

HEALTH RISK ASSESSMENT

COLTON TROPICA WAREHOUSES PROJECT

CITY OF COLTON

SAN BERNARDINO COUNTY, CALIFORNIA

LSA

June 2018

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CITY OF COLTON

SAN BERNARDINO COUNTY, CALIFORNIA

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LIST OF ABBREVIATIONS AND ACRONYMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
ARB	California Air Resources Board
ARB Handbook	California Air Resources Board <i>Air Quality and Land Use Handbook: A Community Health Perspective</i>
Basin	South Coast Air Basin
CalEPA	California Environmental Protection Agency
City	City of Colton
DPM	Diesel Particulate Matter
EMFAC2017	California Emissions Factor Model, Version 2017
EPA	United States Environmental Protection Agency
HARP	Hotspots Analysis and Reporting Program
HI	Hazard Index
HRA	Health Risk Assessment
I-	Interstate
MEI	Maximum Exposed Individual
MICR	Maximum Individual Cancer Risk
mph	Miles per Hour
NOx	Oxides of Nitrogen
OEHHA	Office of Environmental Health Hazard Assessment
PM	Particulate Matter
PM ₁₀	Particulate Matter less than 10 microns in size
PM _{2.5}	Particulate Matter less than 2.5 microns in size
project	Colton Tropica Warehouses Project
ROG	Reactive Organic Gas
SCAQMD	South Coast Air Quality Management District
State	State of California
TAC	Toxic Air Contaminant
T-BACT	Toxics Best Available Control Technology
TRU	Transport Refrigeration Unit

INTRODUCTION

LSA has prepared a Health Risk Assessment (HRA) for the proposed Colton Tropica Warehouses Project (project) located in the City of Colton (City) in San Bernardino County, California.

An HRA is a process used to estimate the increased risk of health effects in people who are exposed to toxic air contaminants (TACs). An HRA combines the results of studies on the health effects of various animal and human exposures to TACs and the level of people's exposure at different distances from the sources of pollutants. This HRA examines the short-term and long-term potential health effects from project-related emissions of TACs in the exhaust of diesel-powered trucks on existing surrounding sensitive receptors, including residences.

BACKGROUND

California Air Resources Board Handbook and Technical Advisory

The California Air Resources Board (ARB) developed the *Air Quality and Land Use Handbook: A Community Health Perspective (ARB Handbook; 2005)* and the supplement, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory (ARB 2017a)*, which are intended to serve as general reference guides for evaluating and reducing air pollution impacts associated with new projects that are part of the land use decision-making process. According to the *ARB Handbook*, recent air pollution studies have shown an association between both respiratory and other noncancer health effects and proximity to high-traffic roadways and facilities with diesel truck use. Other studies have shown that diesel exhaust and other cancer-causing chemicals emitted from cars and trucks are responsible for much of the overall cancer risk from airborne toxics in California. The *ARB Handbook* recommends planning agencies recognize that the configuration of distribution centers can reduce population exposure and risk. For example, locating the main entry and exit points away from sensitive land uses helps to reduce cancer risk and other health impacts.

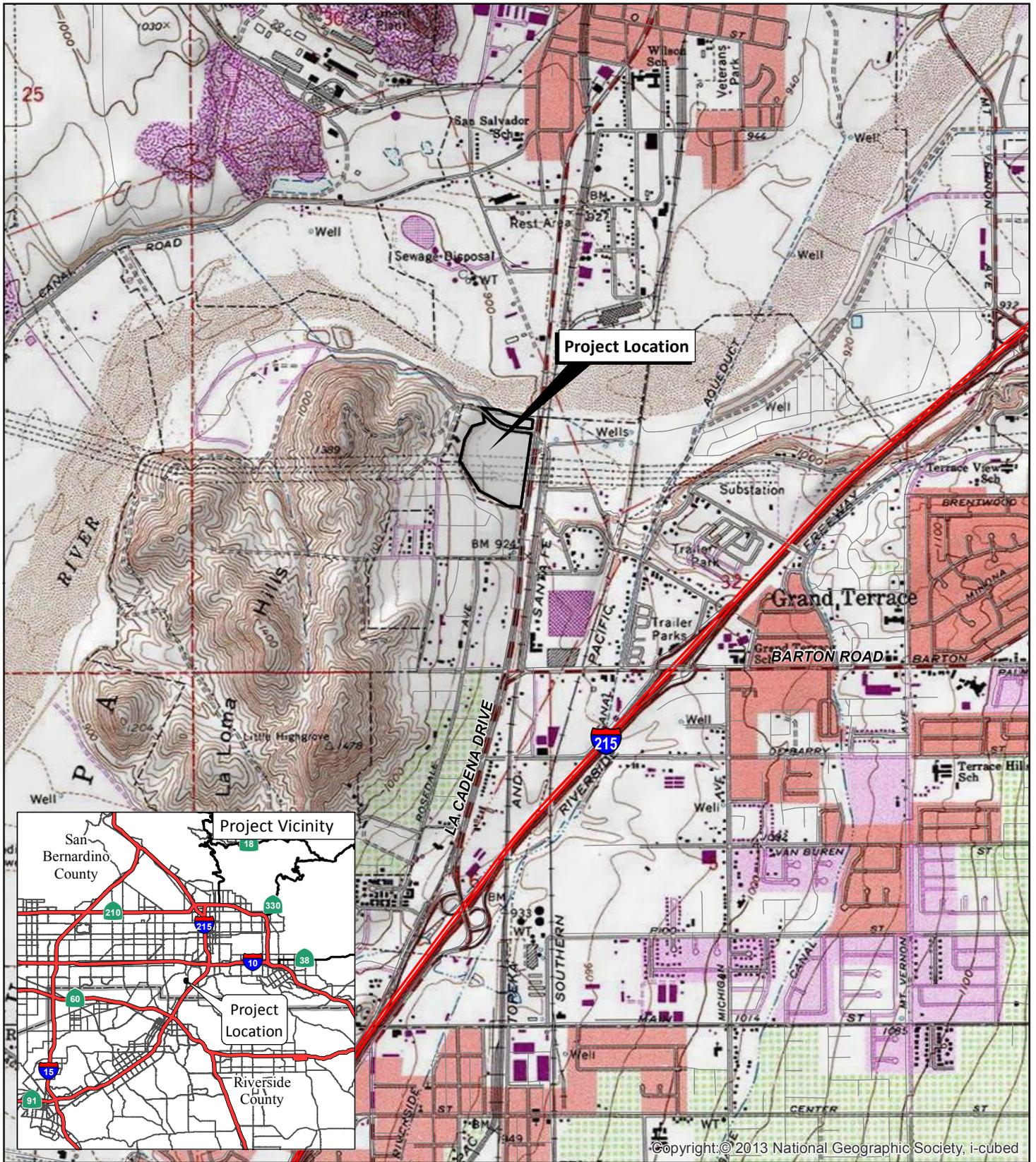
PROJECT LOCATION

The proposed Colton Tropica Warehouses site is an approximately 22.2-acre site on West Center Street at Placentia Lane in the City of Colton, as shown in Figure 1.

PROJECT DESCRIPTION

The project consists of the development of 266,030 square feet of industrial warehouse uses comprising three warehouse buildings: Building 1 is 190,100 square feet, Building 2 is 45,160 square feet, and Building 3 is 30,070 square feet. For the purpose of this analysis, it was assumed that 50 percent of the warehouse buildings would be refrigerated and the other 50 percent would be unrefrigerated. Figure 2 illustrates the site plan of the proposed project.

Access to Building 1 will be provided from one location on La Cadena Drive and two locations on Tropica Rancho Road. Building 2 will have two access points on La Cadena Drive. Access to Building 3 will be provided by two locations on Tropica Rancho Road. Two electrical easements currently run through the project site in an eastern to western direction. One electrical easement is located along the central portion of the site, while the other easement runs through the southern central portion



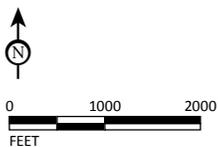
Copyright: © 2013 National Geographic Society, i-cubed

LSA

LEGEND

 Project Location

FIGURE 1



Colton Tropa Warehouses Project
Air Quality Technical Report
Regional and Project Location

SOURCE: USGS 7.5' Quad: San Bernardino South (1980), CA; ESRI Streetmap, 2013.

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FIGURE 2

LSA

LEGEND

 Project Boundary



0 100 200
FEET

SOURCE: Google Earth, 2016

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Colton Tropica Warehouses Project
Air Quality Technical Report
Aerial Project Study Area

of the site. The project proposes a total of 241 auto parking stalls consisting of 171 auto parking stalls at Building 1, 39 auto parking stalls located at Building 2, and 31 auto parking stalls at Building 3. Additionally, a total of 212 trailer parking stalls will be provided consisting of 199 trailer parking stalls at Building 1 and 13 trailer parking stalls at Building 2.

Access to the project site is provided from La Cadena Drive and Tropica Rancho Road, which will also be used for emergency vehicle access. Two access points are provided; one on each of the streets (i.e., La Cadena Drive and Tropica Rancho Road).

SENSITIVE LAND USES IN THE PROJECT VICINITY

Sensitive receptors include residences, schools, hospitals, and similar uses sensitive to air quality. Surrounding land uses consist of industrial and commercial uses, with the nearest residential uses 150 feet to the southwest (Loma Verde Street), as shown in Figure 3. There is a 60 to 70-foot elevation difference between the single-family residential units and the southern and western portions of the site, with the residences at the higher elevation.

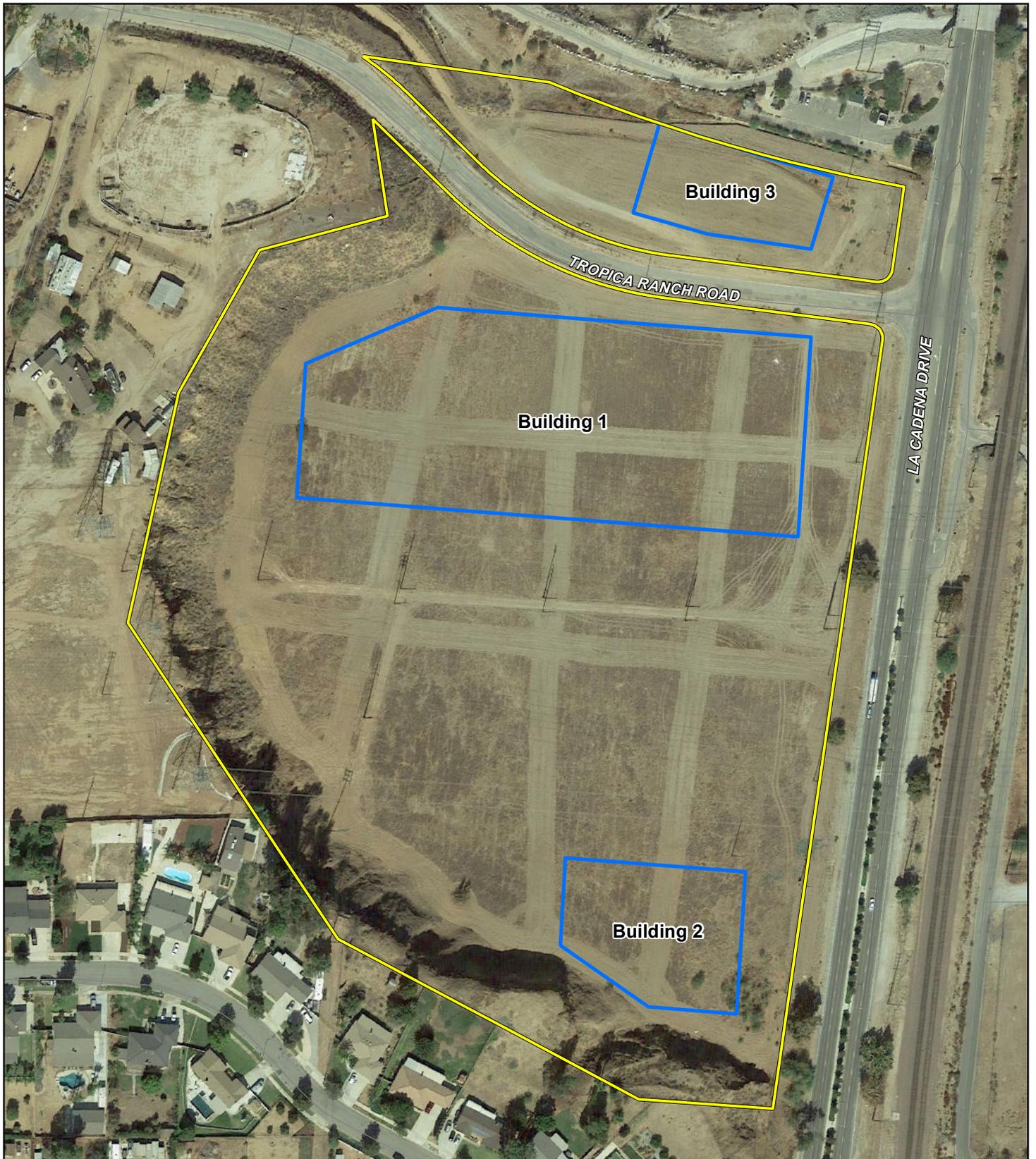
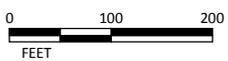


