.7548	43.2906	14.20	0.033261
1	2	1	2027	1	5	0.2467	10.680	8.0600	5.7548	43.2906	14.20	0.015652
1	2	1	2027	1	6	0.1805	6.511	6.8800	4.9123	36.0631	10.13	0.022586
1	2	1	2027	1	7	0.1759	6.342	6.8800	4.9123	36.0631	9.39	0.000743
1	2	1	2027	1	8	0.2285	7.170	6.8800	4.9123	31.3840	9.35	0.000164
1	2	1	2027	1	9	0.2369	7.435	6.8800	4.9123	31.3840	8.01	0.000745
1	2	1	2027	1	10	0.2365	7.423	6.8800	4.9123	31.3840	8.14	0.001562
1	2	1	2027	1	11	0.2400	7.532	6.8800	4.9123	31.3840	7.45	0.000622
1	2	1	2027	1	12	0.2457	7.712	6.8800	4.9123	31.3840	7.07	0.000002
1	2	1	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	2	1	2027	1	14	0.0403	1.161	7.2800	5.1979	28.7803		

	32.40	0.000577								
1	2	1	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	2	1	2027	1	16	0.0744	3.164	6.6500	4.7481	42.5445
	12.96	0.006653								
1	2	1	2027	1	17	0.0842	3.727	6.6500	4.7481	44.2397
	11.66	0.001915								
1	2	1	2027	1	18	0.1018	5.075	6.6500	4.7481	49.8734
	10.20	0.001608								
1	2	1	2027	1	19	0.1108	5.524	6.6500	4.7481	49.8734
	9.88	0.001027								
1	2	1	2027	1	20	0.1345	7.362	6.6500	4.7481	54.7389
	8.71	0.004640								
1	2	1	2027	1	21	0.1664	9.107	6.6500	4.7481	54.7389
	7.53	0.006466								
1	2	1	2027	1	22	0.1886	20.427	6.6500	4.7481	108.3022
	6.59	0.007972								
1	2	1	2027	1	23	0.2103	35.175	6.6500	4.7481	167.2209
	6.30	0.029239								
1	2	1	2027	1	24	2.8317	23.152	1.3500	0.9639	8.1760
	50.00	0.001143								
1	2	1	2027	1	25	0.3316	9.029	6.8800	4.9123	27.2301
	6.45	0.000074								
1	2	1	2027	1	26	0.1669	16.186	6.6500	4.7481	96.9635
	4.36	0.000886								
1	2	1	2027	1	27	0.2279	6.206	6.6500	4.7481	27.2301
	6.18	0.001698								
1	2	1	2027	1	28	0.0667	3.406	8.0600	5.7548	51.1020
	17.00	0.000737								
1	2	1	2027	3	1	0.2127	6.122	7.2800	5.3799	28.7803
	24.10	0.641012								
1	2	1	2027	3	2	0.2524	8.564	8.0600	5.7548	33.9319
	18.50	0.050374								
1	2	1	2027	3	3	0.3079	10.449	8.0600	5.7548	33.9319
	18.50	0.168642								
1	2	1	2027	3	4	0.2416	10.459	8.0600	5.7548	43.2906
	14.20	0.033261								
1	2	1	2027	3	5	0.3271	14.162	8.0600	5.7548	43.2906
	14.20	0.015652								
1	2	1	2027	3	6	0.3166	11.418	6.8800	4.9123	36.0631
	10.13	0.022586								
1	2	1	2027	3	7	0.3770	13.594	6.8800	4.9123	36.0631
	9.39	0.000743								
1	2	1	2027	3	8	0.3703	11.620	6.8800	4.9123	31.3840
	9.35	0.000164								
1	2	1	2027	3	9	0.4279	13.429	6.8800	4.9123	31.3840
	8.01	0.000745								
1	2	1	2027	3	10	0.4240	13.306	6.8800	4.9123	31.3840
	8.14	0.001562								
1	2	1	2027	3	11	0.4759	14.936	6.8800	4.9123	31.3840
	7.45	0.000622								
1	2	1	2027	3	12	0.5055	15.864	6.8800	4.9123	31.3840
	7.07	0.000002								

1	2	1	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	2	1	2027	3	14	0.0453	1.305	7.2800	5.1979	28.7803	32.40	0.000577
1	2	1	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	2	1	2027	3	16	0.4063	17.287	6.6500	4.7481	42.5445	12.96	0.006653
1	2	1	2027	3	17	0.4094	18.111	6.6500	4.7481	44.2397	11.66	0.001915
1	2	1	2027	3	18	0.7492	37.363	6.6500	4.7481	49.8734	10.20	0.001608
1	2	1	2027	3	19	0.8128	40.539	6.6500	4.7481	49.8734	9.88	0.001027
1	2	1	2027	3	20	0.8086	44.262	6.6500	4.7481	54.7389	8.71	0.004640
1	2	1	2027	3	21	1.0015	54.823	6.6500	4.7481	54.7389	7.53	0.006466
1	2	1	2027	3	22	1.0351	112.109	6.6500	4.7481	108.3022	6.59	0.007972
1	2	1	2027	3	23	1.2658	211.676	6.6500	4.7481	167.2209	6.30	0.029239
1	2	1	2027	3	24	1.2510	10.228	1.3500	0.9639	8.1760	50.00	0.001143
1	2	1	2027	3	25	1.1883	32.358	6.8800	4.9123	27.2301	6.45	0.000074
1	2	1	2027	3	26	1.4374	139.373	6.6500	4.7481	96.9635	4.36	0.000886
1	2	1	2027	3	27	2.5893	70.507	6.6500	4.7481	27.2301	6.18	0.001698
1	2	1	2027	3	28	0.1608	8.217	8.0600	5.7548	51.1020	17.00	0.000737
1	2	2	2027	1	1	0.3026	8.710	7.2800	5.3799	28.7803	24.10	0.602697
1	2	2	2027	1	2	0.3200	10.858	8.0600	5.7548	33.9319	18.50	0.062109
1	2	2	2027	1	3	0.3581	12.152	8.0600	5.7548	33.9319	18.50	0.207929
1	2	2	2027	1	4	0.2450	10.604	8.0600	5.7548	43.2906	14.20	0.038059
1	2	2	2027	1	5	0.2618	11.332	8.0600	5.7548	43.2906	14.20	0.017910
1	2	2	2027	1	6	0.2195	7.917	6.8800	4.9123	36.0631	10.13	0.017365
1	2	2	2027	1	7	0.2138	7.711	6.8800	4.9123	36.0631	9.39	0.000572
1	2	2	2027	1	8	0.2673	8.389	6.8800	4.9123	31.3840	9.35	0.000126
1	2	2	2027	1	9	0.2776	8.712	6.8800	4.9123	31.3840	8.01	0.000572
1	2	2	2027	1	10	0.2771	8.698	6.8800	4.9123	31.3840	8.14	0.001201
1	2	2	2027	1	11	0.2814	8.831	6.8800	4.9123	31.3840		

	7.45	0.000478								
1	2	2	2027	1	12	0.2884	9.050	6.8800	4.9123	31.3840
	7.07	0.000001								
1	2	2	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	2	2	2027	1	14	0.0453	1.304	7.2800	5.1979	28.7803
	32.40	0.000543								
1	2	2	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	2	2	2027	1	16	0.0896	3.810	6.6500	4.7481	42.5445
	12.96	0.005115								
1	2	2	2027	1	17	0.1014	4.488	6.6500	4.7481	44.2397
	11.66	0.001472								
1	2	2	2027	1	18	0.1225	6.111	6.6500	4.7481	49.8734
	10.20	0.001236								
1	2	2	2027	1	19	0.1334	6.651	6.6500	4.7481	49.8734
	9.88	0.000790								
1	2	2	2027	1	20	0.1619	8.865	6.6500	4.7481	54.7389
	8.71	0.003567								
1	2	2	2027	1	21	0.2004	10.967	6.6500	4.7481	54.7389
	7.53	0.004972								
1	2	2	2027	1	22	0.2271	24.599	6.6500	4.7481	108.3022
	6.59	0.006130								
1	2	2	2027	1	23	0.2533	42.356	6.6500	4.7481	167.2209
	6.30	0.022480								
1	2	2	2027	1	24	2.4852	20.319	1.3500	0.9639	8.1760
	50.00	0.001790								
1	2	2	2027	1	25	0.4026	10.963	6.8800	4.9123	27.2301
	6.45	0.000057								
1	2	2	2027	1	26	0.2010	19.488	6.6500	4.7481	96.9635
	4.36	0.000681								
1	2	2	2027	1	27	0.2744	7.472	6.6500	4.7481	27.2301
	6.18	0.001305								
1	2	2	2027	1	28	0.0762	3.894	8.0600	5.7548	51.1020
	17.00	0.000843								
1	2	2	2027	3	1	0.2067	5.949	7.2800	5.3799	28.7803
	24.10	0.602697								
1	2	2	2027	3	2	0.2346	7.959	8.0600	5.7548	33.9319
	18.50	0.062109								
1	2	2	2027	3	3	0.2850	9.670	8.0600	5.7548	33.9319
	18.50	0.207929								
1	2	2	2027	3	4	0.2194	9.498	8.0600	5.7548	43.2906
	14.20	0.038059								
1	2	2	2027	3	5	0.2990	12.945	8.0600	5.7548	43.2906
	14.20	0.017910								
1	2	2	2027	3	6	0.2750	9.916	6.8800	4.9123	36.0631
	10.13	0.017365								
1	2	2	2027	3	7	0.3274	11.807	6.8800	4.9123	36.0631
	9.39	0.000572								
1	2	2	2027	3	8	0.3216	10.092	6.8800	4.9123	31.3840
	9.35	0.000126								
1	2	2	2027	3	9	0.3716	11.664	6.8800	4.9123	31.3840
	8.01	0.000572								

1	2	2	2027	3	10	0.3682	11.556	6.8800	4.9123	31.3840	8.14
0.001201											
1	2	2	2027	3	11	0.4133	12.972	6.8800	4.9123	31.3840	7.45
0.000478											
1	2	2	2027	3	12	0.4390	13.777	6.8800	4.9123	31.3840	7.07
0.000001											
1	2	2	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	2	2027	3	14	0.0279	0.804	7.2800	5.1979	28.7803	32.40
0.000543											
1	2	2	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	2	2027	3	16	0.2461	10.470	6.6500	4.7481	42.5445	12.96
0.005115											
1	2	2	2027	3	17	0.2480	10.970	6.6500	4.7481	44.2397	11.66
0.001472											
1	2	2	2027	3	18	0.4538	22.632	6.6500	4.7481	49.8734	10.20
0.001236											
1	2	2	2027	3	19	0.4924	24.556	6.6500	4.7481	49.8734	9.88
0.000790											
1	2	2	2027	3	20	0.4811	26.337	6.6500	4.7481	54.7389	8.71
0.003567											
1	2	2	2027	3	21	0.5959	32.618	6.6500	4.7481	54.7389	7.53
0.004972											
1	2	2	2027	3	22	0.6046	65.483	6.6500	4.7481	108.3022	6.59
0.006130											
1	2	2	2027	3	23	0.7332	122.609	6.6500	4.7481	167.2209	6.30
0.022480											
1	2	2	2027	3	24	0.9769	7.987	1.3500	0.9639	8.1760	50.00
0.001790											
1	2	2	2027	3	25	1.0321	28.104	6.8800	4.9123	27.2301	6.45
0.000057											
1	2	2	2027	3	26	0.8605	83.437	6.6500	4.7481	96.9635	4.36
0.000681											
1	2	2	2027	3	27	1.4809	40.325	6.6500	4.7481	27.2301	6.18
0.001305											
1	2	2	2027	3	28	0.0984	5.027	8.0600	5.7548	51.1020	17.00
0.000843											
1	2	3	2027	1	1	0.3342	9.619	7.2800	5.3799	28.7803	24.10
0.617163											
1	2	3	2027	1	2	0.3474	11.787	8.0600	5.7548	33.9319	18.50
0.066744											
1	2	3	2027	1	3	0.3863	13.108	8.0600	5.7548	33.9319	18.50
0.223447											
1	2	3	2027	1	4	0.2667	11.547	8.0600	5.7548	43.2906	14.20
0.030991											
1	2	3	2027	1	5	0.2845	12.314	8.0600	5.7548	43.2906	14.20
0.014584											
1	2	3	2027	1	6	0.2695	9.718	6.8800	4.9123	36.0631	10.13
0.010815											
1	2	3	2027	1	7	0.2613	9.425	6.8800	4.9123	36.0631	9.39
0.000356											
1	2	3	2027	1	8	0.3151	9.888	6.8800	4.9123	31.3840	