FIGURE 3

LSA

LEGEND

- Project Boundary
- Project Site Plan



SOURCE: Google Earth, 2016

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Colton Tropica Warehouses Project
 Air Quality Technical Report
 Project Site Plan

SETTING

REGIONAL AIR QUALITY

The project site is located in the City of Colton, San Bernardino County, California, which is part of the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). This HRA includes an estimation of emissions associated with long-term operation of the proposed project.

Climate/Meteorology

Air quality in the planning area is not only affected by various emission sources (e.g., mobile and industry), but also by atmospheric conditions (e.g., wind speed, wind direction, temperature, and rainfall). The combination of topography, low mixing height, abundant sunshine, and emissions from the second-largest urban area in the United States gives the Basin some of the worst air pollution problems in the nation.

The nearest representative meteorological station that provides American Meteorological Society/ Environmental Protection Agency Regulatory Model (AERMOD)-ready meteorological data is the Fontana Meteorological Station at 14360 Arrow Highway, about 9.8 miles northwest from the project site. Figure 4 shows the windrose from data measured at this station and shows the wind patterns for the project area.

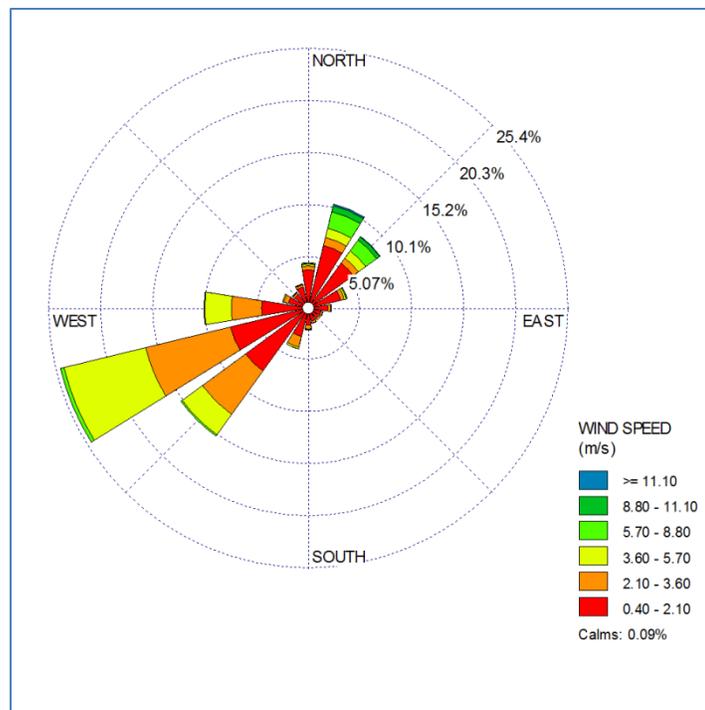


Figure 4: Project Area Wind Patterns

Toxic Air Contaminants

The public's exposure to TACs is a significant environmental health issue in the State of California (State). In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Act (42 United States Code Section 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through the ARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). AB 1807 sets forth a formal procedure for the ARB to designate substances as TACs. Once a TAC is identified, the ARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology (T-BACT) to minimize emissions.

Air toxics from stationary sources are also regulated in California under AB 2588. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform an HRA and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

To date, the ARB has designated nearly 200 compounds as TACs. Additionally, the ARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds, the most important being particulate matter (PM) from diesel-fueled engines (diesel particulate matter [DPM]).

The ARB is working to reduce DPM through regulations, financial incentives, and enforcement programs. In 2004, the ARB adopted two airborne toxic control measures to reduce DPM emissions associated with distribution centers. The first limits nonessential (or unnecessary) idling of diesel-fueled commercial vehicles, including those entering from other states or countries. This statewide measure, effective in 2005, prohibits idling of a diesel vehicle more than 5 minutes at any one location. The elimination of unnecessary idling reduces the localized impacts caused by DPM and other air toxics in diesel vehicle exhaust.

The second measure requires that transport refrigeration units (TRUs) operating in California become cleaner over time. The measure establishes in-use performance standards for existing TRU engines that operate in California, including out-of-state TRUs. The requirements have been phased in since 2008 and will extend until 2019.

HEALTH RISK ASSESSMENT THRESHOLDS OF SIGNIFICANCE

Both the State and federal governments have established health-based Ambient Air Quality Standards (AAQS) for seven air pollutants. For other air pollutants without defined significance standards, the definition of substantial pollutant concentrations varies. For TACs, “substantial” is taken to mean that the individual health risk exceeds a threshold considered to be a prudent risk management level.

The following limits for maximum individual cancer risk (MICR) and noncancer acute and chronic Hazard Index (HI) from project emissions of TACs are considered appropriate for use in determining the health risk for projects in the Basin:

- **MICR:** MICR is the estimated probability of a Maximum Exposed Individual (MEI) contracting cancer as a result of exposure to TACs over a period of 30 years for adults and 9 years for children in residential locations. The MICR calculations include multipathway consideration, when applicable.

The cumulative increase in MICR that is the sum of the calculated MICR values for all TACs emitted from the project would be considered significant if it would result in an increased MICR greater than 10 in 1 million (1.0×10^{-5}).

- **Chronic HI:** Chronic HI is the ratio of the estimated long-term level of exposure to a TAC for a potential MEI to its chronic reference exposure level. The chronic HI calculations include multipathway consideration, when applicable.

The project would be considered significant if the cumulative increase in total chronic HI for any target organ system due to total emissions from the project would exceed 1.0 at any receptor location.

- **Acute HI:** Acute HI is the ratio of the estimated maximum 1-hour concentration of a TAC for a potential MEI to its acute reference exposure level.

The project would be considered significant if the cumulative increase in total acute HI for any target organ system due to total emissions from the project would exceed 1.0 at any receptor location.

IMPACTS AND MITIGATION

HEALTH RISK ASSESSMENT

Hazardous air pollution emissions associated with the project would occur from a variety of activities related to project operations. The only substantial amount of TAC known to be released from the proposed warehouse is contained in the exhaust of project-related vehicles. There are no plans for other toxic substances on site that would result in TAC emissions. For the purposes of an HRA, short-term emissions are of concern for analyzing acute health impacts and long-term emissions are of concern for analyzing chronic and carcinogenic health impacts.

This HRA has been conducted using three models: the ARB's California Emissions Factor Model, Version 2017 (EMFAC 2017) for vehicle emissions factors and percentages of fuel type within the overall vehicle fleet, the United States Environmental Protection Agency's (EPA) AERMOD air dispersion model to determine how the TACs would move through the atmosphere after release from sources both on site and on surrounding roadways, and the ARB's Hotspots Analysis and Reporting Program (HARP2) model to translate the pollutant concentrations from AERMOD into individual health risks at any sensitive receptor locations surrounding the project site.

This HRA includes analyzing the inhalation, dermal soil, mother's milk, and homegrown produce pathways. This technique was chosen as recommended in the Office of Environmental Health and Hazards Assessment (OEHHA) *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015) and as prescribed in SCAQMD's June 2015 *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act*.

The OEHHA has determined that long-term exposure to DPM poses the highest cancer risk of any TAC it has evaluated. Short-term exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, DPM made people with allergies more susceptible to the materials to which they are allergic (e.g., dust and pollen). Short-term exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

In recent years, the implementation of the ARB's Diesel Risk Reduction Plan has reduced emissions of these TACs. This plan has already resulted in a 75 percent reduction in particle emissions from diesel-powered trucks and other equipment (compared to 2000 levels), and by 2020, when fully implemented, the plan will result in an 85 percent reduction (OEHHA 2015). The Diesel Risk Reduction Plan calls for the use of cleaner-burning diesel fuel, retrofitting existing engines with particle-trapping filters, and the use in new diesel engines of advanced technologies that produce nearly 90 percent fewer particle emissions, as well as the use of alternative fuels. The ARB Truck and Bus Regulation (2014) requires the installation of exhaust after-treatment devices to reduce emissions of PM and oxides of nitrogen (NOx) from on-road diesel engines. As of January 2016, all heavy-duty diesel trucks must be equipped with diesel particulate filters and all pre-1996 engines must be replaced with newer engines. These improvements are anticipated to continue into the

foreseeable future. However, to be conservative, other than what is built into the ARB’s EMFAC 2017, none of these anticipated improvements are included in this HRA.

Emission Sources

The first step of an HRA is to characterize the project-related emissions of TACs. According to the *Traffic Impact Analysis for the Proposed Tropica Rancho Warehouse Project* (TRANSTECH 2017), the project would generate a daily trip rate of 386 cars, 68 two- to three-axle trucks, 91 four-plus-axle trucks. The traffic study also characterized the routes and the percentage that the car and truck traffic would travel to and from the project site. While the TAC emissions from gasoline-powered vehicles have a small health effect compared to DPM, this HRA includes all the traffic information described and both gasoline- and diesel-powered vehicle emissions. For the diesel exhaust emissions, it is sufficient to only consider the DPM (PM₁₀ and particulate matter less than 2.5 microns in size [PM_{2.5}]) portions of the exhaust; all the TACs for the gasoline exhaust emissions are contained in the Reactive Organic Gas (ROG) emissions. Using speciation data from the ARB, the emission rates of the TAC components are derived from the total ROG emissions.