	9.35	0.000079									
1	2	3	2027	1	9	0.3297	10.347	6.8800	4.9123	31.3840	
	8.01	0.000357									
1	2	3	2027	1	10	0.3290	10.327	6.8800	4.9123	31.3840	
	8.14	0.000748									
1	2	3	2027	1	11	0.3351	10.516	6.8800	4.9123	31.3840	
	7.45	0.000298									
1	2	3	2027	1	12	0.3451	10.829	6.8800	4.9123	31.3840	
	7.07	0.000001									
1	2	3	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	3	2027	1	14	0.0521	1.501	7.2800	5.1979	28.7803	
	32.40	0.000556									
1	2	3	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									
1	2	3	2027	1	16	0.1104	4.696	6.6500	4.7481	42.5445	
	12.96	0.003186									
1	2	3	2027	1	17	0.1250	5.531	6.6500	4.7481	44.2397	
	11.66	0.000917									
1	2	3	2027	1	18	0.1510	7.532	6.6500	4.7481	49.8734	
	10.20	0.000770									
1	2	3	2027	1	19	0.1644	8.198	6.6500	4.7481	49.8734	
	9.88	0.000492									
1	2	3	2027	1	20	0.1996	10.926	6.6500	4.7481	54.7389	
	8.71	0.002222									
1	2	3	2027	1	21	0.2469	13.517	6.6500	4.7481	54.7389	
	7.53	0.003096									
1	2	3	2027	1	22	0.2799	30.317	6.6500	4.7481	108.3022	
	6.59	0.003818									
1	2	3	2027	1	23	0.3122	52.203	6.6500	4.7481	167.2209	
	6.30	0.014001									
1	2	3	2027	1	24	2.7085	22.144	1.3500	0.9639	8.1760	
	50.00	0.003399									
1	2	3	2027	1	25	0.4933	13.433	6.8800	4.9123	27.2301	
	6.45	0.000035									
1	2	3	2027	1	26	0.2477	24.019	6.6500	4.7481	96.9635	
	4.36	0.000424									
1	2	3	2027	1	27	0.3382	9.209	6.6500	4.7481	27.2301	
	6.18	0.000814									
1	2	3	2027	1	28	0.0893	4.562	8.0600	5.7548	51.1020	
	17.00	0.000687									
1	2	3	2027	3	1	0.2178	6.269	7.2800	5.3799	28.7803	
	24.10	0.617163									
1	2	3	2027	3	2	0.2408	8.172	8.0600	5.7548	33.9319	
	18.50	0.066744									
1	2	3	2027	3	3	0.2920	9.907	8.0600	5.7548	33.9319	
	18.50	0.223447									
1	2	3	2027	3	4	0.2255	9.762	8.0600	5.7548	43.2906	
	14.20	0.030991									
1	2	3	2027	3	5	0.3072	13.298	8.0600	5.7548	43.2906	
	14.20	0.014584									
1	2	3	2027	3	6	0.2588	9.332	6.8800	4.9123	36.0631	
	10.13	0.010815									

1	2	3	2027	3	7	0.3081	11.111	6.8800	4.9123	36.0631	9.39
0.000356											
1	2	3	2027	3	8	0.3026	9.497	6.8800	4.9123	31.3840	9.35
0.000079											
1	2	3	2027	3	9	0.3497	10.976	6.8800	4.9123	31.3840	8.01
0.000357											
1	2	3	2027	3	10	0.3465	10.875	6.8800	4.9123	31.3840	8.14
0.000748											
1	2	3	2027	3	11	0.3890	12.207	6.8800	4.9123	31.3840	7.45
0.000298											
1	2	3	2027	3	12	0.4131	12.965	6.8800	4.9123	31.3840	7.07
0.000001											
1	2	3	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	3	2027	3	14	0.0281	0.809	7.2800	5.1979	28.7803	32.40
0.000556											
1	2	3	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	3	2027	3	16	0.2478	10.541	6.6500	4.7481	42.5445	12.96
0.003186											
1	2	3	2027	3	17	0.2496	11.044	6.6500	4.7481	44.2397	11.66
0.000917											
1	2	3	2027	3	18	0.4568	22.784	6.6500	4.7481	49.8734	10.20
0.000770											
1	2	3	2027	3	19	0.4957	24.722	6.6500	4.7481	49.8734	9.88
0.000492											
1	2	3	2027	3	20	0.4845	26.522	6.6500	4.7481	54.7389	8.71
0.002222											
1	2	3	2027	3	21	0.6001	32.846	6.6500	4.7481	54.7389	7.53
0.003096											
1	2	3	2027	3	22	0.6090	65.960	6.6500	4.7481	108.3022	6.59
0.003818											
1	2	3	2027	3	23	0.7387	123.520	6.6500	4.7481	167.2209	6.30
0.014001											
1	2	3	2027	3	24	0.9276	7.584	1.3500	0.9639	8.1760	50.00
0.003399											
1	2	3	2027	3	25	0.9712	26.447	6.8800	4.9123	27.2301	6.45
0.000035											
1	2	3	2027	3	26	0.8664	84.014	6.6500	4.7481	96.9635	4.36
0.000424											
1	2	3	2027	3	27	1.4922	40.633	6.6500	4.7481	27.2301	6.18
0.000814											
1	2	3	2027	3	28	0.0990	5.060	8.0600	5.7548	51.1020	17.00
0.000687											
1	2	4	2027	1	1	0.5070	14.593	7.2800	5.3799	28.7803	24.10
0.687149											
1	2	4	2027	1	2	0.5069	17.201	8.0600	5.7548	33.9319	18.50
0.059425											
1	2	4	2027	1	3	0.5572	18.906	8.0600	5.7548	33.9319	18.50
0.198952											
1	2	4	2027	1	4	0.4019	17.398	8.0600	5.7548	43.2906	14.20
0.017667											
1	2	4	2027	1	5	0.4252	18.409	8.0600	5.7548	43.2906	

	14.20	0.008315								
1	2	4	2027	1	6	0.5363	19.341	6.8800	4.9123	36.0631
	10.13	0.005356								
1	2	4	2027	1	7	0.5117	18.455	6.8800	4.9123	36.0631
	9.39	0.000177								
1	2	4	2027	1	8	0.5632	17.677	6.8800	4.9123	31.3840
	9.35	0.000039								
1	2	4	2027	1	9	0.6005	18.847	6.8800	4.9123	31.3840
	8.01	0.000177								
1	2	4	2027	1	10	0.6024	18.905	6.8800	4.9123	31.3840
	8.14	0.000370								
1	2	4	2027	1	11	0.6179	19.391	6.8800	4.9123	31.3840
	7.45	0.000148								
1	2	4	2027	1	12	0.6435	20.195	6.8800	4.9123	31.3840
	7.07	0.000000								
1	2	4	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	2	4	2027	1	14	0.0807	2.324	7.2800	5.1979	28.7803
	32.40	0.000619								
1	2	4	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	2	4	2027	1	16	0.1966	8.362	6.6500	4.7481	42.5445
	12.96	0.001578								
1	2	4	2027	1	17	0.2210	9.777	6.6500	4.7481	44.2397
	11.66	0.000455								
1	2	4	2027	1	18	0.2652	13.225	6.6500	4.7481	49.8734
	10.20	0.000382								
1	2	4	2027	1	19	0.2886	14.395	6.6500	4.7481	49.8734
	9.88	0.000244								
1	2	4	2027	1	20	0.3528	19.314	6.6500	4.7481	54.7389
	8.71	0.001100								
1	2	4	2027	1	21	0.4365	23.894	6.6500	4.7481	54.7389
	7.53	0.001533								
1	2	4	2027	1	22	0.4949	53.594	6.6500	4.7481	108.3022
	6.59	0.001892								
1	2	4	2027	1	23	0.5559	92.962	6.6500	4.7481	167.2209
	6.30	0.006934								
1	2	4	2027	1	24	3.7639	30.774	1.3500	0.9639	8.1760
	50.00	0.006465								
1	2	4	2027	1	25	0.9610	26.169	6.8800	4.9123	27.2301
	6.45	0.000017								
1	2	4	2027	1	26	0.4312	41.807	6.6500	4.7481	96.9635
	4.36	0.000211								
1	2	4	2027	1	27	0.5939	16.171	6.6500	4.7481	27.2301
	6.18	0.000404								
1	2	4	2027	1	28	0.1441	7.362	8.0600	5.7548	51.1020
	17.00	0.000391								
1	2	4	2027	3	1	0.2376	6.838	7.2800	5.3799	28.7803
	24.10	0.687149								
1	2	4	2027	3	2	0.2415	8.194	8.0600	5.7548	33.9319
	18.50	0.059425								
1	2	4	2027	3	3	0.2902	9.847	8.0600	5.7548	33.9319
	18.50	0.198952								

1	2	4	2027	3	4	0.2159	9.346	8.0600	5.7548	43.2906	14.20
0.017667											
1	2	4	2027	3	5	0.2950	12.772	8.0600	5.7548	43.2906	14.20
0.008315											
1	2	4	2027	3	6	0.2236	8.065	6.8800	4.9123	36.0631	10.13
0.005356											
1	2	4	2027	3	7	0.2677	9.654	6.8800	4.9123	36.0631	9.39
0.000177											
1	2	4	2027	3	8	0.2642	8.292	6.8800	4.9123	31.3840	9.35
0.000039											
1	2	4	2027	3	9	0.3053	9.583	6.8800	4.9123	31.3840	8.01
0.000177											
1	2	4	2027	3	10	0.3011	9.449	6.8800	4.9123	31.3840	8.14
0.000370											
1	2	4	2027	3	11	0.3380	10.606	6.8800	4.9123	31.3840	7.45
0.000148											
1	2	4	2027	3	12	0.3589	11.265	6.8800	4.9123	31.3840	7.07
0.000000											
1	2	4	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	4	2027	3	14	0.0364	1.048	7.2800	5.1979	28.7803	32.40
0.000619											
1	2	4	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	2	4	2027	3	16	0.3253	13.841	6.6500	4.7481	42.5445	12.96
0.001578											
1	2	4	2027	3	17	0.3295	14.576	6.6500	4.7481	44.2397	11.66
0.000455											
1	2	4	2027	3	18	0.6057	30.209	6.6500	4.7481	49.8734	10.20
0.000382											
1	2	4	2027	3	19	0.6572	32.777	6.6500	4.7481	49.8734	9.88
0.000244											
1	2	4	2027	3	20	0.6457	35.347	6.6500	4.7481	54.7389	8.71
0.001100											
1	2	4	2027	3	21	0.7997	43.777	6.6500	4.7481	54.7389	7.53
0.001533											
1	2	4	2027	3	22	0.8201	88.816	6.6500	4.7481	108.3022	6.59
0.001892											
1	2	4	2027	3	23	0.9939	166.195	6.6500	4.7481	167.2209	6.30
0.006934											
1	2	4	2027	3	24	0.7898	6.457	1.3500	0.9639	8.1760	50.00
0.006465											
1	2	4	2027	3	25	0.8480	23.090	6.8800	4.9123	27.2301	6.45
0.000017											
1	2	4	2027	3	26	1.1634	112.808	6.6500	4.7481	96.9635	4.36
0.000211											
1	2	4	2027	3	27	2.0435	55.645	6.6500	4.7481	27.2301	6.18
0.000404											
1	2	4	2027	3	28	0.1288	6.580	8.0600	5.7548	51.1020	17.00
0.000391											
1	3	1	2027	1	1	0.2602	7.489	7.2800	5.3799	28.7803	24.10
0.571875											
1	3	1	2027	1	2	0.2830	9.603	8.0600	5.7548	33.9319	

	18.50	0.055490								
1	3	1	2027	1	3	0.3249	11.024	8.0600	5.7548	33.9319
	18.50	0.185838								
1	3	1	2027	1	4	0.2221	9.615	8.0600	5.7548	43.2906
	14.20	0.038411								
1	3	1	2027	1	5	0.2379	10.300	8.0600	5.7548	43.2906
	14.20	0.018076								
1	3	1	2027	1	6	0.1622	5.849	6.8800	4.9123	36.0631
	10.13	0.032185								
1	3	1	2027	1	7	0.1537	5.542	6.8800	4.9123	36.0631
	9.39	0.001051								
1	3	1	2027	1	8	0.2038	6.396	6.8800	4.9123	31.3840
	9.35	0.000236								
1	3	1	2027	1	9	0.2109	6.619	6.8800	4.9123	31.3840
	8.01	0.001071								
1	3	1	2027	1	10	0.2155	6.763	6.8800	4.9123	31.3840
	8.14	0.002231								
1	3	1	2027	1	11	0.2196	6.891	6.8800	4.9123	31.3840
	7.45	0.000883								
1	3	1	2027	1	12	0.2247	7.053	6.8800	4.9123	31.3840
	7.07	0.000003								
1	3	1	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	3	1	2027	1	14	0.0387	1.113	7.2800	5.1979	28.7803
	32.40	0.000515								
1	3	1	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	3	1	2027	1	16	0.0692	2.946	6.6500	4.7481	42.5445
	12.96	0.009480								
1	3	1	2027	1	17	0.0764	3.378	6.6500	4.7481	44.2397
	11.66	0.002708								
1	3	1	2027	1	18	0.0918	4.580	6.6500	4.7481	49.8734
	10.20	0.002312								
1	3	1	2027	1	19	0.1000	4.985	6.6500	4.7481	49.8734
	9.88	0.001477								
1	3	1	2027	1	20	0.1248	6.829	6.6500	4.7481	54.7389
	8.71	0.006624								
1	3	1	2027	1	21	0.1552	8.498	6.6500	4.7481	54.7389
	7.53	0.009183								
1	3	1	2027	1	22	0.1761	19.074	6.6500	4.7481	108.3022
	6.59	0.011337								
1	3	1	2027	1	23	0.1959	32.752	6.6500	4.7481	167.2209
	6.30	0.041665								
1	3	1	2027	1	24	2.9946	24.483	1.3500	0.9639	8.1760
	50.00	0.002676								
1	3	1	2027	1	25	0.2877	7.833	6.8800	4.9123	27.2301
	6.45	0.000106								
1	3	1	2027	1	26	0.1506	14.607	6.6500	4.7481	96.9635
	4.36	0.001274								
1	3	1	2027	1	27	0.2057	5.600	6.6500	4.7481	27.2301
	6.18	0.002442								
1	3	1	2027	1	28	0.0635	3.244	8.0600	5.7548	51.1020
	17.00	0.000851								