The vehicles associated with the project were assumed to operate 24 hours per day, 7 days per week, and 52 weeks per year. The project trucks operate in two modes: stationary idling and moving on and off the site. The emissions from trucks while idling result in a much higher concentration of TACs at nearby sensitive receptors compared to the emissions from moving trucks. This is due to the dispersion of emissions that occurs with distance and with travel of the vehicle. For this HRA, the truck travel emissions were modeled as a series of volume sources along on-site buildings and driveways, Tropica Rancho Road, and along La Cadena Drive northbound and southbound routes. These sources cover the anticipated primary truck routes as shown in Figure 5. Based on the project

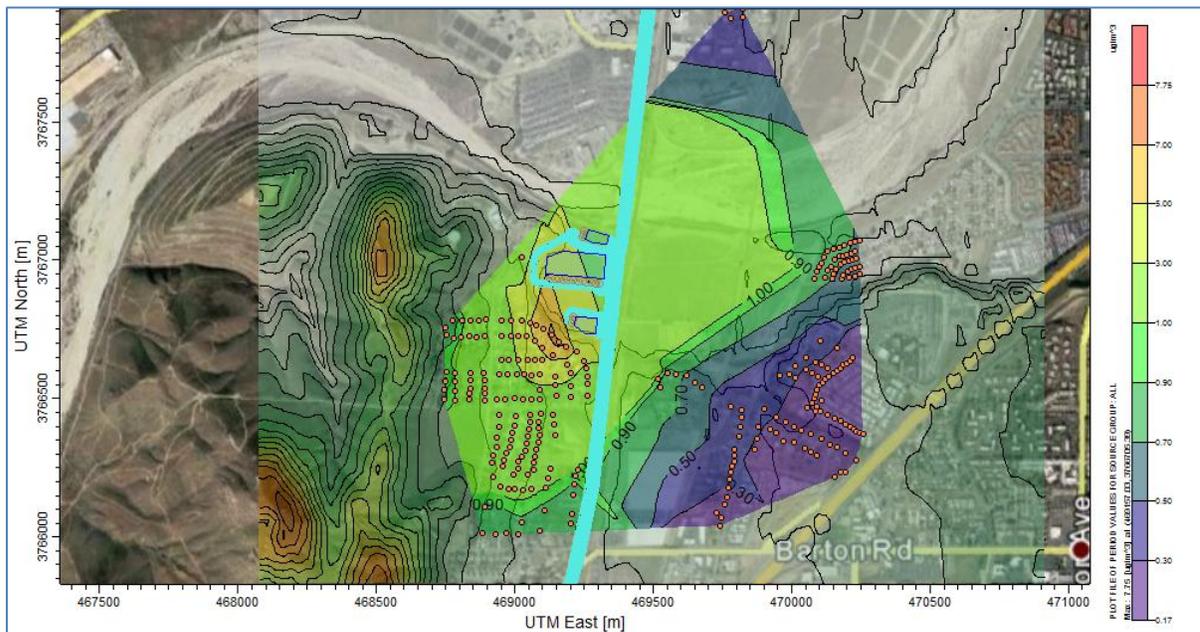


Figure 5: Residential 30-Year Carcinogenic Risk Levels

truck trip distribution outlined in the *Traffic Impact Analysis for the Proposed Tropica Rancho Warehouse Project* (TRANSTECH 2017), 80 percent of the project trucks were modeled as going to and from Interstate 215 (I-215) on La Cadena Drive and the remaining 20 percent travel north along La Cadena Drive to northbound on Rancho Avenue to the Interstate 10 (I-10). While it is possible that a few trucks could take other routes, the small number of trucks going on any routes other than those identified as the main routes would not add substantial amounts of TACs along those routes. LSA assumed vehicles traveling on site would maneuver slowly, averaging approximately 5 to 15 miles per hour (mph), and that vehicles traveling on roadways would average 45 mph.

The diesel truck idling emissions were modeled as individual volume sources at idling locations along the planned loading docks for all three buildings. While the idling times of trucks are regulated to be no more than five minutes, it is possible the diesel trucks will stop at the loading dock and one or two other areas on site during a single trip. Thus, for the purposes of this HRA, the idling times per trip were conservatively assumed to be 15 minutes per delivery. Additionally, it is not known if the future tenant of the project will incorporate refrigeration capability. Therefore, to be conservative, for purposes of this HRA, it was assumed that 50 percent of the building would be configured to handle refrigerated product and 50 percent of the trucks associated with the project would have TRUs. California has an aggressive emissions control program for TRUs such that, by the end of 2019, essentially all TRUs operating in the State must meet the ultra-low emissions TRU standard or switch to electrically powered. For this HRA, it was assumed all TRUs were the largest typical size of 36 horsepower, comply with the ultra-low emissions TRU standard, and would operate for the entire time the haul truck was on site, or an average of two hours per truck trip. Lastly, it was assumed that the smaller 2- and 3-axle trucks would not idle on site at all; these smaller trucks would shut off their engines on arrival and restart them to leave.

The EMFAC2017 was used to determine the emissions factors of idling and operating diesel trucks to determine the total emissions of PM₁₀ from the project-related trucks. This HRA conservatively assumes all emissions of PM₁₀ are DPM. The EMFAC2017 includes assumptions of technological and regulatory changes that will reduce emission rates over time. However, this HRA only allows for a single emission rate for the entire 30-year health risk evaluation period. The use of emissions factors for the year 2020 was selected to be conservative, even though it is expected that truck emissions regulations will continue to become more restrictive over the exposure periods considered for this HRA. For instance, using emissions factors for a 2024 vehicle fleet (the midpoint of the 9-year exposure period) or using emissions factors for a 2035 vehicle fleet (the midpoint of the 30-year exposure period) could be used; however, either of these would be less conservative.

The tables in Appendix A show the development of the exhaust emission rates for the trucks while operating both on site and on the roadways on which the trucks will travel. The tables show the annual average daily traffic for the entire project on each stretch of road by vehicle category. The percentage within each vehicle category that is diesel powered (from EMFAC2017) and the PM₁₀ and PM_{2.5} emissions factors for each vehicle category at the average road speed of 5 mph and 15 mph on site and 45 mph on roadways are also shown. Because the AERMOD dispersion model cannot use emission variables in grams per mile, emissions data are converted to grams per second. The same derivation is repeated for ROG emissions from gasoline-powered vehicles (all TAC emissions from gasoline exhaust are contained in the ROG emissions).

Table A shows the development of the exhaust emission rates for the trucks while idling at the project building. These emissions are equally divided among the 18 volume sources located at all the loading dock areas. Emissions data are shown in Table A using the idling emissions factors from EMFAC2017 for these trucks, combined with the total truck count, and assuming 15 minutes of idling per trip. For the trucks with TRUs, it was assumed the TRU would run using the truck’s power throughout the time at the project site. This is a very conservative assumption as the loading docks are required to have electrical hookups and the trucks to have the ability to run their TRUs from that electricity, so it is likely that the TRUs will be operating on their own power only when the trucks are arriving or leaving. The ARB has developed plans (ARB 2017b) to transition to near-zero-emission technologies and ultimately zero-emission technologies. These will be phased in over time, possibly beginning in the 2020 decade and extending out to 2050.

Table A: Tropica Warehouses Truck Idling Emission Rates

Emissions Source	Hours/Day Trucks Operate	Total Truck Trips/Day ¹	Truck Trips/Hour	Diesel Idle Exhaust Per Vehicle (g/hr) ²		Operating Time (min/trip) ³	Idle Exhaust Diesel (g/hr)	
				PM ₁₀	PM _{2.5}		PM ₁₀	PM _{2.5}
Truck Main Engine	24	91	4	0.0115	0.0096	15	0.0109	0.0104
TRU Engine				0.72	0.68	60	1.4	1.3

Source: LSA (June 2018).

- ¹ *Traffic Impact Analysis for the Proposed Tropica Rancho Warehouses Project* (TRANSTECH 2017). Note that each truck visit comprises two trips, one arrival and one departure. Only 4-plus axle trucks assumed to idle on site, 2- and 3-axle trucks would immediately turn off engines.
- ² ARB EMFAC2017 idling emissions factors for 2020 HHD trucks. TRU emissions factors from the ARB TRU ATCM website for ultra-low emissions compliant equipment - 0.02 g/HP-hr and assuming a 36 HP TRU unit.
- ³ This table assumes each truck idles for 15 minutes per trip to account for multiple stops (i.e., at an entry check-in, loading/unloading, and miscellaneous tasks). TRUs are assumed to operate throughout the truck visit, assumed to be an average of one hour.

ARB = California Air Resources Board
EMFAC2017 = California Emissions Factor Model, Version 2017
g/hr = grams per hour
min/trip = minutes per trip

mph = miles per hour
PM₁₀ = particulate matter less than 10 microns in diameter
PM_{2.5} = particulate matter less than 2.5 microns in diameter

American Meteorological Society/Environmental Protection Agency Regulatory Model Dispersion Modeling

In order to assess the dispersion of emissions associated with the project, air dispersion modeling was performed using AERMOD. The model is approved by the EPA for estimating the air quality impacts associated with point and fugitive sources in simple and complex terrain. The model was used to calculate the annual average and short duration (e.g., 1 hour) pollutant concentrations associated with each emitting source. Inputs for each emitting source were based on the characterizations referenced above. Appendix B shows details of these inputs.

For the line volume sources used to represent on-road mobile source activity, vertical (sigma z) dispersion parameters were developed by approximating mixing zone residence time and quantifying the initial vertical term as described in the EPA guidance. Horizontal (sigma y) dispersion parameters were generated by dividing the source separation distance by a standard deviation of 2.15, as described in the EPA guidance. For the truck idling locations, individual volume sources represent the idling at all the loading docks by area covering all loading dock locations and the total idling emissions spread equally. For all the idling sources, the release height was set to the

approximate truck exhaust stack height of 10 feet (3 meters). Because building wake effects (building downwash) influences can significantly increase concentrations for receptors located downwind of the building close to the emissions source, the proposed new buildings were included with an estimated warehouse height of 30 feet.

The model requires additional input parameters, including local meteorology. Due to the model's sensitivity to individual parameters (e.g., wind speed, temperature, and direction), the EPA recommends meteorological data used as input into dispersion models be selected on the basis of relative spatial and temporal conditions that exist in the area of concern. As such, five years of meteorological data from the Fontana monitoring station¹ (the nearest available from SCAQMD) were used to represent local weather conditions and prevailing winds.

Modeled sensitive receptors, as shown in previously referenced Figure 5 as orange dots, were placed at discrete residential locations for the applicable residential scenarios. Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the OEHHA guidance document titled *Air Toxic Hot Spots Program Risk Assessment Guidelines Technical Support Document for Exposure Assessment and Stochastic Analysis*, and guidance from the SCAQMD.

Hotspots Analysis and Reporting Program Modeling

The ARB's HARP2 model is a tool that assists with the programmatic requirements of the Air Toxics "Hot Spots" Program (AB 2588). HARP2 was used to translate the TAC concentrations from AERMOD into long-term carcinogenic and chronic, and short-term acute health risk levels following the guidance in the SCAQMD Risk Assessment Guidelines. These guidelines specify that residential cancer risks assume a 30-year exposure and must include, at a minimum, the following pathways: homegrown produce, dermal absorption, soil ingestion, and mother's milk; a deposition velocity of 0.02 meters per second for the noninhalation pathways; the dermal pathway should assume a "warm" climate; and the "Risk Management Policy Using the Derived Method" risk-calculation option should be used. To estimate chronic noncancer risks at residential receptors, the "OEHHA-Derived Method" risk-calculation option was used. Following the OEHHA guidance, 8-hour chronic noncancer risk was calculated for residential receptors because the project would operate more than 8 hours per day and 5 days per week.

The dose-response relationship for a specific pollutant describes the association between exposure and the observed response (health effect). In other words, the relationship estimates how different levels of exposure to a pollutant change the likelihood and severity of health effects. The dose-response relationship (the response occurring with increasing dose) varies with pollutant, individual sensitivity, and type of health effect. Combining the results of the emission characterization and dispersion modeling described above with the dose-response assessment gives an estimate of the increased health risk for an individual exposed to the maximum predicted long-term concentrations of TACs.

¹ South Coast Air Quality Management District (SCAQMD). Meteorological Data for AERMOD. Website: <http://www.aqmd.gov/home/library/air-quality-data-studies/meteorological-data/data-for-aermod>, accessed June 2018.

ACUTE PROJECT-RELATED EMISSION IMPACTS

Table B shows the noncancer acute inhalation health risks from all project-related sources to the nearest residents and shows that the maximum acute HI from the project’s on-site truck activity and roadway traffic would be 3.8×10^{-7} , which is below the threshold of 1.0. Therefore, the potential for short-term acute exposure would be less than significant.

Table B: Maximum Long-Term Health Risk Impact from Project Operation

Risk	Maximum Cancer Risk (risk per million)	Maximum and 8-hour Chronic Risk (Hazard Index ¹)	Maximum Acute Risk (Hazard Index ¹)
SCAQMD Threshold	10.0	1.0	1.0
9-Year Child Exposure	5.5	1.8 × 10 ⁻³	3.8 × 10 ⁻⁷
30-Year Residential Exposure	7.8		
Significant?	No	No	No

Source: Compiled by LSA (June 2018).

¹ The Hazard Index is the unitless ratio of the estimated long-term level of exposure to a toxic air contaminant for a potential maximum exposed individual to its reference exposure level.

SCAQMD = South Coast Air Quality Management District

Carcinogenic and Chronic Project-Related Emission Impacts

Table B shows the results of the conservative modeling for carcinogenic and chronic inhalation health risks at the maximum individual sensitive receptor. Even with the conservative modeling technique used (assuming that an adult stays outdoors at his or her residence 24 hours per day for 30 years and a child stays outdoors at his or her residence 24 hours per day for 9 years, which are the State-required periods of time that all HRAs must assess), no sensitive receptor would be exposed to an unmitigated inhalation cancer risk greater than 7.8 in 1 million, which is less than the threshold of 10 in 1 million. Previously referenced Figure 5 shows the area’s 30-year residential exposure carcinogenic risk levels. The 9-year child exposure risk levels would all be lower than the 30-year levels, thus would cover an area smaller than shown in Figure 5. The greatest chronic HI at a sensitive receptor would be 1.8×10^{-3} , which is less than the threshold of 1.0. These are conservative health risk levels, meaning they are much higher than are reasonably expected to occur.

As these results show, all health risk levels to the nearest residents from project-related emissions of TAC would be well below SCAQMD’s HRA thresholds. No significant health risk would occur from project-related truck traffic and no mitigation is necessary. Appendix B provides the HARP modeling reports and AERMOD information.

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APPENDIX A

EMISSION FACTORS FOR DIESEL TRUCKS AND HEALTH RISK

ASSESSMENT EMISSION RATES

EMFAC2017 (v1.0.2) Emission Rates

Region Type: Sub-Area

Region: San Bernardino (SC)

Calendar Year: 2020

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	Calendar Year	Vehicle Cat	Model Year	Speed	Fuel	VMT	ROG_RUNE	TOG_RUNE	CO_RUNEX	NOx_RUNE	SOx_RUNE	CO2_RUNE	PM10_RUNE	PM2_5_RUNE	N2O_RUNE
San Bernar	2020	HHDT	Aggregatec	5	GAS	0.222302	6.063471	8.847803	108.7758	10.55818	0.051014	5155.085	0.012881	0.011844	0.327397
San Bernar	2020	HHDT	Aggregatec	5	DSL	8074.735	1.051516	1.197071	3.777599	18.71837	0.041548	4397.784	0.05732	0.05484	0.69127
San Bernar	2020	HHDT	Aggregatec	5	NG	2399.99	1.533896	19.45305	39.83697	8.242652	0	5790.199	0.013507	0.012923	1.18037
San Bernar	2020	HHDT	Aggregatec	15	GAS	8.733166	2.709236	3.95331	73.2414	8.745888	0.033826	3418.22	0.00577	0.005305	0.262612
San Bernar	2020	HHDT	Aggregatec	15	DSL	30488.99	0.561852	0.639625	1.779585	9.917645	0.024931	2638.856	0.066678	0.063793	0.414791
San Bernar	2020	HHDT	Aggregatec	15	NG	2635.992	0.746566	10.22344	22.71204	5.218631	0	4320.005	0.008933	0.008547	0.880661
San Bernar	2020	HHDT	Aggregatec	45	GAS	54.45675	0.829541	1.210464	42.04916	7.28107	0.019181	1938.252	0.001793	0.001649	0.201969
San Bernar	2020	HHDT	Aggregatec	45	DSL	159199.1	0.096676	0.110058	0.402391	3.623585	0.012471	1320.019	0.051591	0.049359	0.207489
San Bernar	2020	HHDT	Aggregatec	45	NG	5702.863	0.122065	1.634734	3.574624	2.994991	0	2877.403	0.005055	0.004836	0.586577
San Bernar	2020	LDA	Aggregatec	5	GAS	15516.9	0.085228	0.124308	1.487723	0.089062	0.006701	677.1806	0.010731	0.009867	0.009589
San Bernar	2020	LDA	Aggregatec	5	DSL	113.9415	0.214201	0.243854	3.388983	0.180391	0.005013	530.2901	0.029617	0.028336	0.083354
San Bernar	2020	LDA	Aggregatec	15	GAS	319009.9	0.036303	0.052945	1.22468	0.067608	0.004458	450.4654	0.004505	0.004143	0.007307
San Bernar	2020	LDA	Aggregatec	15	DSL	2342.508	0.082595	0.094029	1.26361	0.124206	0.003435	363.3642	0.017358	0.016607	0.057116
San Bernar	2020	LDA	Aggregatec	45	GAS	2206647	0.009798	0.014286	0.746005	0.04516	0.00253	255.6171	0.001195	0.001099	0.004867
San Bernar	2020	LDA	Aggregatec	45	DSL	16203.53	0.012543	0.014279	0.157169	0.084929	0.001672	176.8399	0.00741	0.00709	0.027797
San Bernar	2020	LDT1	Aggregatec	5	GAS	1339.973	0.271855	0.396486	3.859141	0.330534	0.007875	795.8243	0.017164	0.015783	0.022868
San Bernar	2020	LDT1	Aggregatec	5	DSL	0.46633	0.990991	1.128177	4.385679	0.956092	0.01006	1064.122	0.738813	0.706853	0.167265
San Bernar	2020	LDT1	Aggregatec	15	GAS	27548.33	0.121315	0.176919	3.035567	0.238872	0.005239	529.4469	0.007428	0.006831	0.016739
San Bernar	2020	LDT1	Aggregatec	15	DSL	9.587217	0.497723	0.566625	2.286592	1.045823	0.007021	742.7179	0.37498	0.358758	0.116745
San Bernar	2020	LDT1	Aggregatec	45	GAS	190556.5	0.034621	0.050479	1.79098	0.156514	0.002972	300.3789	0.002048	0.001883	0.010988
San Bernar	2020	LDT1	Aggregatec	45	DSL	66.31644	0.189373	0.215589	1.146833	1.357723	0.003397	359.319	0.145486	0.139192	0.05648
San Bernar	2020	LDT2	Aggregatec	5	GAS	4383.152	0.147193	0.214677	2.303941	0.214627	0.008565	865.5301	0.011361	0.010446	0.01623
San Bernar	2020	LDT2	Aggregatec	5	DSL	22.38984	0.258817	0.294646	2.086397	0.160535	0.006737	712.6856	0.019172	0.018343	0.112024
San Bernar	2020	LDT2	Aggregatec	15	GAS	90112.65	0.064102	0.093483	1.864115	0.159165	0.005696	575.6144	0.004802	0.004415	0.012163
San Bernar	2020	LDT2	Aggregatec	15	DSL	460.3098	0.096879	0.11029	0.773101	0.099278	0.004702	497.4283	0.012053	0.011532	0.078189
San Bernar	2020	LDT2	Aggregatec	45	GAS	623324.7	0.017767	0.025904	1.122274	0.105117	0.003232	326.6496	0.001285	0.001182	0.008046
San Bernar	2020	LDT2	Aggregatec	45	DSL	3184.042	0.011838	0.013477	0.089766	0.049216	0.002275	240.6505	0.005351	0.00512	0.037827
San Bernar	2020	LHDT1	Aggregatec	5	GAS	265.3751	0.243834	0.353204	2.854765	0.443321	0.019167	1936.929	0.00852	0.007836	0.027591
San Bernar	2020	LHDT1	Aggregatec	5	DSL	130.3145	0.756636	0.86138	3.026225	2.261588	0.011818	1250.138	0.082601	0.079028	0.196504
San Bernar	2020	LHDT1	Aggregatec	15	GAS	11472.27	0.11248	0.162832	1.805835	0.352997	0.012721	1285.5	0.003637	0.003345	0.021612
San Bernar	2020	LHDT1	Aggregatec	15	DSL	5697.642	0.323169	0.367907	1.343857	2.32076	0.006488	686.349	0.045611	0.043638	0.107885
San Bernar	2020	LHDT1	Aggregatec	45	GAS	56894.84	0.036717	0.053072	1.01075	0.267603	0.007221	729.6541	0.001012	0.000931	0.015655
San Bernar	2020	LHDT1	Aggregatec	45	DSL	35308.63	0.079998	0.091073	0.452488	2.855278	0.004226	447.0068	0.018768	0.017956	0.070263
San Bernar	2020	LHDT2	Aggregatec	5	GAS	46.76178	0.162525	0.237157	1.612751	0.418981	0.02201	2224.213	0.007128	0.006554	0.027577
San Bernar	2020	LHDT2	Aggregatec	5	DSL	48.58306	0.749362	0.853099	3.032253	1.953862	0.012471	1319.181	0.073975	0.070775	0.207357
San Bernar	2020	LHDT2	Aggregatec	15	GAS	2021.529	0.071768	0.104724	1.122599	0.325418	0.014611	1476.497	0.003008	0.002766	0.021245
San Bernar	2020	LHDT2	Aggregatec	15	DSL	2124.16	0.311632	0.354772	1.301604	1.947367	0.007378	780.4299	0.042111	0.04029	0.122673
San Bernar	2020	LHDT2	Aggregatec	45	GAS	10025.45	0.021397	0.031222	0.650841	0.23005	0.008294	838.1627	0.000813	0.000748	0.01466
San Bernar	2020	LHDT2	Aggregatec	45	DSL	13163.55	0.069651	0.079293	0.388313	2.331798	0.004684	495.4549	0.017665	0.016901	0.077879
San Bernar	2020	MDV	Aggregatec	5	GAS	3636.498	0.201975	0.287257	2.917125	0.261531	0.010486	1059.628	0.011388	0.010477	0.019586
San Bernar	2020	MDV	Aggregatec	5	DSL	68.44754	0.206932	0.235578	3.544198	0.169963	0.008531	902.4359	0.018529	0.017728	0.14185
San Bernar	2020	MDV	Aggregatec	15	GAS	74762.28	0.08908	0.12621	2.239115	0.19642	0.006971	704.415	0.004833	0.004447	0.014725
San Bernar	2020	MDV	Aggregatec	15	DSL	1407.204	0.077737	0.088498	1.310384	0.110611	0.006144	649.9483	0.011868	0.011354	0.102163
San Bernar	2020	MDV	Aggregatec	45	GAS	517143.6	0.02585	0.03625	1.332014	0.134666	0.003956	399.7315	0.001309	0.001205	0.009887
San Bernar	2020	MDV	Aggregatec	45	DSL	9733.872	0.009783	0.011137	0.148292	0.064995	0.003044	321.9852	0.00532	0.00509	0.050612
San Bernar	2020	MHDT	Aggregatec	5	GAS	38.41847	0.56029	0.817574	4.796676	1.089482	0.039934	4035.438	0.007327	0.006737	0.052355
San Bernar	2020	MHDT	Aggregatec	5	DSL	335.6721	1.547296	1.761479	2.632254	10.00129	0.022818	2415.272	0.231545	0.221529	0.379647
San Bernar	2020	MHDT	Aggregatec	15	GAS	1509.274	0.241058	0.351752	3.663603	0.839144	0.026513	2679.168	0.003091	0.002842	0.040198
San Bernar	2020	MHDT	Aggregatec	15	DSL	12955.29	0.607103	0.691141	1.295422	5.830025	0.015441	1634.401	0.138521	0.132528	0.256905
San Bernar	2020	MHDT	Aggregatec	45	GAS	9411.268	0.067757	0.09887	2.193678	0.575724	0.01505	1520.878	0.000835	0.000768	0.027315
San Bernar	2020	MHDT	Aggregatec	45	DSL	106423.9	0.107612	0.122508	0.420219	2.599625	0.008261	874.3968	0.07319	0.070024	0.137443

Colton Tropica Warehouses

Facility	Hours per day Trucks Operate	Total Truck Trips per Day	Truck Trips per Hour	Diesel Idle Exhaust PM₁₀ (gm/vh-hr)²	Diesel Idle Exhaust PM_{2.5} (gm/vh-hr)²	Operating Time (min/trip)³	Idle Exhaust Diesel PM₁₀ (gm/hr)	Idle Exhaust Diesel PM_{2.5} (gm/hr)
Truck Main Engine	24	91	4	0.0115	0.0110	15	0.0109	0.0104
TRU Engine				0.72	0.68	60	1.4	1.3

¹ AADT from Itraffic Study

² Source: EMFAC2017 idling emission factors for 2020 HHD (model year range - 2007-2040).