1	3	1	2027	3	1	0.2105	6.057	7.2800	5.3799	28.7803	24.10
1	3	1	2027	3	2	0.2534	8.599	8.0600	5.7548	33.9319	18.50
1	3	1	2027	3	3	0.3102	10.525	8.0600	5.7548	33.9319	18.50
1	3	1	2027	3	4	0.2437	10.550	8.0600	5.7548	43.2906	14.20
1	3	1	2027	3	5	0.3296	14.270	8.0600	5.7548	43.2906	14.20
1	3	1	2027	3	6	0.3255	11.737	6.8800	4.9123	36.0631	10.13
1	3	1	2027	3	7	0.3926	14.159	6.8800	4.9123	36.0631	9.39
1	3	1	2027	3	8	0.3864	12.128	6.8800	4.9123	31.3840	9.35
1	3	1	2027	3	9	0.4466	14.015	6.8800	4.9123	31.3840	8.01
1	3	1	2027	3	10	0.4366	13.702	6.8800	4.9123	31.3840	8.14
1	3	1	2027	3	11	0.4887	15.338	6.8800	4.9123	31.3840	7.45
1	3	1	2027	3	12	0.5189	16.285	6.8800	4.9123	31.3840	7.07
1	3	1	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	3	1	2027	3	14	0.0507	1.458	7.2800	5.1979	28.7803	32.40
1	3	1	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	3	1	2027	3	16	0.4558	19.393	6.6500	4.7481	42.5445	12.96
1	3	1	2027	3	17	0.4754	21.033	6.6500	4.7481	44.2397	11.66
1	3	1	2027	3	18	0.8747	43.622	6.6500	4.7481	49.8734	10.20
1	3	1	2027	3	19	0.9490	47.331	6.6500	4.7481	49.8734	9.88
1	3	1	2027	3	20	0.9138	50.023	6.6500	4.7481	54.7389	8.71
1	3	1	2027	3	21	1.1234	61.491	6.6500	4.7481	54.7389	7.53
1	3	1	2027	3	22	1.1631	125.971	6.6500	4.7481	108.3022	6.59
1	3	1	2027	3	23	1.4291	238.981	6.6500	4.7481	167.2209	6.30
1	3	1	2027	3	24	1.4029	11.470	1.3500	0.9639	8.1760	50.00
1	3	1	2027	3	25	1.2402	33.771	6.8800	4.9123	27.2301	6.45
1	3	1	2027	3	26	1.6803	162.925	6.6500	4.7481	96.9635	4.36
1	3	1	2027	3	27	3.0395	82.767	6.6500	4.7481	27.2301	

	6.18	0.002442								
1	3	1	2027	3	28	0.1799	9.193	8.0600	5.7548	51.1020
	17.00	0.000851								
1	3	2	2027	1	1	0.2994	8.617	7.2800	5.3799	28.7803
	24.10	0.539720								
1	3	2	2027	1	2	0.3183	10.800	8.0600	5.7548	33.9319
	18.50	0.065088								
1	3	2	2027	1	3	0.3571	12.116	8.0600	5.7548	33.9319
	18.50	0.217902								
1	3	2	2027	1	4	0.2444	10.580	8.0600	5.7548	43.2906
	14.20	0.041991								
1	3	2	2027	1	5	0.2613	11.313	8.0600	5.7548	43.2906
	14.20	0.019760								
1	3	2	2027	1	6	0.2149	7.749	6.8800	4.9123	36.0631
	10.13	0.028646								
1	3	2	2027	1	7	0.2091	7.541	6.8800	4.9123	36.0631
	9.39	0.000943								
1	3	2	2027	1	8	0.2612	8.197	6.8800	4.9123	31.3840
	9.35	0.000208								
1	3	2	2027	1	9	0.2715	8.522	6.8800	4.9123	31.3840
	8.01	0.000944								
1	3	2	2027	1	10	0.2711	8.507	6.8800	4.9123	31.3840
	8.14	0.001982								
1	3	2	2027	1	11	0.2753	8.641	6.8800	4.9123	31.3840
	7.45	0.000789								
1	3	2	2027	1	12	0.2824	8.862	6.8800	4.9123	31.3840
	7.07	0.000002								
1	3	2	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	3	2	2027	1	14	0.0451	1.297	7.2800	5.1979	28.7803
	32.40	0.000486								
1	3	2	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	3	2	2027	1	16	0.0887	3.776	6.6500	4.7481	42.5445
	12.96	0.008438								
1	3	2	2027	1	17	0.1005	4.447	6.6500	4.7481	44.2397
	11.66	0.002429								
1	3	2	2027	1	18	0.1214	6.056	6.6500	4.7481	49.8734
	10.20	0.002039								
1	3	2	2027	1	19	0.1322	6.591	6.6500	4.7481	49.8734
	9.88	0.001303								
1	3	2	2027	1	20	0.1605	8.785	6.6500	4.7481	54.7389
	8.71	0.005885								
1	3	2	2027	1	21	0.1985	10.868	6.6500	4.7481	54.7389
	7.53	0.008201								
1	3	2	2027	1	22	0.2251	24.376	6.6500	4.7481	108.3022
	6.59	0.010111								
1	3	2	2027	1	23	0.2510	41.974	6.6500	4.7481	167.2209
	6.30	0.037084								
1	3	2	2027	1	24	2.4477	20.012	1.3500	0.9639	8.1760
	50.00	0.001748								
1	3	2	2027	1	25	0.3949	10.753	6.8800	4.9123	27.2301
	6.45	0.000093								

1	3	2	2027	1	26	0.1992	19.313	6.6500	4.7481	96.9635	4.36
1	3	2	2027	1	27	0.2719	7.405	6.6500	4.7481	27.2301	6.18
1	3	2	2027	1	28	0.0757	3.868	8.0600	5.7548	51.1020	17.00
1	3	2	2027	3	1	0.2057	5.920	7.2800	5.3799	28.7803	24.10
1	3	2	2027	3	2	0.2352	7.981	8.0600	5.7548	33.9319	18.50
1	3	2	2027	3	3	0.2865	9.720	8.0600	5.7548	33.9319	18.50
1	3	2	2027	3	4	0.2206	9.550	8.0600	5.7548	43.2906	14.20
1	3	2	2027	3	5	0.3006	13.015	8.0600	5.7548	43.2906	14.20
1	3	2	2027	3	6	0.2768	9.983	6.8800	4.9123	36.0631	10.13
1	3	2	2027	3	7	0.3296	11.887	6.8800	4.9123	36.0631	9.39
1	3	2	2027	3	8	0.3238	10.161	6.8800	4.9123	31.3840	9.35
1	3	2	2027	3	9	0.3742	11.742	6.8800	4.9123	31.3840	8.01
1	3	2	2027	3	10	0.3707	11.634	6.8800	4.9123	31.3840	8.14
1	3	2	2027	3	11	0.4161	13.059	6.8800	4.9123	31.3840	7.45
1	3	2	2027	3	12	0.4420	13.871	6.8800	4.9123	31.3840	7.07
1	3	2	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	3	2	2027	3	14	0.0287	0.825	7.2800	5.1979	28.7803	32.40
1	3	2	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	3	2	2027	3	16	0.2528	10.756	6.6500	4.7481	42.5445	12.96
1	3	2	2027	3	17	0.2547	11.269	6.6500	4.7481	44.2397	11.66
1	3	2	2027	3	18	0.4662	23.249	6.6500	4.7481	49.8734	10.20
1	3	2	2027	3	19	0.5058	25.225	6.6500	4.7481	49.8734	9.88
1	3	2	2027	3	20	0.4948	27.084	6.6500	4.7481	54.7389	8.71
1	3	2	2027	3	21	0.6128	33.543	6.6500	4.7481	54.7389	7.53
1	3	2	2027	3	22	0.6225	67.417	6.6500	4.7481	108.3022	6.59
1	3	2	2027	3	23	0.7553	126.298	6.6500	4.7481	167.2209	6.30
1	3	2	2027	3	24	0.9999	8.175	1.3500	0.9639	8.1760	0.001123
											0.002154
											0.000930
											0.539720
											0.065088
											0.217902
											0.041991
											0.019760
											0.028646
											0.000943
											0.000208
											0.000944
											0.001982
											0.000789
											0.000002
											0.000000
											0.000486
											0.000000
											0.008438
											0.002429
											0.002039
											0.001303
											0.005885
											0.008201
											0.010111
											0.037084

	50.00	0.001748								
1	3	2	2027	3	25	1.0391	28.294	6.8800	4.9123	27.2301
	6.45	0.000093								
1	3	2	2027	3	26	0.8846	85.772	6.6500	4.7481	96.9635
	4.36	0.001123								
1	3	2	2027	3	27	1.5267	41.572	6.6500	4.7481	27.2301
	6.18	0.002154								
1	3	2	2027	3	28	0.1010	5.160	8.0600	5.7548	51.1020
	17.00	0.000930								
1	3	3	2027	1	1	0.3226	9.285	7.2800	5.3799	28.7803
	24.10	0.522863								
1	3	3	2027	1	2	0.3378	11.461	8.0600	5.7548	33.9319
	18.50	0.064766								
1	3	3	2027	1	3	0.3763	12.767	8.0600	5.7548	33.9319
	18.50	0.216839								
1	3	3	2027	1	4	0.2589	11.210	8.0600	5.7548	43.2906
	14.20	0.045978								
1	3	3	2027	1	5	0.2764	11.967	8.0600	5.7548	43.2906
	14.20	0.021633								
1	3	3	2027	1	6	0.2530	9.126	6.8800	4.9123	36.0631
	10.13	0.031621								
1	3	3	2027	1	7	0.2455	8.853	6.8800	4.9123	36.0631
	9.39	0.001041								
1	3	3	2027	1	8	0.2978	9.345	6.8800	4.9123	31.3840
	9.35	0.000230								
1	3	3	2027	1	9	0.3114	9.771	6.8800	4.9123	31.3840
	8.01	0.001043								
1	3	3	2027	1	10	0.3107	9.752	6.8800	4.9123	31.3840
	8.14	0.002189								
1	3	3	2027	1	11	0.3163	9.928	6.8800	4.9123	31.3840
	7.45	0.000871								
1	3	3	2027	1	12	0.3256	10.218	6.8800	4.9123	31.3840
	7.07	0.000003								
1	3	3	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	3	3	2027	1	14	0.0507	1.458	7.2800	5.1979	28.7803
	32.40	0.000471								
1	3	3	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	3	3	2027	1	16	0.1058	4.502	6.6500	4.7481	42.5445
	12.96	0.009315								
1	3	3	2027	1	17	0.1199	5.302	6.6500	4.7481	44.2397
	11.66	0.002682								
1	3	3	2027	1	18	0.1448	7.221	6.6500	4.7481	49.8734
	10.20	0.002252								
1	3	3	2027	1	19	0.1576	7.859	6.6500	4.7481	49.8734
	9.88	0.001439								
1	3	3	2027	1	20	0.1914	10.475	6.6500	4.7481	54.7389
	8.71	0.006499								
1	3	3	2027	1	21	0.2367	12.958	6.6500	4.7481	54.7389
	7.53	0.009048								
1	3	3	2027	1	22	0.2684	29.065	6.6500	4.7481	108.3022
	6.59	0.011157								

1	3	3	2027	1	23	0.2993	50.047	6.6500	4.7481	167.2209	6.30	0.040936
1	3	3	2027	1	24	2.6176	21.402	1.3500	0.9639	8.1760	50.00	0.002382
1	3	3	2027	1	25	0.4639	12.633	6.8800	4.9123	27.2301	6.45	0.000103
1	3	3	2027	1	26	0.2369	22.971	6.6500	4.7481	96.9635	4.36	0.001241
1	3	3	2027	1	27	0.3242	8.829	6.6500	4.7481	27.2301	6.18	0.002379
1	3	3	2027	1	28	0.0864	4.416	8.0600	5.7548	51.1020	17.00	0.001018
1	3	3	2027	3	1	0.2103	6.053	7.2800	5.3799	28.7803	24.10	0.522863
1	3	3	2027	3	2	0.2357	7.998	8.0600	5.7548	33.9319	18.50	0.064766
1	3	3	2027	3	3	0.2865	9.720	8.0600	5.7548	33.9319	18.50	0.216839
1	3	3	2027	3	4	0.2204	9.542	8.0600	5.7548	43.2906	14.20	0.045978
1	3	3	2027	3	5	0.3006	13.012	8.0600	5.7548	43.2906	14.20	0.021633
1	3	3	2027	3	6	0.2603	9.387	6.8800	4.9123	36.0631	10.13	0.031621
1	3	3	2027	3	7	0.3099	11.176	6.8800	4.9123	36.0631	9.39	0.001041
1	3	3	2027	3	8	0.3044	9.553	6.8800	4.9123	31.3840	9.35	0.000230
1	3	3	2027	3	9	0.3518	11.041	6.8800	4.9123	31.3840	8.01	0.001043
1	3	3	2027	3	10	0.3486	10.939	6.8800	4.9123	31.3840	8.14	0.002189
1	3	3	2027	3	11	0.3913	12.279	6.8800	4.9123	31.3840	7.45	0.000871
1	3	3	2027	3	12	0.4156	13.042	6.8800	4.9123	31.3840	7.07	0.000003
1	3	3	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	3	2027	3	14	0.0278	0.800	7.2800	5.1979	28.7803	32.40	0.000471
1	3	3	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	3	3	2027	3	16	0.2446	10.408	6.6500	4.7481	42.5445	12.96	0.009315
1	3	3	2027	3	17	0.2465	10.905	6.6500	4.7481	44.2397	11.66	0.002682
1	3	3	2027	3	18	0.4511	22.498	6.6500	4.7481	49.8734	10.20	0.002252
1	3	3	2027	3	19	0.4895	24.411	6.6500	4.7481	49.8734	9.88	0.001439
1	3	3	2027	3	20	0.4782	26.175	6.6500	4.7481	54.7389	8.71	0.006499
1	3	3	2027	3	21	0.5922	32.417	6.6500	4.7481	54.7389		