³ It is assumed that each truck idles for 15 minute per trip to account for multiple stops, i.e. at an entry check-in, loading/unloading and miscellaneous tasks.
Assuming a 36 HP TRU unit that has an ultra-low emission factor of 0.02 g/HP-hr

EMFAC2017 (v1.0.2) Emission Rates

Region Type: Sub-Area

Region: San Bernardino (SC)

Calendar Year: 2020

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/mile)	PM10_RUN (g/mile)	PM2_5_RUNEX (g/mile)
San Bernar	2020	LDA	Aggregated	5	DSL	113.9415	0.214201	0.029617	0.028336
San Bernar	2020	LDT1	Aggregated	5	DSL	0.46633	0.990991	0.738813	0.706853
San Bernar	2020	LDT2	Aggregated	5	DSL	22.38984	0.258817	0.019172	0.018343
San Bernar	2020	LDV	Aggregated	5	DSL	136.7977	0.224152	0.030325	0.029013

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/mile)	PM10_RUN (g/mile)	PM2_5_RUNEX (g/mile)
San Bernar	2020	LDA	Aggregated	15	DSL	2342.508	0.082595	0.017358	0.016607
San Bernar	2020	LDT1	Aggregated	15	DSL	9.587217	0.497723	0.37498	0.358758
San Bernar	2020	LDT2	Aggregated	15	DSL	460.3098	0.096879	0.012053	0.011532
San Bernar	2020	LDV	Aggregated	15	DSL	2812.4048	0.0863478	0.0177086	0.0169425

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/mile)	PM10_RUN (g/mile)	PM2_5_RUNEX (g/mile)
San Bernar	2020	LDA	Aggregated	45	DSL	16203.53	0.012543	0.00741	0.00709
San Bernar	2020	LDT1	Aggregated	45	DSL	66.31644	0.189373	0.145486	0.139192
San Bernar	2020	LDT2	Aggregated	45	DSL	3184.042	0.011838	0.005351	0.00512
San Bernar	2020	LDV	Aggregated	45	DSL	19453.89	0.0130304	0.0075441	0.0072178

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/mile)	PM10_RUN (g/mile)	PM2_5_RUNEX (g/mile)
San Bernar	2020	MHDT	Aggregated	5	DSL	335.6721	1.547296	0.231545	0.221529
San Bernar	2020	MHDT	Aggregated	15	DSL	12955.29	0.607103	0.138521	0.132528
San Bernar	2020	MHDT	Aggregated	45	DSL	106423.9	0.107612	0.07319	0.070024

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/mile)	PM10_RUN (g/mile)	PM2_5_RUNEX (g/mile)
San Bernar	2020	HHDT	Aggregated	5	DSL	8074.735	1.051516	0.05732	0.05484
San Bernar	2020	HHDT	Aggregated	15	DSL	30488.99	0.561852	0.066678	0.063793
San Bernar	2020	HHDT	Aggregated	45	DSL	159199.1	0.096676	0.051591	0.049359

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/mile)	PM10_RUN (g/mile)	PM2_5_RUNEX (g/mile)
San Bernar	2020	LDA	Aggregated	5	GAS	15516.9	0.085228	0.010731	0.009867
San Bernar	2020	LDT1	Aggregated	5	GAS	1339.973	0.271855	0.017164	0.015783
San Bernar	2020	LDT2	Aggregated	5	GAS	4383.152	0.147193	0.011361	0.010446
San Bernar	2020	LDV	Aggregated	5	GAS	21240.027	0.109789	0.0112668	0.0103597

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/mile)	PM10_RUN (g/mile)	PM2_5_RUNEX (g/mile)
San Bernar	2020	LDA	Aggregated	15	GAS	319009.9	0.036303	0.004505	0.004143
San Bernar	2020	LDT1	Aggregated	15	GAS	27548.33	0.121315	0.007428	0.006831
San Bernar	2020	LDT2	Aggregated	15	GAS	90112.65	0.064102	0.004802	0.004415
San Bernar	2020	LDV	Aggregated	15	GAS	436670.87	0.047403	0.0047511	0.0043686

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/mile)	PM10_RUN (g/mile)	PM2_5_RUNEX (g/mile)
San Bernar	2020	LDA	Aggregated	45	GAS	2206647	0.009798	0.001195	0.001099
San Bernar	2020	LDT1	Aggregated	45	GAS	190556.5	0.034621	0.002048	0.001883
San Bernar	2020	LDT2	Aggregated	45	GAS	623324.7	0.017767	0.001285	0.001182
San Bernar	2020	LDV	Aggregated	45	GAS	3020527.9	0.0130083	0.0012674	0.0011654

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/mile)	PM10_RUN (g/mile)	PM2_5_RUNEX (g/mile)
San Bernar	2020	MHDT	Aggregated	5	GAS	38.41847	0.56029	0.007327	0.006737
San Bernar	2020	MHDT	Aggregated	15	GAS	1509.274	0.241058	0.003091	0.002842
San Bernar	2020	MHDT	Aggregated	45	GAS	9411.268	0.067757	0.000835	0.000768

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/mile)	PM10_RUN (g/mile)	PM2_5_RUNEX (g/mile)
San Bernar	2020	HHDT	Aggregated	5	GAS	0.222302	6.063471	0.012881	0.011844
San Bernar	2020	HHDT	Aggregated	15	GAS	8.733166	2.709236	0.00577	0.005305
San Bernar	2020	HHDT	Aggregated	45	GAS	54.45675	0.829541	0.001793	0.001649

Idling Emissions Factors

Region	Calendar Yr	Vehicle Cat	Model Year	Speed (miles/hr)	Fuel (type)	VMT (miles/day)	ROG_RUNE (g/hr)	PM10_RUN (g/hr)	PM2_5_RUNEX (g/hr)
San Bernar	2020	HHDT	Aggregated	1	DSL		0.210303	0.011464	0.010968

Colton Tropica Warehouses

Off-site travel NB La Cadena Dr from I-215		AADT by Truck Category ¹			Percent of traffic on this road 80%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		0	54	73					
Average Speed 45 mph		% of Vehicles That Are Diesel-Powered ⁴							
		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 45 mph (g/mi) ⁵							
		PM ₁₀	0.0075	7.32E-02	5.16E-02				
		PM _{2.5}	0.0072	7.00E-02	4.94E-02				
Total distance covered by Off-site travel roadway sources		% of Vehicles That Are Gasoline-Powered ⁶							
		98%	8%	0.7%					
		Gasoline Exhaust ROG Emissions at 45 mph (g/mi) ⁶							
		ROG	0.1098	6.78E-02	8.30E-01				
		PM ₁₀ , PM _{2.5} & ROG Exhaust Emissions (g/s)			Number of Sources	Emission Rates per source			
						g/s	lb/hr	lb/yr	
2,216 meters		PM ₁₀	0.00E+00	5.86E-05	5.94E-05	269	4.4E-07	3.5E-06	0.0305
		PM _{2.5}	0.00E+00	5.61E-05	5.69E-05	269	4.2E-07	3.3E-06	0.0292
		ROG	0.00E+00	4.46E-06	6.74E-06	269	4.2E-08	3.3E-07	0.0029

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	3.05E-02	3.48E-06
PM2.5	--	2.92E-02	3.33E-06
1,3-butadiene	0.0055	1.59E-05	1.82E-09
benzene	0.02636	7.64E-05	8.71E-09
ethylbenzene	0.01072	3.11E-05	3.54E-09
MEK	0.00019	5.50E-07	6.28E-11
naphthalene	0.00048	1.39E-06	1.59E-10
propylene	0.03127998	9.06E-05	1.03E-08
styrene	0.00126	3.65E-06	4.16E-10
toluene	0.05879998	1.70E-04	1.94E-08
m & p-xylene	0.03639998	1.05E-04	1.20E-08

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Colton Tropica Warehouses

Off-site travel NB La Cadena Dr to I-10		AADT by Truck Category ¹			Percent of traffic on this road 20%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		0	14	18					
		% of Vehicles That Are Diesel-Powered ⁴							
Average Speed 45 mph		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 45 mph (g/mi)⁵							
PM ₁₀		0.0075	7.32E-02	5.16E-02					
PM _{2.5}		0.0072	7.00E-02	4.94E-02					
		% of Vehicles That Are Gasoline-Powered ⁶							
Total distance covered by Off-site travel roadway sources		98%	8%	0.7%					
		Gasoline Exhaust ROG Emissions at 45 mph (g/mi)⁶							
ROG		0.1098	6.78E-02	8.30E-01	Number of Sources	Emission Rates per source			
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)				g/s	lb/hr	lb/yr	
2,622 meters		PM ₁₀	0.00E+00	1.73E-05	1.76E-05	319	1.1E-07	8.7E-07	0.0076
		PM _{2.5}	0.00E+00	1.66E-05	1.68E-05	319	1.0E-07	8.3E-07	0.0073
		ROG	0.00E+00	1.32E-06	1.99E-06	319	1.0E-08	8.2E-08	0.0007

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	7.62E-03	8.69E-07
PM2.5	--	7.29E-03	8.31E-07
1,3-butadiene	0.0055	3.97E-06	4.53E-10
benzene	0.02636	1.91E-05	2.17E-09
ethylbenzene	0.01072	7.75E-06	8.84E-10
MEK	0.00019	1.37E-07	1.57E-11
naphthalene	0.00048	3.47E-07	3.96E-11
propylene	0.03127998	2.26E-05	2.58E-09
styrene	0.00126	9.11E-07	1.04E-10
toluene	0.05879998	4.25E-05	4.85E-09
m & p-xylene	0.03639998	2.63E-05	3.00E-09

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Colton Tropica Warehouses

Off-site travel SB La Cadena Dr from I-10		AADT by Truck Category ¹			Percent of traffic on this road 20%			
		LDV ²	2-3-Axle ²	4+-Axle ³				
		0	14	18				
Average Speed 45 mph		% of Vehicles That Are Diesel-Powered ⁴						
		2.3%	92.4%	99.3%				
		Diesel Exhaust PM10 & PM2.5 Emissions at 45 mph (g/mi)⁵						
PM ₁₀		0.0075	7.32E-02	5.16E-02				
PM _{2.5}		0.0072	7.00E-02	4.94E-02				
Total distance covered by Off-site travel roadway sources		% of Vehicles That Are Gasoline-Powered ⁶						
		98%	8%	0.7%				
		Gasoline Exhaust ROG Emissions at 45 mph (g/mi)⁶						
ROG		0.1098	6.78E-02	8.30E-01	Number of Sources	Emission Rates per source		
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)				g/s	lb/hr	lb/yr
2,216 meters	PM ₁₀	0.00E+00	1.47E-05	1.49E-05	269	1.1E-07	8.7E-07	0.0076
	PM _{2.5}	0.00E+00	1.40E-05	1.42E-05	269	1.0E-07	8.3E-07	0.0073
	ROG	0.00E+00	1.12E-06	1.68E-06	269	1.0E-08	8.3E-08	0.0007

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	7.63E-03	8.71E-07
PM2.5	--	7.30E-03	8.33E-07
1,3-butadiene	0.0055	3.98E-06	4.54E-10
benzene	0.02636	1.91E-05	2.18E-09
ethylbenzene	0.01072	7.76E-06	8.86E-10
MEK	0.00019	1.38E-07	1.57E-11
naphthalene	0.00048	3.48E-07	3.97E-11
propylene	0.03127998	2.27E-05	2.58E-09
styrene	0.00126	9.13E-07	1.04E-10
toluene	0.05879998	4.26E-05	4.86E-09
m & p-xylene	0.03639998	2.64E-05	3.01E-09

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Colton Tropica Warehouses

Off-site travel SB La Cadena Dr to I-215		AADT by Truck Category ¹			Percent of traffic on this road 80%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		0	54	73					
Average Speed 45 mph		% of Vehicles That Are Diesel-Powered ⁴							
		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 45 mph (g/mi)⁵							
		PM ₁₀	0.0075	7.32E-02	5.16E-02				
		PM _{2.5}	0.0072	7.00E-02	4.94E-02				
Total distance covered by Off-site travel roadway sources		% of Vehicles That Are Gasoline-Powered ⁶							
		98%	8%	0.7%					
		Gasoline Exhaust ROG Emissions at 45 mph (g/mi)⁶			Number of Sources	Emission Rates per source			
		ROG	0.1098	6.78E-02		8.30E-01	g/s	lb/hr	lb/yr
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)							
2,216 meters		PM ₁₀	0.00E+00	5.86E-05	5.94E-05	269	4.4E-07	3.5E-06	0.0305
		PM _{2.5}	0.00E+00	5.61E-05	5.69E-05	269	4.2E-07	3.3E-06	0.0292
		ROG	0.00E+00	4.46E-06	6.74E-06	269	4.2E-08	3.3E-07	0.0029

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	3.05E-02	3.48E-06
PM2.5	--	2.92E-02	3.33E-06
1,3-butadiene	0.0055	1.59E-05	1.82E-09
benzene	0.02636	7.64E-05	8.71E-09
ethylbenzene	0.01072	3.11E-05	3.54E-09
MEK	0.00019	5.50E-07	6.28E-11
naphthalene	0.00048	1.39E-06	1.59E-10
propylene	0.03127998	9.06E-05	1.03E-08
styrene	0.00126	3.65E-06	4.16E-10
toluene	0.05879998	1.70E-04	1.94E-08
m & p-xylene	0.03639998	1.05E-04	1.20E-08

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Colton Tropica Warehouses

On-site travel Entrance to Bldg 3		AADT by Truck Category ¹			Percent of traffic on this road 100%			
		LDV ²	2-3-Axle ²	4+-Axle ³				
		0	19	23				
		% of Vehicles That Are Diesel-Powered ⁴						
Average Speed 15 mph		2.3%	92.4%	99.3%				
		Diesel Exhaust PM10 & PM2.5 Emissions at 15 mph (g/mi)⁵						
PM ₁₀		0.0177	1.39E-01	6.67E-02				
PM _{2.5}		0.0169	1.33E-01	6.38E-02				
		% of Vehicles That Are Gasoline-Powered ⁶						
Total distance covered by On-site travel driveway sources		98%	8%	0.7%				
		Gasoline Exhaust ROG Emissions at 15 mph (g/mi)⁶						
ROG		0.0474	2.41E-01	2.71E+00	Number of Sources	Emission Rates per source		
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)				g/s	lb/hr	lb/yr
262 meters		PM ₁₀	0.00E+00	4.58E-06	32	2.3E-07	1.8E-06	0.0162
		PM _{2.5}	0.00E+00	4.38E-06	32	2.2E-07	1.8E-06	0.0155
		ROG	0.00E+00	6.56E-07	32	4.6E-08	3.7E-07	0.0032

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	1.62E-02	1.85E-06
PM2.5	--	1.55E-02	1.77E-06
1,3-butadiene	0.0055	1.77E-05	2.02E-09
benzene	0.02636	8.47E-05	9.66E-09
ethylbenzene	0.01072	3.44E-05	3.93E-09
MEK	0.00019	6.10E-07	6.96E-11
naphthalene	0.00048	1.54E-06	1.76E-10
propylene	0.03127998	1.01E-04	1.15E-08
styrene	0.00126	4.05E-06	4.62E-10
toluene	0.05879998	1.89E-04	2.16E-08
m & p-xylene	0.03639998	1.17E-04	1.33E-08

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Colton Tropica Warehouses

On-site travel Entrance to Bldg 1		AADT by Truck Category ¹			Percent of traffic on this road 100%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		0	22	34					
		% of Vehicles That Are Diesel-Powered ⁴							
Average Speed 15 mph		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 15 mph (g/mi)⁵							
PM ₁₀		0.0177	1.39E-01	6.67E-02					
PM _{2.5}		0.0169	1.33E-01	6.38E-02					
		% of Vehicles That Are Gasoline-Powered ⁶							
Total distance covered by On-site travel driveway sources		98%	8%	0.7%					
		Gasoline Exhaust ROG Emissions at 15 mph (g/mi)⁶			Number of Sources	Emission Rates per source			
ROG		0.0474	2.41E-01	2.71E+00		g/s	lb/hr	lb/yr	
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)							
723 meters		PM ₁₀	0.00E+00	1.46E-05	1.17E-05	88	3.0E-07	2.4E-06	0.0208
		PM _{2.5}	0.00E+00	1.40E-05	1.12E-05	88	2.9E-07	2.3E-06	0.0199
		ROG	0.00E+00	2.10E-06	3.35E-06	88	6.2E-08	4.9E-07	0.0043

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	2.08E-02	2.38E-06
PM2.5	--	1.99E-02	2.27E-06
1,3-butadiene	0.0055	2.37E-05	2.70E-09
benzene	0.02636	1.14E-04	1.30E-08
ethylbenzene	0.01072	4.62E-05	5.27E-09
MEK	0.00019	8.18E-07	9.34E-11
naphthalene	0.00048	2.07E-06	2.36E-10
propylene	0.03127998	1.35E-04	1.54E-08
styrene	0.00126	5.43E-06	6.19E-10
toluene	0.05879998	2.53E-04	2.89E-08
m & p-xylene	0.03639998	1.57E-04	1.79E-08

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Colton Tropica Warehouses

On-site travel Entrance to Bldg 2		AADT by Truck Category ¹			Percent of traffic on this road 100%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		0	27	34					
		% of Vehicles That Are Diesel-Powered ⁴							
Average Speed 15 mph		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 15 mph (g/mi)⁵							
		PM ₁₀	0.0177	1.39E-01	6.67E-02				
		PM _{2.5}	0.0169	1.33E-01	6.38E-02				
		% of Vehicles That Are Gasoline-Powered ⁶							
Total distance covered by On-site travel driveway sources		98%	8%	0.7%	Number of Sources	Emission Rates per source			
		Gasoline Exhaust ROG Emissions at 15 mph (g/mi)⁶				g/s	lb/hr	lb/yr	
		ROG	0.0474	2.41E-01	2.71E+00				
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)							
182 meters		PM ₁₀	0.00E+00	4.52E-06	2.95E-06	22	3.4E-07	2.7E-06	0.0236
		PM _{2.5}	0.00E+00	4.33E-06	2.82E-06	22	3.2E-07	2.6E-06	0.0226
		ROG	0.00E+00	6.47E-07	8.44E-07	22	6.8E-08	5.4E-07	0.0047

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	2.36E-02	2.69E-06
PM2.5	--	2.26E-02	2.58E-06
1,3-butadiene	0.0055	2.59E-05	2.96E-09
benzene	0.02636	1.24E-04	1.42E-08
ethylbenzene	0.01072	5.06E-05	5.77E-09
MEK	0.00019	8.96E-07	1.02E-10
naphthalene	0.00048	2.26E-06	2.58E-10
propylene	0.03127998	1.48E-04	1.68E-08
styrene	0.00126	5.94E-06	6.78E-10
toluene	0.05879998	2.77E-04	3.16E-08
m & p-xylene	0.03639998	1.72E-04	1.96E-08

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Colton Tropica Warehouses

Off-site travel NB La Cadena Dr from I-215		AADT by Truck Category ¹			Percent of traffic on this road 80%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		309	0	0					
Average Speed 45 mph		% of Vehicles That Are Diesel-Powered ⁴							
		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 45 mph (g/mi)⁵							
PM ₁₀		0.0075	7.32E-02	5.16E-02					
PM _{2.5}		0.0072	7.00E-02	4.94E-02					
Total distance covered by Off-site travel roadway sources		% of Vehicles That Are Gasoline-Powered ⁶							
		98%	8%	0.7%					
		Gasoline Exhaust ROG Emissions at 45 mph (g/mi)⁶							
ROG		0.1098	6.78E-02	8.30E-01	Number of Sources	Emission Rates per source			
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)				g/s	lb/hr	lb/yr	
2,238 meters		PM ₁₀	8.62E-07	0.00E+00	0.00E+00	559	1.5E-09	1.2E-08	0.0001
		PM _{2.5}	8.25E-07	0.00E+00	0.00E+00	559	1.5E-09	1.2E-08	0.0001
		ROG	5.33E-04	0.00E+00	0.00E+00	559	9.5E-07	7.6E-06	0.0664

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	1.07E-04	1.22E-08
PM2.5	--	1.03E-04	1.17E-08
1,3-butadiene	0.0055	3.65E-04	4.16E-08
benzene	0.02636	1.75E-03	2.00E-07
ethylbenzene	0.01072	7.11E-04	8.11E-08
MEK	0.00019	1.26E-05	1.44E-09
naphthalene	0.00048	3.19E-05	3.63E-09
propylene	0.03127998	2.08E-03	2.37E-07
styrene	0.00126	8.36E-05	9.54E-09
toluene	0.05879998	3.90E-03	4.45E-07
m & p-xylene	0.03639998	2.42E-03	2.76E-07

Colton Tropica Warehouses

Off-site travel SB La Cadena Dr from I-10		AADT by Truck Category ¹			Percent of traffic on this road 20%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		77	0	0					
Average Speed 45 mph		% of Vehicles That Are Diesel-Powered ⁴							
		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 45 mph (g/mi)⁵							
		PM ₁₀	0.0075	7.32E-02	5.16E-02				
		PM _{2.5}	0.0072	7.00E-02	4.94E-02				
Total distance covered by Off-site travel roadway sources		% of Vehicles That Are Gasoline-Powered ⁶							
		98%	8%	0.7%					
		Gasoline Exhaust ROG Emissions at 45 mph (g/mi)⁶			Number of Sources	Emission Rates per source			
		ROG	0.1098	6.78E-02		8.30E-01	g/s	lb/hr	lb/yr
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)							
2,629 meters		PM ₁₀	2.53E-07	0.00E+00	0.00E+00	657	3.9E-10	3.1E-09	0.0000
		PM _{2.5}	2.42E-07	0.00E+00	0.00E+00	657	3.7E-10	2.9E-09	0.0000
		ROG	1.57E-04	0.00E+00	0.00E+00	657	2.4E-07	1.9E-06	0.0166