	7.53	0.009048								
1	3	3	2027	3	22	0.6007	65.062	6.6500	4.7481	108.3022
	6.59	0.011157								
1	3	3	2027	3	23	0.7284	121.807	6.6500	4.7481	167.2209
	6.30	0.040936								
1	3	3	2027	3	24	0.9538	7.798	1.3500	0.9639	8.1760
	50.00	0.002382								
1	3	3	2027	3	25	0.9770	26.603	6.8800	4.9123	27.2301
	6.45	0.000103								
1	3	3	2027	3	26	0.8645	83.824	6.6500	4.7481	96.9635
	4.36	0.001241								
1	3	3	2027	3	27	1.4710	40.054	6.6500	4.7481	27.2301
	6.18	0.002379								
1	3	3	2027	3	28	0.0978	4.998	8.0600	5.7548	51.1020
	17.00	0.001018								
1	3	4	2027	1	1	0.4939	14.216	7.2800	5.3799	28.7803
	24.10	0.581105								
1	3	4	2027	1	2	0.5030	17.069	8.0600	5.7548	33.9319
	18.50	0.077741								
1	3	4	2027	1	3	0.5534	18.776	8.0600	5.7548	33.9319
	18.50	0.260234								
1	3	4	2027	1	4	0.3992	17.283	8.0600	5.7548	43.2906
	14.20	0.022137								
1	3	4	2027	1	5	0.4226	18.296	8.0600	5.7548	43.2906
	14.20	0.010413								
1	3	4	2027	1	6	0.5249	18.929	6.8800	4.9123	36.0631
	10.13	0.010586								
1	3	4	2027	1	7	0.4977	17.947	6.8800	4.9123	36.0631
	9.39	0.000349								
1	3	4	2027	1	8	0.5436	17.060	6.8800	4.9123	31.3840
	9.35	0.000077								
1	3	4	2027	1	9	0.5805	18.218	6.8800	4.9123	31.3840
	8.01	0.000350								
1	3	4	2027	1	10	0.5868	18.417	6.8800	4.9123	31.3840
	8.14	0.000729								
1	3	4	2027	1	11	0.6023	18.903	6.8800	4.9123	31.3840
	7.45	0.000291								
1	3	4	2027	1	12	0.6302	19.779	6.8800	4.9123	31.3840
	7.07	0.000001								
1	3	4	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	3	4	2027	1	14	0.0807	2.324	7.2800	5.1979	28.7803
	32.40	0.000523								
1	3	4	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	3	4	2027	1	16	0.1976	8.407	6.6500	4.7481	42.5445
	12.96	0.003118								
1	3	4	2027	1	17	0.2210	9.777	6.6500	4.7481	44.2397
	11.66	0.000900								
1	3	4	2027	1	18	0.2629	13.109	6.6500	4.7481	49.8734
	10.20	0.000756								
1	3	4	2027	1	19	0.2861	14.269	6.6500	4.7481	49.8734
	9.88	0.000483								

1	3	4	2027	1	20	0.3528	19.314	6.6500	4.7481	54.7389	8.71
1	3	4	2027	1	21	0.4365	23.894	6.6500	4.7481	54.7389	7.53
1	3	4	2027	1	22	0.4968	53.809	6.6500	4.7481	108.3022	6.59
1	3	4	2027	1	23	0.5589	93.456	6.6500	4.7481	167.2209	6.30
1	3	4	2027	1	24	3.7185	30.402	1.3500	0.9639	8.1760	50.00
1	3	4	2027	1	25	0.9337	25.424	6.8800	4.9123	27.2301	6.45
1	3	4	2027	1	26	0.4265	41.353	6.6500	4.7481	96.9635	4.36
1	3	4	2027	1	27	0.5887	16.029	6.6500	4.7481	27.2301	6.18
1	3	4	2027	1	28	0.1441	7.362	8.0600	5.7548	51.1020	17.00
1	3	4	2027	3	1	0.2315	6.664	7.2800	5.3799	28.7803	24.10
1	3	4	2027	3	2	0.2384	8.089	8.0600	5.7548	33.9319	18.50
1	3	4	2027	3	3	0.2873	9.747	8.0600	5.7548	33.9319	18.50
1	3	4	2027	3	4	0.2131	9.226	8.0600	5.7548	43.2906	14.20
1	3	4	2027	3	5	0.2914	12.616	8.0600	5.7548	43.2906	14.20
1	3	4	2027	3	6	0.2219	8.003	6.8800	4.9123	36.0631	10.13
1	3	4	2027	3	7	0.2667	9.617	6.8800	4.9123	36.0631	9.39
1	3	4	2027	3	8	0.2648	8.311	6.8800	4.9123	31.3840	9.35
1	3	4	2027	3	9	0.3060	9.605	6.8800	4.9123	31.3840	8.01
1	3	4	2027	3	10	0.2999	9.412	6.8800	4.9123	31.3840	8.14
1	3	4	2027	3	11	0.3367	10.566	6.8800	4.9123	31.3840	7.45
1	3	4	2027	3	12	0.3565	11.189	6.8800	4.9123	31.3840	7.07
1	3	4	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	3	4	2027	3	14	0.0364	1.048	7.2800	5.1979	28.7803	32.40
1	3	4	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	3	4	2027	3	16	0.3241	13.790	6.6500	4.7481	42.5445	12.96
1	3	4	2027	3	17	0.3295	14.576	6.6500	4.7481	44.2397	11.66
1	3	4	2027	3	18	0.6093	30.388	6.6500	4.7481	49.8734	

	10.20	0.000756								
1	3	4	2027	3	19	0.6611	32.972	6.6500	4.7481	49.8734
	9.88	0.000483								
1	3	4	2027	3	20	0.6457	35.347	6.6500	4.7481	54.7389
	8.71	0.002166								
1	3	4	2027	3	21	0.7997	43.777	6.6500	4.7481	54.7389
	7.53	0.003021								
1	3	4	2027	3	22	0.8177	88.556	6.6500	4.7481	108.3022
	6.59	0.003727								
1	3	4	2027	3	23	0.9899	165.534	6.6500	4.7481	167.2209
	6.30	0.013704								
1	3	4	2027	3	24	0.8027	6.563	1.3500	0.9639	8.1760
	50.00	0.005850								
1	3	4	2027	3	25	0.8499	23.143	6.8800	4.9123	27.2301
	6.45	0.000035								
1	3	4	2027	3	26	1.1720	113.645	6.6500	4.7481	96.9635
	4.36	0.000416								
1	3	4	2027	3	27	2.0568	56.008	6.6500	4.7481	27.2301
	6.18	0.000798								
1	3	4	2027	3	28	0.1288	6.580	8.0600	5.7548	51.1020
	17.00	0.000490								
1	4	1	2027	1	1	0.2696	7.760	7.2800	5.3799	28.7803
	24.10	0.574547								
1	4	1	2027	1	2	0.2918	9.900	8.0600	5.7548	33.9319
	18.50	0.055193								
1	4	1	2027	1	3	0.3338	11.327	8.0600	5.7548	33.9319
	18.50	0.184777								
1	4	1	2027	1	4	0.2286	9.898	8.0600	5.7548	43.2906
	14.20	0.037860								
1	4	1	2027	1	5	0.2450	10.608	8.0600	5.7548	43.2906
	14.20	0.017817								
1	4	1	2027	1	6	0.1762	6.353	6.8800	4.9123	36.0631
	10.13	0.032423								
1	4	1	2027	1	7	0.1715	6.186	6.8800	4.9123	36.0631
	9.39	0.001067								
1	4	1	2027	1	8	0.2237	7.022	6.8800	4.9123	31.3840
	9.35	0.000235								
1	4	1	2027	1	9	0.2321	7.285	6.8800	4.9123	31.3840
	8.01	0.001069								
1	4	1	2027	1	10	0.2317	7.272	6.8800	4.9123	31.3840
	8.14	0.002243								
1	4	1	2027	1	11	0.2352	7.380	6.8800	4.9123	31.3840
	7.45	0.000893								
1	4	1	2027	1	12	0.2409	7.559	6.8800	4.9123	31.3840
	7.07	0.000003								
1	4	1	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	1	2027	1	14	0.0400	1.153	7.2800	5.1979	28.7803
	32.40	0.000518								
1	4	1	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	1	2027	1	16	0.0735	3.126	6.6500	4.7481	42.5445
	12.96	0.009551								

1	4	1	2027	1	17	0.0832	3.681	6.6500	4.7481	44.2397	11.66	0.002749
1	4	1	2027	1	18	0.1005	5.013	6.6500	4.7481	49.8734	10.20	0.002309
1	4	1	2027	1	19	0.1094	5.457	6.6500	4.7481	49.8734	9.88	0.001475
1	4	1	2027	1	20	0.1329	7.272	6.6500	4.7481	54.7389	8.71	0.006661
1	4	1	2027	1	21	0.1643	8.996	6.6500	4.7481	54.7389	7.53	0.009283
1	4	1	2027	1	22	0.1863	20.181	6.6500	4.7481	108.3022	6.59	0.011445
1	4	1	2027	1	23	0.2078	34.746	6.6500	4.7481	167.2209	6.30	0.041974
1	4	1	2027	1	24	2.9278	23.937	1.3500	0.9639	8.1760	50.00	0.001254
1	4	1	2027	1	25	0.3235	8.808	6.8800	4.9123	27.2301	6.45	0.000106
1	4	1	2027	1	26	0.1649	15.993	6.6500	4.7481	96.9635	4.36	0.001272
1	4	1	2027	1	27	0.2251	6.130	6.6500	4.7481	27.2301	6.18	0.002438
1	4	1	2027	1	28	0.0661	3.377	8.0600	5.7548	51.1020	17.00	0.000839
1	4	1	2027	3	1	0.2120	6.101	7.2800	5.3799	28.7803	24.10	0.574547
1	4	1	2027	3	2	0.2535	8.601	8.0600	5.7548	33.9319	18.50	0.055193
1	4	1	2027	3	3	0.3100	10.520	8.0600	5.7548	33.9319	18.50	0.184777
1	4	1	2027	3	4	0.2433	10.533	8.0600	5.7548	43.2906	14.20	0.037860
1	4	1	2027	3	5	0.3294	14.262	8.0600	5.7548	43.2906	14.20	0.017817
1	4	1	2027	3	6	0.3201	11.544	6.8800	4.9123	36.0631	10.13	0.032423
1	4	1	2027	3	7	0.3811	13.745	6.8800	4.9123	36.0631	9.39	0.001067
1	4	1	2027	3	8	0.3744	11.749	6.8800	4.9123	31.3840	9.35	0.000235
1	4	1	2027	3	9	0.4326	13.578	6.8800	4.9123	31.3840	8.01	0.001069
1	4	1	2027	3	10	0.4287	13.453	6.8800	4.9123	31.3840	8.14	0.002243
1	4	1	2027	3	11	0.4812	15.102	6.8800	4.9123	31.3840	7.45	0.000893
1	4	1	2027	3	12	0.5110	16.038	6.8800	4.9123	31.3840	7.07	0.000003
1	4	1	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	4	1	2027	3	14	0.0491	1.412	7.2800	5.1979	28.7803	32.40	0.000518
1	4	1	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000		

	0.00	0.000000									
1	4	1	2027	3	16	0.4406	18.747	6.6500	4.7481	42.5445	
	12.96	0.009551									
1	4	1	2027	3	17	0.4440	19.641	6.6500	4.7481	44.2397	
	11.66	0.002749									
1	4	1	2027	3	18	0.8124	40.517	6.6500	4.7481	49.8734	
	10.20	0.002309									
1	4	1	2027	3	19	0.8815	43.962	6.6500	4.7481	49.8734	
	9.88	0.001475									
1	4	1	2027	3	20	0.8785	48.090	6.6500	4.7481	54.7389	
	8.71	0.006661									
1	4	1	2027	3	21	1.0881	59.561	6.6500	4.7481	54.7389	
	7.53	0.009283									
1	4	1	2027	3	22	1.1265	122.003	6.6500	4.7481	108.3022	
	6.59	0.011445									
1	4	1	2027	3	23	1.3790	230.595	6.6500	4.7481	167.2209	
	6.30	0.041974									
1	4	1	2027	3	24	1.3037	10.659	1.3500	0.9639	8.1760	
	50.00	0.001254									
1	4	1	2027	3	25	1.2015	32.716	6.8800	4.9123	27.2301	
	6.45	0.000106									
1	4	1	2027	3	26	1.5599	151.257	6.6500	4.7481	96.9635	
	4.36	0.001272									
1	4	1	2027	3	27	2.8242	76.902	6.6500	4.7481	27.2301	
	6.18	0.002438									
1	4	1	2027	3	28	0.1742	8.902	8.0600	5.7548	51.1020	
	17.00	0.000839									
1	4	2	2027	1	1	0.2909	8.372	7.2800	5.3799	28.7803	
	24.10	0.540990									
1	4	2	2027	1	2	0.3109	10.551	8.0600	5.7548	33.9319	
	18.50	0.064936									
1	4	2	2027	1	3	0.3498	11.869	8.0600	5.7548	33.9319	
	18.50	0.217392									
1	4	2	2027	1	4	0.2386	10.327	8.0600	5.7548	43.2906	
	14.20	0.041849									
1	4	2	2027	1	5	0.2553	11.051	8.0600	5.7548	43.2906	
	14.20	0.019693									
1	4	2	2027	1	6	0.2011	7.251	6.8800	4.9123	36.0631	
	10.13	0.028423									
1	4	2	2027	1	7	0.1960	7.070	6.8800	4.9123	36.0631	
	9.39	0.000935									
1	4	2	2027	1	8	0.2491	7.818	6.8800	4.9123	31.3840	
	9.35	0.000206									
1	4	2	2027	1	9	0.2582	8.102	6.8800	4.9123	31.3840	
	8.01	0.000937									
1	4	2	2027	1	10	0.2578	8.090	6.8800	4.9123	31.3840	
	8.14	0.001966									
1	4	2	2027	1	11	0.2615	8.207	6.8800	4.9123	31.3840	
	7.45	0.000783									
1	4	2	2027	1	12	0.2677	8.401	6.8800	4.9123	31.3840	
	7.07	0.000002									
1	4	2	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000	
	0.00	0.000000									

1	4	2	2027	1	14	0.0430	1.238	7.2800	5.1979	28.7803	32.40	0.000487
1	4	2	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00	0.000000
1	4	2	2027	1	16	0.0825	3.510	6.6500	4.7481	42.5445	12.96	0.008372
1	4	2	2027	1	17	0.0934	4.134	6.6500	4.7481	44.2397	11.66	0.002410
1	4	2	2027	1	18	0.1129	5.629	6.6500	4.7481	49.8734	10.20	0.002024
1	4	2	2027	1	19	0.1229	6.127	6.6500	4.7481	49.8734	9.88	0.001293
1	4	2	2027	1	20	0.1492	8.166	6.6500	4.7481	54.7389	8.71	0.005839
1	4	2	2027	1	21	0.1846	10.103	6.6500	4.7481	54.7389	7.53	0.008138
1	4	2	2027	1	22	0.2092	22.660	6.6500	4.7481	108.3022	6.59	0.010033
1	4	2	2027	1	23	0.2333	39.019	6.6500	4.7481	167.2209	6.30	0.036795
1	4	2	2027	1	24	2.4070	19.680	1.3500	0.9639	8.1760	50.00	0.002225
1	4	2	2027	1	25	0.3705	10.088	6.8800	4.9123	27.2301	6.45	0.000093
1	4	2	2027	1	26	0.1852	17.953	6.6500	4.7481	96.9635	4.36	0.001115
1	4	2	2027	1	27	0.2528	6.883	6.6500	4.7481	27.2301	6.18	0.002137
1	4	2	2027	1	28	0.0718	3.667	8.0600	5.7548	51.1020	17.00	0.000927
1	4	2	2027	3	1	0.2043	5.879	7.2800	5.3799	28.7803	24.10	0.540990
1	4	2	2027	3	2	0.2355	7.991	8.0600	5.7548	33.9319	18.50	0.064936
1	4	2	2027	3	3	0.2871	9.741	8.0600	5.7548	33.9319	18.50	0.217392
1	4	2	2027	3	4	0.2211	9.574	8.0600	5.7548	43.2906	14.20	0.041849
1	4	2	2027	3	5	0.3013	13.043	8.0600	5.7548	43.2906	14.20	0.019693
1	4	2	2027	3	6	0.2825	10.187	6.8800	4.9123	36.0631	10.13	0.028423
1	4	2	2027	3	7	0.3363	12.129	6.8800	4.9123	36.0631	9.39	0.000935
1	4	2	2027	3	8	0.3304	10.368	6.8800	4.9123	31.3840	9.35	0.000206
1	4	2	2027	3	9	0.3818	11.982	6.8800	4.9123	31.3840	8.01	0.000937
1	4	2	2027	3	10	0.3783	11.871	6.8800	4.9123	31.3840	8.14	0.001966
1	4	2	2027	3	11	0.4246	13.326	6.8800	4.9123	31.3840	7.45	0.000783
1	4	2	2027	3	12	0.4510	14.153	6.8800	4.9123	31.3840		

	7.07	0.000002								
1	4	2	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	2	2027	3	14	0.0292	0.840	7.2800	5.1979	28.7803
	32.40	0.000487								
1	4	2	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	2	2027	3	16	0.2576	10.958	6.6500	4.7481	42.5445
	12.96	0.008372								
1	4	2	2027	3	17	0.2595	11.482	6.6500	4.7481	44.2397
	11.66	0.002410								
1	4	2	2027	3	18	0.4749	23.687	6.6500	4.7481	49.8734
	10.20	0.002024								
1	4	2	2027	3	19	0.5153	25.701	6.6500	4.7481	49.8734
	9.88	0.001293								
1	4	2	2027	3	20	0.5045	27.615	6.6500	4.7481	54.7389
	8.71	0.005839								
1	4	2	2027	3	21	0.6248	34.200	6.6500	4.7481	54.7389
	7.53	0.008138								
1	4	2	2027	3	22	0.6352	68.792	6.6500	4.7481	108.3022
	6.59	0.010033								
1	4	2	2027	3	23	0.7710	128.919	6.6500	4.7481	167.2209
	6.30	0.036795								
1	4	2	2027	3	24	1.0143	8.293	1.3500	0.9639	8.1760
	50.00	0.002225								
1	4	2	2027	3	25	1.0602	28.870	6.8800	4.9123	27.2301
	6.45	0.000093								
1	4	2	2027	3	26	0.9017	87.432	6.6500	4.7481	96.9635
	4.36	0.001115								
1	4	2	2027	3	27	1.5592	42.458	6.6500	4.7481	27.2301
	6.18	0.002137								
1	4	2	2027	3	28	0.1028	5.255	8.0600	5.7548	51.1020
	17.00	0.000927								
1	4	3	2027	1	1	0.3115	8.964	7.2800	5.3799	28.7803
	24.10	0.523974								
1	4	3	2027	1	2	0.3283	11.139	8.0600	5.7548	33.9319
	18.50	0.064644								
1	4	3	2027	1	3	0.3669	12.450	8.0600	5.7548	33.9319
	18.50	0.216405								
1	4	3	2027	1	4	0.2517	10.898	8.0600	5.7548	43.2906
	14.20	0.045731								
1	4	3	2027	1	5	0.2689	11.642	8.0600	5.7548	43.2906
	14.20	0.021521								
1	4	3	2027	1	6	0.2328	8.394	6.8800	4.9123	36.0631
	10.13	0.031403								
1	4	3	2027	1	7	0.2263	8.162	6.8800	4.9123	36.0631
	9.39	0.001034								
1	4	3	2027	1	8	0.2796	8.775	6.8800	4.9123	31.3840
	9.35	0.000228								
1	4	3	2027	1	9	0.2912	9.138	6.8800	4.9123	31.3840
	8.01	0.001036								
1	4	3	2027	1	10	0.2907	9.122	6.8800	4.9123	31.3840
	8.14	0.002173								

1	4	3	2027	1	11	0.2954	9.271	6.8800	4.9123	31.3840	7.45
0.000866											
1	4	3	2027	1	12	0.3033	9.518	6.8800	4.9123	31.3840	7.07
0.000003											
1	4	3	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	4	3	2027	1	14	0.0471	1.355	7.2800	5.1979	28.7803	32.40
0.000472											
1	4	3	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
0.000000											
1	4	3	2027	1	16	0.0949	4.039	6.6500	4.7481	42.5445	12.96
0.009250											
1	4	3	2027	1	17	0.1075	4.757	6.6500	4.7481	44.2397	11.66
0.002664											
1	4	3	2027	1	18	0.1299	6.478	6.6500	4.7481	49.8734	10.20
0.002237											
1	4	3	2027	1	19	0.1414	7.050	6.6500	4.7481	49.8734	9.88
0.001429											
1	4	3	2027	1	20	0.1717	9.397	6.6500	4.7481	54.7389	8.71
0.006455											
1	4	3	2027	1	21	0.2124	11.625	6.6500	4.7481	54.7389	7.53
0.008995											
1	4	3	2027	1	22	0.2408	26.075	6.6500	4.7481	108.3022	6.59
0.011079											
1	4	3	2027	1	23	0.2685	44.898	6.6500	4.7481	167.2209	6.30
0.040653											
1	4	3	2027	1	24	2.5297	20.683	1.3500	0.9639	8.1760	50.00
0.003037											
1	4	3	2027	1	25	0.4267	11.619	6.8800	4.9123	27.2301	6.45
0.000102											
1	4	3	2027	1	26	0.2127	20.627	6.6500	4.7481	96.9635	4.36
0.001233											
1	4	3	2027	1	27	0.2909	7.920	6.6500	4.7481	27.2301	6.18
0.002363											
1	4	3	2027	1	28	0.0796	4.066	8.0600	5.7548	51.1020	17.00
0.001013											
1	4	3	2027	3	1	0.2070	5.959	7.2800	5.3799	28.7803	24.10
0.523974											
1	4	3	2027	3	2	0.2350	7.974	8.0600	5.7548	33.9319	18.50
0.064644											
1	4	3	2027	3	3	0.2859	9.700	8.0600	5.7548	33.9319	18.50
0.216405											
1	4	3	2027	3	4	0.2198	9.515	8.0600	5.7548	43.2906	14.20
0.045731											
1	4	3	2027	3	5	0.2997	12.976	8.0600	5.7548	43.2906	14.20
0.021521											
1	4	3	2027	3	6	0.2696	9.722	6.8800	4.9123	36.0631	10.13
0.031403											
1	4	3	2027	3	7	0.3210	11.576	6.8800	4.9123	36.0631	9.39
0.001034											
1	4	3	2027	3	8	0.3153	9.895	6.8800	4.9123	31.3840	9.35
0.000228											
1	4	3	2027	3	9	0.3644	11.436	6.8800	4.9123	31.3840	

	8.01	0.001036								
1	4	3	2027	3	10	0.3610	11.330	6.8800	4.9123	31.3840
	8.14	0.002173								
1	4	3	2027	3	11	0.4052	12.718	6.8800	4.9123	31.3840
	7.45	0.000866								
1	4	3	2027	3	12	0.4304	13.508	6.8800	4.9123	31.3840
	7.07	0.000003								
1	4	3	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	3	2027	3	14	0.0280	0.805	7.2800	5.1979	28.7803
	32.40	0.000472								
1	4	3	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	3	2027	3	16	0.2464	10.484	6.6500	4.7481	42.5445
	12.96	0.009250								
1	4	3	2027	3	17	0.2483	10.984	6.6500	4.7481	44.2397
	11.66	0.002664								
1	4	3	2027	3	18	0.4544	22.661	6.6500	4.7481	49.8734
	10.20	0.002237								
1	4	3	2027	3	19	0.4930	24.588	6.6500	4.7481	49.8734
	9.88	0.001429								
1	4	3	2027	3	20	0.4818	26.373	6.6500	4.7481	54.7389
	8.71	0.006455								
1	4	3	2027	3	21	0.5967	32.662	6.6500	4.7481	54.7389
	7.53	0.008995								
1	4	3	2027	3	22	0.6055	65.574	6.6500	4.7481	108.3022
	6.59	0.011079								
1	4	3	2027	3	23	0.7343	122.783	6.6500	4.7481	167.2209
	6.30	0.040653								
1	4	3	2027	3	24	0.9787	8.002	1.3500	0.9639	8.1760
	50.00	0.003037								
1	4	3	2027	3	25	1.0119	27.554	6.8800	4.9123	27.2301
	6.45	0.000102								
1	4	3	2027	3	26	0.8682	84.183	6.6500	4.7481	96.9635
	4.36	0.001233								
1	4	3	2027	3	27	1.4831	40.385	6.6500	4.7481	27.2301
	6.18	0.002363								
1	4	3	2027	3	28	0.0985	5.033	8.0600	5.7548	51.1020
	17.00	0.001013								
1	4	4	2027	1	1	0.5007	14.411	7.2800	5.3799	28.7803
	24.10	0.581769								
1	4	4	2027	1	2	0.5052	17.144	8.0600	5.7548	33.9319
	18.50	0.077805								
1	4	4	2027	1	3	0.5557	18.856	8.0600	5.7548	33.9319
	18.50	0.260499								
1	4	4	2027	1	4	0.4006	17.344	8.0600	5.7548	43.2906
	14.20	0.021816								
1	4	4	2027	1	5	0.4241	18.360	8.0600	5.7548	43.2906
	14.20	0.010273								
1	4	4	2027	1	6	0.5323	19.196	6.8800	4.9123	36.0631
	10.13	0.010359								
1	4	4	2027	1	7	0.5050	18.213	6.8800	4.9123	36.0631
	9.39	0.000340								

1	4	4	2027	1	8	0.5562	17.457	6.8800	4.9123	31.3840	9.35
1	4	4	2027	1	9	0.5936	18.631	6.8800	4.9123	31.3840	8.01
1	4	4	2027	1	10	0.5975	18.752	6.8800	4.9123	31.3840	8.14
1	4	4	2027	1	11	0.6131	19.242	6.8800	4.9123	31.3840	7.45
1	4	4	2027	1	12	0.6389	20.052	6.8800	4.9123	31.3840	7.07
1	4	4	2027	1	13	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	4	4	2027	1	14	0.0807	2.324	7.2800	5.1979	28.7803	32.40
1	4	4	2027	1	15	0.0000	0.000	0.0000	0.0000	0.0000	0.00
1	4	4	2027	1	16	0.1976	8.407	6.6500	4.7481	42.5445	12.96
1	4	4	2027	1	17	0.2210	9.777	6.6500	4.7481	44.2397	11.66
1	4	4	2027	1	18	0.2652	13.225	6.6500	4.7481	49.8734	10.20
1	4	4	2027	1	19	0.2886	14.395	6.6500	4.7481	49.8734	9.88
1	4	4	2027	1	20	0.3543	19.392	6.6500	4.7481	54.7389	8.71
1	4	4	2027	1	21	0.4383	23.990	6.6500	4.7481	54.7389	7.53
1	4	4	2027	1	22	0.4968	53.809	6.6500	4.7481	108.3022	6.59
1	4	4	2027	1	23	0.5589	93.456	6.6500	4.7481	167.2209	6.30
1	4	4	2027	1	24	3.7420	30.595	1.3500	0.9639	8.1760	50.00
1	4	4	2027	1	25	0.9527	25.943	6.8800	4.9123	27.2301	6.45
1	4	4	2027	1	26	0.4265	41.353	6.6500	4.7481	96.9635	4.36
1	4	4	2027	1	27	0.5939	16.171	6.6500	4.7481	27.2301	6.18
1	4	4	2027	1	28	0.1441	7.362	8.0600	5.7548	51.1020	17.00
1	4	4	2027	3	1	0.2325	6.692	7.2800	5.3799	28.7803	24.10
1	4	4	2027	3	2	0.2393	8.118	8.0600	5.7548	33.9319	18.50
1	4	4	2027	3	3	0.2883	9.782	8.0600	5.7548	33.9319	18.50
1	4	4	2027	3	4	0.2139	9.260	8.0600	5.7548	43.2906	14.20
1	4	4	2027	3	5	0.2925	12.663	8.0600	5.7548	43.2906	14.20
1	4	4	2027	3	6	0.2216	7.990	6.8800	4.9123	36.0631	