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	2.68E-05	3.06E-09
PM2.5	--	2.57E-05	2.93E-09
1,3-butadiene	0.0055	9.12E-05	1.04E-08
benzene	0.02636	4.37E-04	4.99E-08
ethylbenzene	0.01072	1.78E-04	2.03E-08
MEK	0.00019	3.15E-06	3.59E-10
naphthalene	0.00048	7.96E-06	9.08E-10
propylene	0.03127998	5.19E-04	5.92E-08
styrene	0.00126	2.09E-05	2.38E-09
toluene	0.05879998	9.75E-04	1.11E-07
m & p-xylene	0.03639998	6.04E-04	6.88E-08

Colton Tropica Warehouses

Off-site travel SB La Cadena Dr to I-215		AADT by Truck Category ¹			Percent of traffic on this road 80%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		309	0	0					
Average Speed 45 mph		% of Vehicles That Are Diesel-Powered ⁴							
		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 45 mph (g/mi) ⁵							
		PM ₁₀	0.0075	7.32E-02	5.16E-02				
		PM _{2.5}	0.0072	7.00E-02	4.94E-02				
Total distance covered by Off-site travel roadway sources		% of Vehicles That Are Gasoline-Powered ⁶							
		98%	8%	0.7%					
		Gasoline Exhaust ROG Emissions at 45 mph (g/mi) ⁶							
		ROG	0.1098	6.78E-02	8.30E-01				
		PM ₁₀ , PM _{2.5} & ROG Exhaust Emissions (g/s)			Number of Sources	Emission Rates per source			
						g/s	lb/hr	lb/yr	
2,229 meters		PM ₁₀	8.59E-07	0.00E+00	0.00E+00	557	1.5E-09	1.2E-08	0.0001
		PM _{2.5}	8.22E-07	0.00E+00	0.00E+00	557	1.5E-09	1.2E-08	0.0001
		ROG	5.31E-04	0.00E+00	0.00E+00	557	9.5E-07	7.6E-06	0.0663

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	1.07E-04	1.22E-08
PM2.5	--	1.03E-04	1.17E-08
1,3-butadiene	0.0055	3.65E-04	4.16E-08
benzene	0.02636	1.75E-03	1.99E-07
ethylbenzene	0.01072	7.11E-04	8.11E-08
MEK	0.00019	1.26E-05	1.44E-09
naphthalene	0.00048	3.18E-05	3.63E-09
propylene	0.03127998	2.07E-03	2.37E-07
styrene	0.00126	8.36E-05	9.53E-09
toluene	0.05879998	3.90E-03	4.45E-07
m & p-xylene	0.03639998	2.41E-03	2.75E-07

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Colton Tropica Warehouses

On-site travel Entrance to Bldg 3		AADT by Truck Category ¹			Percent of traffic on this road 100%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		68	0	0					
Average Speed 15 mph		% of Vehicles That Are Diesel-Powered ⁴							
		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 15 mph (g/mi)⁵							
PM ₁₀		0.0177	1.39E-01	6.67E-02					
PM _{2.5}		0.0169	1.33E-01	6.38E-02					
Total distance covered by On-site travel driveway sources		% of Vehicles That Are Gasoline-Powered ⁶							
		98%	8%	0.7%					
		Gasoline Exhaust ROG Emissions at 15 mph (g/mi)⁶			Number of Sources	Emission Rates per source			
ROG		0.0474	2.41E-01	2.71E+00		g/s	lb/hr	lb/yr	
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)							
88 meters		PM ₁₀	1.75E-08	0.00E+00	0.00E+00	22	8.0E-10	6.3E-09	0.0001
		PM _{2.5}	1.68E-08	0.00E+00	0.00E+00	22	7.6E-10	6.1E-09	0.0001
		ROG	1.99E-06	0.00E+00	0.00E+00	22	9.1E-08	7.2E-07	0.0063

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	5.54E-05	6.32E-09
PM2.5	--	5.30E-05	6.05E-09
1,3-butadiene	0.0055	3.47E-05	3.95E-09
benzene	0.02636	1.66E-04	1.90E-08
ethylbenzene	0.01072	6.76E-05	7.71E-09
MEK	0.00019	1.20E-06	1.37E-10
naphthalene	0.00048	3.03E-06	3.45E-10
propylene	0.03127998	1.97E-04	2.25E-08
styrene	0.00126	7.94E-06	9.06E-10
toluene	0.05879998	3.71E-04	4.23E-08
m & p-xylene	0.03639998	2.29E-04	2.62E-08

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Colton Tropica Warehouses

On-site travel Entrance to Bldg 1		AADT by Truck Category ¹			Percent of traffic on this road 100%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		218	0	0					
		% of Vehicles That Are Diesel-Powered ⁴							
Average Speed 15 mph		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 15 mph (g/mi)⁵							
PM ₁₀		0.0177	1.39E-01	6.67E-02					
PM _{2.5}		0.0169	1.33E-01	6.38E-02					
		% of Vehicles That Are Gasoline-Powered ⁶							
Total distance covered by On-site travel driveway sources		98%	8%	0.7%					
		Gasoline Exhaust ROG Emissions at 15 mph (g/mi)⁶			Number of Sources	Emission Rates per source			
ROG		0.0474	2.41E-01	2.71E+00		g/s	lb/hr	lb/yr	
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)							
147 meters		PM ₁₀	9.39E-08	0.00E+00	0.00E+00	37	2.5E-09	2.0E-08	0.0002
		PM _{2.5}	8.98E-08	0.00E+00	0.00E+00	37	2.4E-09	1.9E-08	0.0002
		ROG	1.07E-05	0.00E+00	0.00E+00	37	2.9E-07	2.3E-06	0.0201

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	1.77E-04	2.01E-08
PM2.5	--	1.69E-04	1.93E-08
1,3-butadiene	0.0055	1.10E-04	1.26E-08
benzene	0.02636	5.29E-04	6.04E-08
ethylbenzene	0.01072	2.15E-04	2.45E-08
MEK	0.00019	3.81E-06	4.35E-10
naphthalene	0.00048	9.63E-06	1.10E-09
propylene	0.03127998	6.28E-04	7.16E-08
styrene	0.00126	2.53E-05	2.88E-09
toluene	0.05879998	1.18E-03	1.35E-07
m & p-xylene	0.03639998	7.31E-04	8.33E-08

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

Colton Tropica Warehouses

On-site travel Entrance to Bldg 2		AADT by Truck Category ¹			Percent of traffic on this road 100%				
		LDV ²	2-3-Axle ²	4+-Axle ³					
		100	0	0					
		% of Vehicles That Are Diesel-Powered ⁴							
Average Speed 15 mph		2.3%	92.4%	99.3%					
		Diesel Exhaust PM10 & PM2.5 Emissions at 15 mph (g/mi)⁵							
		PM ₁₀	0.0177	1.39E-01	6.67E-02				
		PM _{2.5}	0.0169	1.33E-01	6.38E-02				
		% of Vehicles That Are Gasoline-Powered ⁶							
Total distance covered by On-site travel driveway sources		98%	8%	0.7%					
		Gasoline Exhaust ROG Emissions at 15 mph (g/mi)⁶			Number of Sources	Emission Rates per source			
		ROG	0.0474	2.41E-01		2.71E+00	g/s	lb/hr	lb/yr
		PM₁₀, PM_{2.5} & ROG Exhaust Emissions (g/s)							
99 meters		PM ₁₀	2.90E-08	0.00E+00	0.00E+00	25	1.2E-09	9.2E-09	0.0001
		PM _{2.5}	2.77E-08	0.00E+00	0.00E+00	25	1.1E-09	8.8E-09	0.0001
		ROG	3.30E-06	0.00E+00	0.00E+00	25	1.3E-07	1.0E-06	0.0092

Speciated Emissions Rates

		lb/yr	lb/hr
diesel part.	--	8.07E-05	9.21E-09
PM2.5	--	7.72E-05	8.81E-09
1,3-butadiene	0.0055	5.05E-05	5.76E-09
benzene	0.02636	2.42E-04	2.76E-08
ethylbenzene	0.01072	9.84E-05	1.12E-08
MEK	0.00019	1.74E-06	1.99E-10
naphthalene	0.00048	4.40E-06	5.02E-10
propylene	0.03127998	2.87E-04	3.27E-08
styrene	0.00126	1.16E-05	1.32E-09
toluene	0.05879998	5.40E-04	6.16E-08
m & p-xylene	0.03639998	3.34E-04	3.81E-08

¹ AADT from project traffic study

² LDV assumed to include cars, light-duty trucks, and motorcycles (LDA, LDT1, LDT2, and MCY)

² 2 & 3-axle trucks are assumed to be Medium-Heavy Duty Diesel Truck <= 26,000 lbs.

³ 4+ axle trucks are assumed to be Heavy-Heavy Duty Diesel Truck.

⁴ Source: EMFAC2017 fleet percentages.

⁵ Source: EMFAC2017 emission factors for 2020 (model year aggregate).

APPENDIX B

AERMOD OUTPUT AND HARP RESULTS

**Model Set To Continue RUNNING After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 16216

**Output Options Selected:

Model Outputs Tables of PERIOD Averages by Receptor
Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
m for Missing Hours
b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 367.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 6.0 MB of RAM.

**Input Runstream File: aermod.inp

**Output Print File: aermod.out

**Detailed Error/Message File: Tropica Warehouses.err

**File for Summary of Results: Tropica Warehouses.sum

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*** MODELOPTs: NonDEFAULT CONC FLAT and ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
SLINE1	1ST HIGHEST VALUE IS	18.22755	AT (469202.20, 3766048.49,	290.54, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	17.28953	AT (469206.07, 3766084.63,	291.40, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	16.73768	AT (469228.01, 3766244.66,	291.82, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	15.63563	AT (469209.95, 3766151.74,	291.96, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	15.62885	AT (469218.98, 3766222.72,	292.32, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	15.04129	AT (469216.40, 3766189.16,	293.04, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	13.35098	AT (469262.86, 3766510.51,	291.93, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	11.18267	AT (469261.57, 3766551.81,	293.13, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	10.64187	AT (469264.15, 3766578.91,	293.43, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	9.28154	AT (469258.99, 3766609.89,	293.93, 451.00,	0.00)	DC
SLINE10	1ST HIGHEST VALUE IS	46.41637	AT (469251.24, 3766635.70,	294.35, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	44.77278	AT (469221.56, 3766669.25,	294.76, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	36.39628	AT (469258.99, 3766609.89,	293.93, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	28.35856	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	27.61027	AT (469203.49, 3766591.82,	294.31, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	27.48018	AT (469188.01, 3766622.79,	294.81, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	27.15756	AT (469264.15, 3766578.91,	293.43, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	22.29996	AT (469202.20, 3766544.07,	293.42, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	22.22195	AT (469261.57, 3766551.81,	293.13, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	19.92259	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
SLINE11	1ST HIGHEST VALUE IS	17.81477	AT (469202.20, 3766048.49,	290.54, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	16.90966	AT (469206.07, 3766084.63,	291.40, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	16.04914	AT (469228.01, 3766244.66,	291.82, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	15.21114	AT (469209.95, 3766151.74,	291.96, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	15.15161	AT (469216.40, 3766189.16,	293.04, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	14.95715	AT (469218.98, 3766222.72,	292.32, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	14.17635	AT (469262.86, 3766510.51,	291.93, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	12.04820	AT (469261.57, 3766551.81,	293.13, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	11.49061	AT (469264.15, 3766578.91,	293.43, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	10.05275	AT (469258.99, 3766609.89,	293.93, 451.00,	0.00)	DC
SLINE12	1ST HIGHEST VALUE IS	5.22365	AT (469756.50, 3767894.70,	279.16, 279.16,	0.00)	DC
	2ND HIGHEST VALUE IS	4.80695	AT (469778.52, 3767872.68,	279.48, 279.48,	0.00)	DC
	3RD HIGHEST VALUE IS	4.34217	AT (469820.99, 3767912.00,	279.98, 279.98,	0.00)	DC
	4TH HIGHEST VALUE IS	4.22854	AT (469824.14, 3767878.97,	279.94, 279.94,	0.00)	DC
	5TH HIGHEST VALUE IS	2.10523	AT (469026.68, 3767008.67,	299.66, 451.00,	0.00)	DC