	10.13	0.010359								
1	4	4	2027	3	7	0.2662	9.600	6.8800	4.9123	36.0631
	9.39	0.000340								
1	4	4	2027	3	8	0.2627	8.246	6.8800	4.9123	31.3840
	9.35	0.000075								
1	4	4	2027	3	9	0.3036	9.529	6.8800	4.9123	31.3840
	8.01	0.000341								
1	4	4	2027	3	10	0.2985	9.369	6.8800	4.9123	31.3840
	8.14	0.000715								
1	4	4	2027	3	11	0.3351	10.517	6.8800	4.9123	31.3840
	7.45	0.000285								
1	4	4	2027	3	12	0.3559	11.170	6.8800	4.9123	31.3840
	7.07	0.000001								
1	4	4	2027	3	13	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	4	2027	3	14	0.0364	1.048	7.2800	5.1979	28.7803
	32.40	0.000524								
1	4	4	2027	3	15	0.0000	0.000	0.0000	0.0000	0.0000
	0.00	0.000000								
1	4	4	2027	3	16	0.3241	13.790	6.6500	4.7481	42.5445
	12.96	0.003052								
1	4	4	2027	3	17	0.3295	14.576	6.6500	4.7481	44.2397
	11.66	0.000877								
1	4	4	2027	3	18	0.6057	30.209	6.6500	4.7481	49.8734
	10.20	0.000736								
1	4	4	2027	3	19	0.6572	32.777	6.6500	4.7481	49.8734
	9.88	0.000470								
1	4	4	2027	3	20	0.6439	35.247	6.6500	4.7481	54.7389
	8.71	0.002125								
1	4	4	2027	3	21	0.7975	43.653	6.6500	4.7481	54.7389
	7.53	0.002960								
1	4	4	2027	3	22	0.8177	88.556	6.6500	4.7481	108.3022
	6.59	0.003650								
1	4	4	2027	3	23	0.9899	165.534	6.6500	4.7481	167.2209
	6.30	0.013411								
1	4	4	2027	3	24	0.8003	6.543	1.3500	0.9639	8.1760
	50.00	0.006216								
1	4	4	2027	3	25	0.8432	22.961	6.8800	4.9123	27.2301
	6.45	0.000034								
1	4	4	2027	3	26	1.1720	113.645	6.6500	4.7481	96.9635
	4.36	0.000406								
1	4	4	2027	3	27	2.0435	55.645	6.6500	4.7481	27.2301
	6.18	0.000777								
1	4	4	2027	3	28	0.1288	6.580	8.0600	5.7548	51.1020
	17.00	0.000483								

```
NOM2PPAQ:  Converts a NOM TransCAD Loaded Networks to PPAQ Ready Network

Version 1.0

Run Date: 09/03/2004     Time: 10:33:05
---------------------------------------------------------------------------


Driver File: C:\C4TEMP\$$NX002B.DRV
======================================= Driver File Echo >> Start
NOMLINK:  C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
LODNETAM: C:\2004AQ PYNET TEST\PPSUITE\NET LDAM.DBF
LODNETMD: C:\2004AQ PYNET TEST\PPSUITE\NET LDMD.DBF
LODNETMD: C:\2004AQ PYNET TEST\PPSUITE\NET LDPM.DBF
LODNETNT: C:\2004AQ PYNET TEST\PPSUITE\NET LDNT.DBF
PPLINK:   C:\2004AQ PYNET TEST\PPSUITE\NT1C.DBF
========================================= Driver File Echo >> End


=================================== File Validation Echo >> Start

 NOM Links:            C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
 AM NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDAM.DBF
 MD NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDMD.DBF
 PM NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDPM.DBF
 NT NOM Loaded Net:    C:\2004AQ PYNET TEST\PPSUITE\NET LDNT.DBF
 PPsuite Network:      C:\2004AQ_PYNET_TEST\PPSUITE\NT1C.DBF

===========================++========= File Validation Echo >> End

All input and output files were opened successfully


Select fields of C:\2004AQ PYNET TEST\PPSUITE\NET BASE.DBF
copied to JUNKCOPY.DBF  This will become the working database file



  18371 Records were read and processed
  31492 Records were output




Summary of One-Way Output Links by AM:PM Volume Ratio
-----------------------------------------------------

                 -----AM<=PM----     -----AM>PM-----     -----TOTAL-----
  Ratio          Number  Percent     Number  Percent     Number  Percent
-------------    ---------------     ---------------     ---------------
```

>0.50	5863	20.4%	5863	10.3%	8268	15.8%
0.31 - 0.50	1579	5.5%	206	0.9%	1785	3.4%
0.21 - 0.30	400	1.4%	38	0.2%	438	0.8%
0.11 - 0.20	106	0.4%	28	0.1%	134	0.3%
0.06 - 0.10	19	0.1%	9	0.0%	28	0.1%
0.026 - 0.05	13	0.0%	9	0.0%	22	0.0%
0.001 - 0.025	17	0.1%	15	0.1%	32	0.1%
= 0.00	0	0.0%	0	0.0%	0	0.0%
=0.00						
>500 vph	20	0.1%	10	0.0%	30	0.1%
251-500 vph	11	0.0%	2	0.0%	13	0.0%
101-250 vph	14	0.0%	8	0.0%	22	0.0%
51-100 vph	12	0.0%	1	0.0%	13	0.0%
11- 50 vph	27	0.1%	6	0.0%	33	0.1%
1- 10 vph	33	0.1%	18	0.1%	51	0.1%
0 vph	20649	71.8%	20649	88.2%	41298	79.2%
TOTAL	28763		23404		52167	

Execution Ending.

```
POSTMOBILE    Version  5.06.01     12/10/03    Fri Sep  3 10:33:47 2004

PPSUITE module:  Post Mobile Air Quality Emissions Processor
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX006B.DRV


MODULE: POSTMOBILE.exe
MEMBER: EMISSIONS
TITLE:  2027

DEFINE TIMEGROUPS
  1 =  7  8  9
  2 = 10 11 12 13 14 15 16
  3 = 17 18
  4 =  1  2  3  4  5  6 19 20 21 22 23 24

System Parameters:
Links Nods Zones VMTareas PATareas FACTgrps TIMEgrps VEHtypes FACtypes AREAtypes
 na  32000  4800   1024     1024       64       24       28       64      160

System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4397392

License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: POSTMOBILE, Licensee:  New Orleans Regional Planning Commission


2027
Post Mobile6 Air Quality Network Analyzer


Key File specification [[d:] path] name[.ext]                   Unit X Recl Age
--- ------------------------------------------------------------ ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 27.EXP                                 10 0   54 old
MOB=c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN                          591 0    0 old
TB1=c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1                        611 0    0 old
RPT=c:\C4Temp\$$NX005.PRN                                        588 0    0 old
EMS=c:\C4Temp\PPSUITE\EMIS 27.dbf                                161 1    0 new
VMS=c:\C4Temp\PPSUITE\VMTS_27.dbf                                162 1    0 new
SCR=c:\C4Temp\SCRATCH.AQM                                        480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TAB                                        420 0  128 tmp
```

```
PPEM_AQM.0500(I) The Speeds applied to the MOBILE6 emissions are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.

PPEM_AQM.1200(I) Network Links Processed:     10457
                 Total Links Skipped:             0
                 Network Links Accepted:      10457

PPEM_PST.1200(I) Internal Post VMT factors will be applied to Network Links.
                 Issue:  IGNORE INTERNAL POSTVMT in Setup File file to change status.

PPEMOUT6.1000(I) Processing Mobile6 Database Output File
                 c:\C4Temp\PPSUITE\m6data\M6OUTPUT.TB1
                 AGGREGATED OUTPUT - fast process, do not blink


PPEMMAIN.7000(I) System Totals

                              24 HOUR         AM PEAK         PM PEAK
Hwylink Summary VMT...      20,515,420       3,513,471       4,686,991

Pre  VMT Adjustments..        -854,747        -156,899        -207,764
Post VMT Adjustments..         619,931         106,809         141,667

Total Output VMT......      21,135,350       3,620,280       4,828,658
Total Output VHT......         613,000         110,911         150,014
Speed Summary.........           34.48 mph       32.64 mph       32.19 mph


PPEMMAIN.9000(I)   * * * *   End POSTMOBILE.EXE  * * * *
```

```
PPNET          Version  5.07        04/15/03    Fri Sep  3 10:33:23 2004

PPSUITE module:  Post Processing Recurring Delay Network Analyzer
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX003B.DRV


MODULE: PPNET.exe
MEMBER: NETWORKS
TITLE:  2027

DEFINE TIMEGROUPS
  1 =  7  8  9
  2 = 10 11 12 13 14 15 16
  3 = 17 18
  4 =  1  2  3  4  5  6 19 20 21 22 23 24

DEFINE PEAK | BANDWIDTH
  Peak AM =   7  8  9
  Peak PM =  16 17 18

SPREAD BANDWIDTH =  1 hours before and  1 hours after V/C hour

DEFINE FACTGROUPS = FACTYPE
  1 =  1  8  9
  2 =  2  3
  3 =  4  5
  4 =  6  7

System Parameters:
    Links    Nodes    Zones  Factype AreaType    Lanes    Cdevs    Files
      n/a    32000     4800       64      160        9        4        9

 VMTareas FACTgrps TIMEgrps VEHtypes PATareas PATtypes    Bases    Hours
     1024       64       24       28     1024        3       64       24

   Coords  Effects
     4096       10


System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4507296
```

```
License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: PPNET, Licensee:  New Orleans Regional Planning Commission

2027


Key File specification [[d:] path] name[.ext]                    Unit X Recl Age
--- ------------------------------------------------------------ ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 27.EXP                                 10 0   54 new
NET=c:\C4Temp\PPSUITE\NT1C.DBF                                   191 1    0 old
SPC=c:\C4Temp\PPSUITE\Common\NOM SPDCAP.DBF                      521 1    0 old
EQU=c:\C4Temp\PPSUITE\Common\NOM equiv.DBF                       531 1    0 old
PAT=c:\C4Temp\PPSUITE\Common\PATTERN2.DAT                        471 0    0 old
VTP=c:\C4Temp\PPSUITE\Common\NOM VTP.DAT                         451 0    0 old
VTF=c:\C4Temp\PPSUITE\Common\VEHFAC03.DAT                        461 0    0 old
PRE=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02A.dat         481 0    0 old
PRE=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02BS.dat        482 0    0 old
PST=C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02CS.dat        491 0    0 old
LNK=c:\C4Temp\PPSUITE\LINK 27.DBF                                114 1    0 new
APR=c:\C4Temp\PPSUITE\APPR 27.DBF                                116 1    0 new
ARE=c:\C4Temp\PPSUITE\VMT1_27.DBF                                112 1    0 new
SCR=c:\C4Temp\SCRATCH.BIN                                         90 1    0 tmp
SCR=c:\C4Temp\SCRATCH.HRS                                        450 0   96 tmp
SCR=c:\C4Temp\SCRATCH.AQM                                        480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TAB                                        420 0   96 tmp

PPNT_VTP.0000(I)  Vehicle   Vehicle Name   Vehicle Type   Average Patrn
                     1            ULDGV            AUTO          59.92%
                     2            ULDGT1           AUTO          25.98%
                     3            ULDGT2           AUTO           5.00%
                     4            UHDGV           TRUCK           1.25%
                     5            ULDDV            AUTO            .10%
                     6            ULDDT            AUTO            .29%
                     7            UHDDV           TRUCK           7.36%
                     8            UMC              AUTO            .10%

PPNTHEAD.0000(I) Operation Modes and Options.
                 Peak  Mode,  VOL24 with VOLAM and VOLPM.
                 Truck Mode,  no TRUCK % & no Truck Volumes

PPNTHEAD.0000(I) Operation Modes and Options.
                 Peak  Mode,  VOL24 with VOLAM and VOLPM.
                 Truck Mode,  no TRUCK % & no Truck Volumes
                 Option:  Apply Peak Volume adjustments.
                          Peak Volumes are PERIOD based (not hourly)
                 Option:  Spread excess V/C within 3 hour total bandwidth
                          Linkfile V/C Threshold =  1.20
                          Approach V/C Threshold =  1.50
                          and DO NOT Throw away excess VMT.
                 Option:  Index to Hourly Pattern File = FACILITY TYPE
                 Option:  Index to Vehicle Mix File = FACILITY TYPE
```

```
                 Option:  Apply a Minimum Speed to non-zero volume links
                          System Wide Minimum Speed is: 10.0 mph

PPNTLINK.7000(I) Network Link Input Message(s).
RECORD     ANODE      BNODE STATUS MESSAGE
 12086      6824       7190 fatal  24hr Patrn is not in PATTERN file.
                            Patrn Area =  -1  FC_CODE = 4  ZONE =  45
 12086      6824       7190 fatal  Patrn Area is not in EQUIVALENCY file.
                            ZONE =  45
 12086      6824       7190 fatal  VMT Area   is not in EQUIVALENCY file.
                            ZONE =  45
 12087      7190       6824 fatal  24hr Patrn is not in PATTERN file.
                            Patrn Area =  -1  FC_CODE = 4  ZONE =  45
 12087      7190       6824 fatal  Patrn Area is not in EQUIVALENCY file.
                            ZONE =  45
 12087      7190       6824 fatal  VMT Area   is not in EQUIVALENCY file.
                            ZONE =  45

PPNTBFOR.8000(I) Network Links Processed:     12116
                   Skip DO/SKIP AREAS           470
                   Skip Volume   = 0           1178
                   Skip Distance = 0              9
                   Skip Due to Errors             2
                   ================================
                 Total Links Skipped:          1659
                 Network Links Accepted:      10457

PPNT PRE.3200(W) Area Group    3, Fact Group  1, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  2, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  4, not found in any NETWORK File
PRE File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02A.dat

PPNT PRE.3200(W) Area Group    3, Fact Group  1, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  2, not found in any NETWORK File
PPNT PRE.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PRE File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02BS.dat


2027

PPNT PST.3200(W) Area Group    3, Fact Group  3, not found in any NETWORK File
PST File: C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat


PPNTOPUT.1500(I) The Speeds reported in the EXPLODED LINKFILE are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.


REPORT(I) Running VMT Totals
```

```
  21370299  21370299  c:\C4Temp\PPSUITE\NT1C.DBF
====================
  21370299  21370299  Network VMT (  Raw  )
  21370298        -1  Network VMT (Pattern) 100.00 %


  19256327  -2113971  C:\2004AQ PYNet test\PPSuite\Common\HPMS\HPMS02A.dat
  20515551   1259224  C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02BS.dat
====================
  20515551   -854747  PRE VMT Adjustments


  21135482    619931  C:\2004AQ_PYNet_test\PPSuite\Common\HPMS\HPMS02CS.dat
====================
  21135482    619931  POST VMT Adjustments


REPORT(I) Process Totals

                              24 HOUR         AM PEAK         PM PEAK
Raw Network VMT.......      21,370,300       3,677,932       4,897,897
Pattern Generated VMT.      21,370,300       3,293,562       5,146,267

Delta of VMTs
Peak Adjustments..hrs.               0         377,224        -251,358
Pre Adjustments.......        -854,747        -156,899        -207,764
Spread Excess v/c.....               0            -582            -425
                            ==========      ==========      ==========
Hywlink Summary VMT...      20,515,420       3,513,471       4,686,991
Hywlink Summary VHT...         586,229         106,135         143,009

Post Adjustments......         619,931         106,809         141,667
                            ==========      ==========      ==========
Final Output VMT......      21,135,350       3,620,280       4,828,658
Final Output VHT......         613,074         110,924         150,028
Network(s) Speed......           34.47 mph       32.64 mph       32.18 mph


PPNTMAIN.9000(I)   * * * *  End PPNET.EXE  * * * *
```

```
PREMOBILE     Version  5.08.01     12/02/03    Fri Sep  3 10:33:28 2004

PPSUITE module:  Pre Mobile Air Quality Network Analyzer
Copyright    (c)1991-2003  Urbitran Associates Inc., Montville, NJ


Interrogate SETUP file:  C:\C4TEMP\$$NX004B.DRV


MODULE: PREMOBILE.exe
MEMBER: EMISSIONS
TITLE:  2027

System Parameters:
Links Nods Zones VMTareas PATareas FACTgrps TIMEgrps VEHtypes FACtypes AREAtypes
 na  32000  4800   1024     1024       64       24       28       64      160

System Settings:
Replacement Floating Point Exception in effect:  TRACE(6)=false  4585216

License Authentication:  OK, Unlimited Resource Access.
PPsuite Module: PREMOBILE, Licensee:  New Orleans Regional Planning Commission


2027
Pre Mobile6 Air Quality Network Analyzer


Key File specification [[d:] path] name[.ext]                   Unit X Recl Age
--- ---------------------------------------------------------- ---- - ---- ---
EXP=c:\C4Temp\PPSUITE\LSUM 27.EXP                                 10 0   54 old
MOB=c:\C4Temp\PPSUITE\M6DATA\M6INPUT.IN                          591 0    0 new
TMP=c:\C4Temp\PPSUITE\Common\temps.dat                           521 0    0 old
SCR=c:\C4Temp\SCRATCH.AQM                                        480 0   96 tmp
SCR=c:\C4Temp\SCRATCH.TMP                                        510 0  100 tmp
SCR=c:\C4Temp\SCRATCH.DTL                                        580 0  196 tmp

PPAQ_AQM.0500(I) The Speeds provided to the MOBILE program are a function
                 of Loaded Volume Travel Time (from PPNET recurring delay), and
                 Includes approach delay and Excludes event delay.

PPAQ_AQM.1200(I) Network Links Processed:     10457
                 Total Links Skipped:             0
                 Network Links Accepted:      10457
```

```
PPAQ_PST.1200(I) Internal Post VMT factors will be applied to Network Links.
                 Issue:  IGNORE INTERNAL POSTVMT in Setup file to change status.

PPAQMOB6.0000(I) Current settings for SPEEDVMT.def file.
                 VMT/VHT accumulated LINK by LINK
                 Speed VMT Bins populated by HARMONIC mean


REPORT(I) Process Totals

                              24 HOUR         AM PEAK         PM PEAK
Hwylink Summary VMT...      20,515,420       3,513,471       4,686,991

Pre Adjustments.......        -854,747        -156,899        -207,764
Post Adjustments......         619,931         106,809         141,667

Total Output VMT......      21,135,350       3,620,280       4,828,658
Total Output VHT......         613,000         110,911         150,014
Speed Summary.........           34.48 mph       32.64 mph       32.19 mph


PPAQMAIN.9000(I)   * * * *  End PREMOBILE.EXE  * * * *
```

Appendix G

RPC Transportation Public Involvement Policy
and
Affidavit of Public Participation

The Times-Picayune

3800 HOWARD AVE. NEW ORLEANS, LA 70125-1429 TELEPHONE (504) 826-3206

PUBLIC NOTICE

Notice is hereby given by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes that the following documents are available for public review and comment beginning September 28, 2004.

1. Draft Air Quality Conformity Analysis of the New Orleans Region's Metropolitan Transportation Plan for the year 2027

2. Draft Year 2027 Metropolitan Transportation Plan for the year 2027 for the New Orleans Region.

In accord with federal requirements, the New Orleans year 2027 Metropolitan Transportation Plan (MTP) includes all identified transportation projects proposed to be undertaken in the region in the future to year 2027 and will be based on reasonable estimates of project costs and available funding amounts and sources.

The Draft Air Quality Conformity Analysis is the technical analysis of the 2027 Metropolitan Transportation Plan and how said plan conforms to the State Implementation Plan for mobile source pollutants in the New Orleans urbanized area.

Copies of these documents have been placed at the following locations for the convenience of the public:

1. Regional Planning Commission
1340 Poydras Street, Ste. 2100
New Orleans

2. Westbank Regional Library
2751 Manhattan Blvd.
Harvey

3. Eastbank Regional Library
4747 W. Napoleon Ave.
Metairie

4. New Orleans Public Library
219 Loyola Ave.
New Orleans

5. Plaquemines Parish Library
8442 Highway 23
Belle Chasse

6. St. Bernard Parish Library
1125 E. St. Bernard Highway
Chalmette

7. Slidell Public Library
555 Robert Blvd.
Slidell

8. St. Tammany Parish Library
845 Gerard St.
Mandeville

9. St. Charles Parish Library
East Regional Library
100 River Oaks Dr.
Destrehan

10. St. Charles Parish Library
West Regional Library
105 Lakewood Drive
Luling

11. St. John the Baptist Parish Library
2920 Highway 51
LaPlace

A public meeting has been scheduled for Thursday, October 7, 2004 at 6:30 pm at the Regional Planning Commission Conference Room, Suite 2140 to receive public comments on the documents.

In addition, the RPC Transportation Policy Committee will receive comments from the public at its meeting on October 12, 2004. Meetings are held at the offices of the Regional Planning Commission at 1:00 pm. Citizens may also provide us with their comments in writing or email at rpc@norpc.org by October 17, 2004 to:

Mr. Walter Brooks
Executive Director
Regional Planning Commission
1340 Poydras St., Ste. 2100
New Orleans, LA 70112
(504) 568-6611

FORM 186-N

State of Louisiana

Parish of Orleans

City of New Orleans

Personally appeared before me, a Notary in and for the parish of Orleans, Robert J. Chiasson who deposes and says that he is the Accounts Receivable Manager, of The Times-Picayune Publishing Corporation, a Louisiana Corporation, Publishers of The Times-Picayune, Daily and Sunday, of general circulation; doing business in the City of New Orleans and the State of Louisiana, and that the attached

LEGAL NOTICE
RE: PUBLIC NOTICE FOR JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, AND ST. TAMMANY PARISHES THAT THE FOLLOWI
DOCUMENTS ARE AVAILABLE FOR: REVIEW & COMMENT BEGINNIN
SEPTEMBER 28, 2004 1. DRAFT AIR QUALITY CONFORMITY

Advertisement of REGIONAL PLANNING COMMISSION

1340 POYDRAS ST. SUITE 2100

NEW ORLEANS, LA. 70112

Was published in THE TIMES PICAYUNE

on the following dates SEPTEMBER 30, 2004 AND

OCTOBER 4, 2004

Robert J. Chiasson

Sworn to and subscribed before me this

5th day of OCTOBER, 2004

Notary Public
My commission expires at my death.

Transportation Public Involvement Plan

November 1994

Prepared By

Regional Planning Commission for Jefferson, Orleans, St. Bernard and St. Tammany Parishes

BACKGROUND

The Regional Planning Commission for Jefferson, Orleans, St. Bernard and St. Tammany Parishes (RPC) is the designated Metropolitan Planning Organization (MPO) for the Greater New Orleans and Slidell/East. St. Tammany Urbanized Areas.

In its MPO role, RPC functions as a regional planning agency as well as a clearinghouse and coordinating agency fro the dissemination of various federal and state transportation program funds utilized in the planning and implementation of local and regional transportation plans and projects which benefit the regional transportation network. In these capacities, RPC continues to provide strong and responsive leadership, as well as planning and technical assistance to area governments and various public and private sector organizations. (RPC, Annual Report, 1993)

As a MPO, RPC is responsible for conducting a transportation planning process in a continuing, cooperative, and comprehensive manner. They provide a direct link between the local, state, and federal transportation agencies. This link facilitates coordination on the local level, and provides direct access to state decision-making and funding processes which result in increased project efficiency and sensitivity to local issues. It is also the responsibility of the RPC to provide opportunities for public participation and input into the transportation decision-making process.

Congress recently reemphasized the importance of conducting comprehensive metropolitan transportation planning activities by passing the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). All MPOs are responsible for fulfilling metropolitan transportation mandates contained in this legislation. ISTEA proposes broad changes in the way transportation decisions are made by emphasizing diversity and balance among transportation modes and preservation of existing systems over construction of new facilities. Also included in the revolutionary changes brought about by ISTEA is the need for increased public involvement. MPOs are directed to solicit more public involvement than ever before, both from a wider range of persons and at more points in the planning process. Public involvement is no longer a perfunctory step associated with the completion of the planning stage for an individual project, but an essential, ongoing partnership through which transportation agencies are able to implement our nation's goal for future mobility and global competition.

As a result of these new mandates for public involvement, the RPC has developed a transportation public involvement plan which should address the issues as stated in the legislation.

INTENT OF THE TRANSPORTATION PUBLIC INVOLVEMENT PLAN

The Transportation Public Involvement Plan (TPIP) is intended to create a transportation planning process that is accessible, inclusive, and proactive. The plan seeks to encourage and provide for the greatest level of education on transportation issues and provide opportunities for citizens to contribute their ideas and voice their opinions early and often. The plan further seeks to establish trust and credibility among the citizenry for the transportation planning process and agency by resolving conflicts and seeking consensus among citizen and professionals for policies and projects.

This document is designed to provide a framework for the public involvement process which will be applied to the development of the Long Range Plan, the Transportation Improvement Program, the Unified Planning Work Program, transportation related air quality plans and other appropriate transportation plans and projects.

PUBLIC INVOLVEMENT PLANNING GOALS

The goals of the RPC Transportation Public Involvement Plan are as follows:

EDUCATION

- To develop informational materials that support a cooperative planning process and explain RPC transportation plans and activities in a concise and straightforward manner.
- To explain how transportation plans are affected by federal clean air mandates.

OUTREACH

- To increase awareness of and interest in transportation plans and the transportation planning process using innovative approaches.

PARTICIPATION

- To provide frequent opportunities for interested parties from the private business community, public officials, neighborhood organizations, the physically challenged and other groups impacted by transportation plans to participate in the development of RPC transportation plans and to encourage public participation in transportation planning activities at every level.

PUBLIC INVOLVEMENT POLICY

It is the intent of the RPC Transportation Policy Committee to pursue the active involvement of key individuals and groups with an interest in transportation planning projects in the review, design and the development of its plans and to develop transportation plans that reflect the needs of the region while meeting federal air quality standards. Groups that will be targeted for participation in particular include private alternative transportation providers, transportation enforcement agencies, local port

authorities, local toll authorities, community and neighborhood organizations, local elected officials, transportation and environmental interest groups and groups representing the elderly and the disabled. To these ends, the RPC will undertake the following responsibilities:

- To conduct public meeting for the development and the review of the Transportation Improvement Program, the Long-Range Plan, Unified Planning Work Program and any other significant transportation plans developed through RPC.

- To provide a forum for the review and discussion of significant amendments to adopted plans and actively solicit input from the public in the design and the development of its plans.

- To provide adequate notice and publicity regarding public meetings to develop and amend its transportation and related air quality plans..

- To involve key individuals and groups with an interest in transportation and related air quality issues in the development and review of its plans.

- To solicit the participation of and establish a dialogue with groups which have traditionally had limited involvement such as civic and neighborhood organizations.

- To increase availability of and access to planning documents and RPC informational materials.

- To periodically evaluate the transportation needs of the community through scoping meeting or surveys.

- To continue to develop educational materials for the general public regarding transportation planning and related air quality issues.

For details and specifics on process see attached work plan

PUBLIC OUTREACH ACTIVITIES

RPC will utilized a variety of mechanisms which will be selected as appropriate for the scope, needs and allocated resources of the various plans to be created. Examples of primary public participation efforts include:

- placing ads and legal notices in regional newspapers of general circulation and the Louisiana Register at least ten days prior to public meetings to review plans

- writing and distributing the RPC Annual Reports detailing transportation activities and trends;

- developing, writing and distributing newsletters containing information regarding the Transportation Improvement Program, Long Range Plan and other transportation and air quality issues;

- placing copies of the RPC annual reports, Executive Summaries of plans in public libraries;

- mailing copies of the annual reports, RPC transportation and related air quality newsletters to elected officials, environmental groups, private transportation providers and civic organizations;

- issuing news releases to newspapers, the electronic media, public housing & community newsletters and magazines interested in health and air quality issues in the 4 parish region regarding regional planning activities meeting dates and the Transportation Improvement Program;

- responses to written public comments on the Transportation Improvement Program, the Unified Work Program, and Long Range Plans will be included as appendices to these documents;

- establishing and maintaining mailing lists for civic organizations, transportation providers, the business community, neighborhood associations, the new media, and public libraries.

The following are examples of activities which will be considered for use in encouraging participation on future transportation plans as work plans and resources are developed:

- soliciting public comments and participation via the Internet e-mail computer network;
- developing cooperative educational projects with the educational system.

PUBLIC MEETINGS

Public meetings to receive public comments will be held prior to the adoption of any major plan or Transportation Improvement Program. A record of significant comments received and responses shall be kept and printed in the final document. In addition to the centrally located public meeting that are held, the opportunity to have a public meeting regarding the Transportation Improvement Program or the Long Range Plan in the outlying areas will be advertised in the region's general circulation newspapers. If there is sufficient response to the advertisements, a meeting will be scheduled in the

appropriate part of the region. Where feasible public meetings of similar, issues, plans, and programs, will be coordinated with the statewide public involvement process to reduce redundancies.

1. A legal notice will be published in regional newspapers and the Louisiana Register *(for joint state agencies projects)* at least ten days prior to the public meetings for adoption or amendments of regional plans, the Unified Work Program for Transportation, and the Transportation Improvement Program.

2 A 30 day public comment period will be observed prior to the adoption or amendment of the Transportation Improvement Program, the long range transportation plan, the Unified Planning Work Program and any other significant regional transportation plans. If final plan differs significantly from the draft, an additional 10 day comment period will be instituted for additional comments and review, which will be advertised.

3. All public meeting shall be held in locations accessible to the disabled and near bus routes in parishes with mass transit.

4. A yearly schedule of RPC's Transportation Policy Committee meeting dates and the Transportation Improvement Program development schedule shall be published in regional newspapers.

5. RPC shall hold an annual public meeting to review the planning development process with the general public with notification in the regional paper.

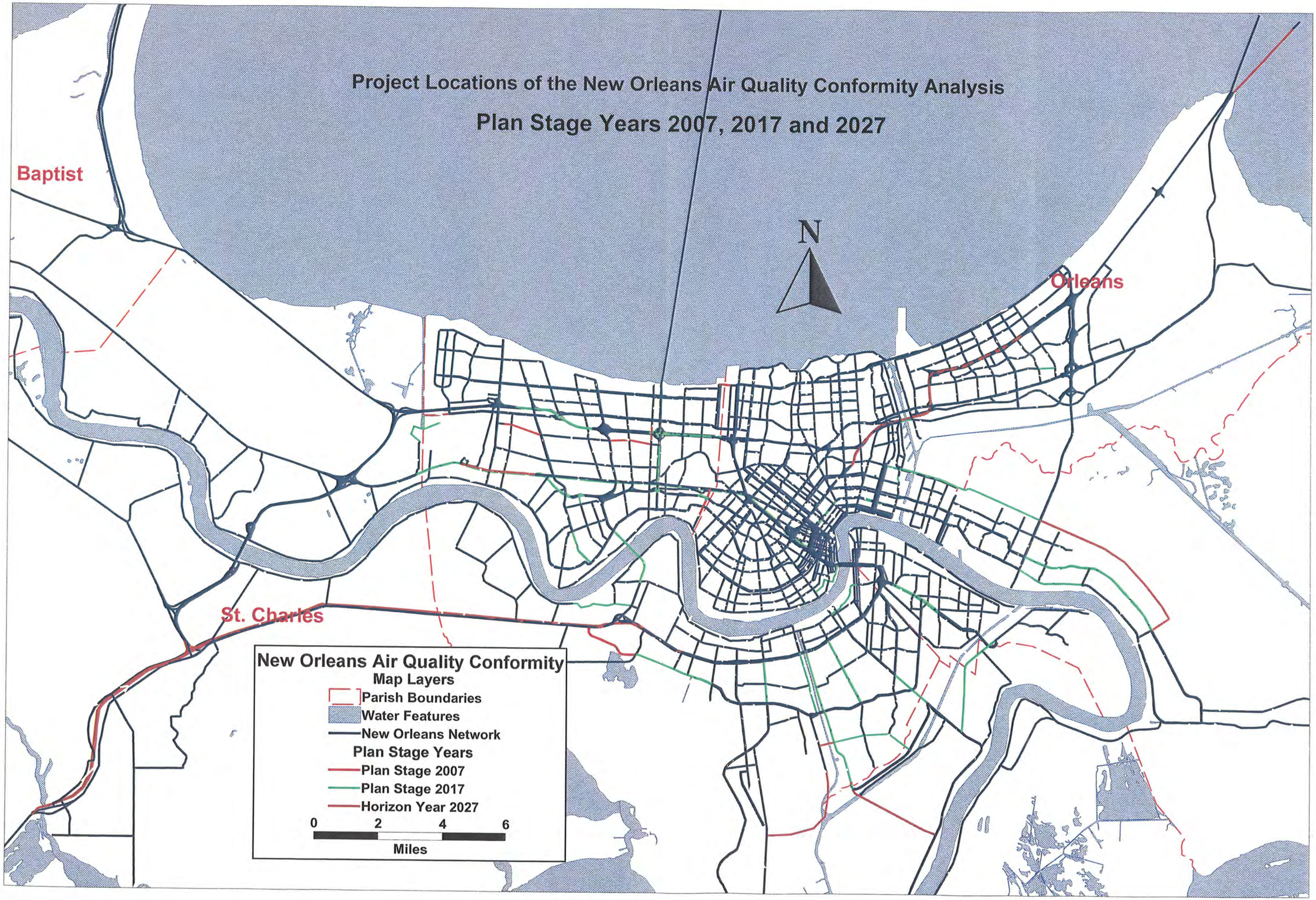
PUBLIC INVOLVEMENT PROCEDURES REVIEW AND NOTICE OF NON-DISCRIMINATION

The public involvement procedures will be reviewed and amended periodically. A 45 day public comment period will be observed prior to the adoption of amendments to this plan. A public meeting will be advertised and held during the public comment period to solicit input on the public involvement procedures.

The procedural review will ensure that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program operated and maintained by the RPC.

Appendix H

Map and Listing of Plan Stage Year Projects


Project Locations of the New Orleans Air Quality Conformity Analysis
Plan Stage Years 2007, 2017 and 2027
Baptist
Orleans
St. Charles
N
New Orleans Air Quality Conformity
Map Layers
Parish Boundaries
Water Features
New Orleans Network
Plan Stage Years
Plan Stage 2007
Plan Stage 2017
Horizon Year 2027
0
2
4
6
Miles

Projects for Air Quality Conformity Analysis : Effective 7/04

Mode	Project	Plan Stage Year 2007	2017	2027	Comments
H	LA 613 Hammond Highway Bridge	X			Widen to Four Lanes from OPL to Carrollton Street
H	Lapalco (Segnette to US 90) (742-26-0030)	X			Widen to four lanes from US 90 to Segnette Blvd.
H	West Napoleon David Drive to Williams	X			New 4 lane
H	West Napoleon Severn to Clearview (Severn-Cleary) (Cleary-Clearview)	X			New 4 lane
H	Dakin Street Extension	X			New 2 lane from US 61 to US 90
T	Airport to Downtown Rail		X		MSY to UPT, Stops at MSY, Williams, Zephyr Stadium, Causeway, Carrollton, UPT
T	Desire Streetcar RTA		X		Canal to Poland in Median of St. Claude
T	Upriver Extension, Riverfront Streetcar RTA		X		Upriver to Jackson Avenue, new stops at Jackson, Henderson, and Calliope
H	Morrison Road New 2 lane Gannon to Vincent (742-07-0031)		NRS		Extension of two lane Morrison Road, not regionally significant
H	Ames Boulevard Widening (Barataria to E. Ames)		X		Minor Three lane widening, not regionally significant
H	East Ames Boulevard (Ames to Bayou Boeuf)		X		Minor Three lane widening, not regionally significant
H	Destrehan Avenue (Patriot to US 90B)		X		Widen to 4 lanes, per Jefferson Parish
H	Lead Street Ramp to Earhart Expressway		X		New IC, WB to SB, NB to EB only
H	Almonaster Bridge Replacement (742-36-0104)		X		New 4 lane
H	I-10 17th Street to Causeway Widening (450-15-0089)		X		Widen to 10 through Lanes
H	I-10 Causeway Interchange Phase I (450-15-0100)		X		Per state geometry, new flyover from SB Causeway to EB I-10
H	I-10 Causeway Interchange Phase II (450-15-0103)		X		Per state geometry, new flyover from SB Causeway to EB I-10
H	I-10 (Clearview to Veterans) Widening 450-15-0099		X		Widen to 8 lanes
H	I-10 (Williams to Veterans)		X		Widen to 8 lanes
H	Relocated Hickory (Mounes to Jefferson Highway)		X		New four lane roadway
H	Lapalco (Tanglewood to Segnette) (742-26-0032)		X		New four lane roadway
H	Lapalco (Westwood to Tanglewood) (742-26-0033)		X		New four lane roadway
H	Earhart Ramp Connectors to US 61 via L&A Road		X		New IC between L & A Rd. and LA 3139. L&A ties into Dakin
H	LA 23 (Wall Blvd to LA 3017) NEW		X		Widen to six lanes, Wall to Engineers
H	LA 46 Paris Road to Webster Street Widening (046-03-0065)		X		Widen to three lane section, modified capacity
H	LA 39 (Paris Road to Colonial) Widening		X		Widen to six lane section through Violet
H	Kenner N/S Roadway		X		New 2 lane road from terminus of Vets, south through tunnel to James Blvd in James Bus. Pa
H	US 90 Ramps at Jourdan Road		X		New off ramp EB US 90 to Jourdan, Jourdan to WB US 90
H	Woodland Highway (two to four lanes)		X		Four lane roadway from English Turn to LA 23
H	Earhart Ramp Connectors to US 90 (EB) via Dakin St.		X		EB off ramp to Dakin Street, Dakin ties into US 90
H	US 90 to Earhart (WB) via Dakin St.		X		On Ramp from Dakin to LA 3139 WB
H	Earhart/ Causeway Interchange 430-01-0013		X		New IC, High Speed Ramps to and from all approaches
H	Howard Avenue Extension (Loyola to Magnolia)		X		Howard from Loyola to Magnolia, Howard already in from Magnolia to Galvez
H	Huey P. Long Bridge Widening		X		Widen HP Long from 4 to 6 lanes, between LA 48 and BC Avenue, IC with same
H	Florida Ave. Bridge (4 ln. Alvar to Tupelo - 2 lane Tupelo - Paris Road)		X		4 lane section from Alvar to Tupelo, two lanes from Tupelo to LA 47
H	Earhart Expressway Western Ramp Connection to US 61		X		Direct connection between LA 3139 at Dickory to US 61
H	DeGaulle Widening to MacAuthur		X		Widen to 8 lanes between Sandra and MacAuthur
H	Peters Road Interchange (LA 3017 at US 90B)		X		New Interchange per plan from Nick Kalivoda
H	US 61 (western LA 3139 Ramps to James BP) Widen to 6 Lanes		X		Per E-W Corridor EIS, widen to 6 lanes in 2017, Phase I of highway project
H	4th Street Extension to Burmaster		X		New 2 lane Extension
H	Harvey Blvd. (Peters Road to Manhattan)		X		New 4 lane section
H	Harvey Blvd. (Wall Blvd to Engineers Rd)		X		New 4 lane section
H	Causeway Widening US 61 to W. Napoleon		X		Widen 4 to 6 lanes
H	Barataria Interchange-US 90B (WB US90B to SB LA 45)		X		New Flyover Ramps WB US 90B to SB LA 45; NB LA 45 to WB US 90B
H	Patriot at Barataria: Widening LA 45 (US 90B to Lapalco 4 to 6 Lanes)		X		Widening job merged with intersection improvements: LA 45 Widen to 6 lanes
H	Severn Avenue/ I-10 Overpass			X	Four lane overpass of I-10
H	Destrehan Avenue (Extension to LA 3134)			X	Extension of two lane road from current terminus (Keithway) to LA 3134
H	US 61 (Earhart Ramps to MSY) Widen to 8 Lanes			X	Per E-W Corridor EIS, Phase II of highway project
H	Widen Veterans Blvd in Kenner (Loyola to Levee)			X	Widen Loyola from 2 to 4 lanes to the Levee Rd.
H	Extension of Florida Ave.			X	Extension of two lane road from planned terminus at LA 47 to Colonial Blvd.
H	Old Algiers Ramp			X	Exit Ramp from WB US 90B to Nunez Street
H	US 90B (I-49S)/ I-310 Elevated Section			X	Ames to STC line, 6 lane Expressway, IC at US 90, Live Oak, LA 3060, I-310, widen US 90 (t
H	Peters Road Extension/ Bridge, to LA 23			X	Extend from JPL to LA 23, two lane bridge
H	I-10 High Rise (Widen to Eight Lanes, Elysian Fields to Bullard) State Plan			X	Widen to 8 lanes, no other modification
H	I-10 Twin Span			X	Widen to 6 Lanes, model currently accounts for a 6 lane section
H	Barriere Road Extension			X	New 2 lanes, Peters Road Extension to LA 23
H	Harvey Blvd. Bridge (Peters Road to Destrehan Ave)			X	4 lane over Harvey Canal