6TH HIGHEST VALUE IS	1.95272	AT (	469133.80,	3766728.62,	296.80,	451.00,	0.00)	DC
7TH HIGHEST VALUE IS	1.93678	AT (	469101.54,	3766751.85,	298.07,	451.00,	0.00)	DC
8TH HIGHEST VALUE IS	1.92233	AT (	469157.03,	3766705.39,	296.15,	451.00,	0.00)	DC
9TH HIGHEST VALUE IS	1.90301	AT (469078.31,	3766763.46,	298.73,	451.00,	0.00)	DC
10TH HIGHEST VALUE IS	1.89366	AT (469182.84,	3766688.61,	295.23,	451.00,	0.00)	DC

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*** MODELOPTs: NonDEFAULT CONC FLAT and ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
SLINE13	1ST HIGHEST VALUE IS	4.81105	AT (469756.50, 3767894.70,	279.16, 279.16,	0.00)	DC
	2ND HIGHEST VALUE IS	4.45431	AT (469778.52, 3767872.68,	279.48, 279.48,	0.00)	DC
	3RD HIGHEST VALUE IS	4.05618	AT (469820.99, 3767912.00,	279.98, 279.98,	0.00)	DC
	4TH HIGHEST VALUE IS	3.95466	AT (469824.14, 3767878.97,	279.94, 279.94,	0.00)	DC
	5TH HIGHEST VALUE IS	2.14858	AT (469026.68, 3767008.67,	299.66, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	1.92908	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	1.92533	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	1.89770	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	1.88527	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	1.86256	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
SLINE14	1ST HIGHEST VALUE IS	23.40911	AT (469202.20, 3766048.49,	290.54, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	21.34595	AT (469206.07, 3766084.63,	291.40, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	21.24382	AT (469262.86, 3766510.51,	291.93, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	19.87522	AT (469228.01, 3766244.66,	291.82, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	18.11382	AT (469209.95, 3766151.74,	291.96, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	18.08826	AT (469261.57, 3766551.81,	293.13, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	18.01456	AT (469216.40, 3766189.16,	293.04, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	17.89370	AT (469218.98, 3766222.72,	292.32, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	17.55958	AT (469264.15, 3766578.91,	293.43, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	14.70075	AT (469258.99, 3766609.89,	293.93, 451.00,	0.00)	DC
SLINE2	1ST HIGHEST VALUE IS	5.15598	AT (469756.50, 3767894.70,	279.16, 279.16,	0.00)	DC
	2ND HIGHEST VALUE IS	4.75361	AT (469778.52, 3767872.68,	279.48, 279.48,	0.00)	DC
	3RD HIGHEST VALUE IS	4.30485	AT (469820.99, 3767912.00,	279.98, 279.98,	0.00)	DC
	4TH HIGHEST VALUE IS	4.19404	AT (469824.14, 3767878.97,	279.94, 279.94,	0.00)	DC
	5TH HIGHEST VALUE IS	2.11207	AT (469026.68, 3767008.67,	299.66, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	1.95443	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	1.94308	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	1.91817	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	1.91030	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	1.88871	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
SLINE3	1ST HIGHEST VALUE IS	4.84922	AT (469756.50, 3767894.70,	279.16, 279.16,	0.00)	DC
	2ND HIGHEST VALUE IS	4.49054	AT (469778.52, 3767872.68,	279.48, 279.48,	0.00)	DC
	3RD HIGHEST VALUE IS	4.08906	AT (469820.99, 3767912.00,	279.98, 279.98,	0.00)	DC
	4TH HIGHEST VALUE IS	3.98725	AT (469824.14, 3767878.97,	279.94, 279.94,	0.00)	DC
	5TH HIGHEST VALUE IS	2.15113	AT (469026.68, 3767008.67,	299.66, 451.00,	0.00)	DC

6TH HIGHEST VALUE IS	1.97133	AT (	469133.80,	3766728.62,	296.80,	451.00,	0.00)	DC
7TH HIGHEST VALUE IS	1.96366	AT (	469101.54,	3766751.85,	298.07,	451.00,	0.00)	DC
8TH HIGHEST VALUE IS	1.93138	AT (	469078.31,	3766763.46,	298.73,	451.00,	0.00)	DC
9TH HIGHEST VALUE IS	1.92701	AT (469157.03,	3766705.39,	296.15,	451.00,	0.00)	DC
10TH HIGHEST VALUE IS	1.89059	AT (469056.37,	3766773.79,	299.54,	451.00,	0.00)	DC

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*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
SLINE4	1ST HIGHEST VALUE IS	26.08192	AT (	469202.20, 3766048.49, 290.54, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	23.85036	AT (	469206.07, 3766084.63, 291.40, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	21.34592	AT (	469228.01, 3766244.66, 291.82, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	20.09973	AT (	469262.86, 3766510.51, 291.93, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	19.93495	AT (	469209.95, 3766151.74, 291.96, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	19.49252	AT (	469216.40, 3766189.16, 293.04, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	19.19297	AT (	469218.98, 3766222.72, 292.32, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	16.05853	AT (	469261.57, 3766551.81, 293.13, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	15.05683	AT (	469264.15, 3766578.91, 293.43, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	12.49811	AT (	469258.99, 3766609.89, 293.93, 451.00,	0.00)	DC
SLINE5	1ST HIGHEST VALUE IS	10.95379	AT (	469101.54, 3766751.85, 298.07, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	10.71427	AT (	469133.80, 3766728.62, 296.80, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	10.68990	AT (	469078.31, 3766763.46, 298.73, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	10.15817	AT (	469056.37, 3766773.79, 299.54, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	9.93842	AT (	469157.03, 3766705.39, 296.15, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	9.39127	AT (	469026.68, 3767008.67, 299.66, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	9.35259	AT (	469074.44, 3766710.55, 297.79, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	9.27347	AT (	469182.84, 3766688.61, 295.23, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	8.92967	AT (	469024.10, 3766781.53, 301.05, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	8.90038	AT (	469100.25, 3766684.74, 297.84, 451.00,	0.00)	DC
SLINE6	1ST HIGHEST VALUE IS	40.65237	AT (	469026.68, 3767008.67, 299.66, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	17.17336	AT (	469056.37, 3766773.79, 299.54, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	16.82492	AT (	469078.31, 3766763.46, 298.73, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	16.28806	AT (	469024.10, 3766781.53, 301.05, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	16.14498	AT (	469101.54, 3766751.85, 298.07, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	14.57067	AT (	469133.80, 3766728.62, 296.80, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	14.01538	AT (	468987.97, 3766781.53, 304.43, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	13.21756	AT (	469042.17, 3766724.75, 299.90, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	13.20199	AT (	469074.44, 3766710.55, 297.79, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	12.93463	AT (	469157.03, 3766705.39, 296.15, 451.00,	0.00)	DC
SLINE7	1ST HIGHEST VALUE IS	42.86643	AT (	469157.03, 3766705.39, 296.15, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	39.45424	AT (	469182.84, 3766688.61, 295.23, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	38.55395	AT (	469133.80, 3766728.62, 296.80, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	31.78727	AT (	469221.56, 3766669.25, 294.76, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	27.52865	AT (	469138.96, 3766655.06, 295.57, 451.00,	0.00)	DC

6TH HIGHEST VALUE IS	23.68827	AT (	469188.01,	3766622.79,	294.81,	451.00,	0.00)	DC
7TH HIGHEST VALUE IS	23.03808	AT (	469101.54,	3766751.85,	298.07,	451.00,	0.00)	DC
8TH HIGHEST VALUE IS	22.69518	AT (	469100.25,	3766684.74,	297.84,	451.00,	0.00)	DC
9TH HIGHEST VALUE IS	21.90928	AT (469251.24,	3766635.70,	294.35,	451.00,	0.00)	DC
10TH HIGHEST VALUE IS	20.21133	AT (469100.25,	3766638.28,	296.89,	451.00,	0.00)	DC

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*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
SLINE8	1ST HIGHEST VALUE IS	11.28820	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	10.93930	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	10.76054	AT (469221.56, 3766669.25,	294.76, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	10.47052	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	9.29874	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	9.29623	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	9.10037	AT (469188.01, 3766622.79,	294.81, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	8.95814	AT (469251.24, 3766635.70,	294.35, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	8.44732	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	8.39920	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
SLINE9	1ST HIGHEST VALUE IS	18.14549	AT (469221.56, 3766669.25,	294.76, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	17.25038	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	15.41695	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	14.72226	AT (469251.24, 3766635.70,	294.35, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	14.06091	AT (469188.01, 3766622.79,	294.81, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	13.85025	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	12.84318	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	12.62597	AT (469203.49, 3766591.82,	294.31, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	12.55712	AT (469258.99, 3766609.89,	293.93, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	11.21185	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
VOL1	1ST HIGHEST VALUE IS	18.00185	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	17.06456	AT (469221.56, 3766669.25,	294.76, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	16.88075	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	15.45318	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	13.71189	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	13.64982	AT (469188.01, 3766622.79,	294.81, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	13.16235	AT (469251.24, 3766635.70,	294.35, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	12.51803	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	11.85523	AT (469203.49, 3766591.82,	294.31, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	11.65765	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
VOL10	1ST HIGHEST VALUE IS	19.45995	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	19.36117	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	18.18081	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	16.58570	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	15.05505	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC

6TH HIGHEST VALUE IS	14.42694	AT (	469221.56,	3766669.25,	294.76,	451.00,	0.00)	DC
7TH HIGHEST VALUE IS	14.15327	AT (	469078.31,	3766763.46,	298.73,	451.00,	0.00)	DC
8TH HIGHEST VALUE IS	14.12530	AT (	469100.25,	3766684.74,	297.84,	451.00,	0.00)	DC
9TH HIGHEST VALUE IS	13.23745	AT (469074.44,	3766710.55,	297.79,	451.00,	0.00)	DC
10TH HIGHEST VALUE IS	12.60225	AT (469100.25,	3766638.28,	296.89,	451.00,	0.00)	DC

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*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
VOL11	1ST HIGHEST VALUE IS	18.72978	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	18.54652	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	18.01368	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	15.62059	AT (469221.56, 3766669.25,	294.76, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	14.96668	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	14.74830	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	13.22173	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	13.13256	AT (469188.01, 3766622.79,	294.81, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	12.70036	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	12.18841	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
VOL12	1ST HIGHEST VALUE IS	18.40487	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	17.80188	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	16.61299	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	16.50209	AT (469221.56, 3766669.25,	294.76, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	14.24149	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	13.59010	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	13.48738	AT (469188.01, 3766622.79,	294.81, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	12.36461	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	12.36051	AT (469251.24, 3766635.70,	294.35, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	11.49405	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
VOL13	1ST HIGHEST VALUE IS	64.53475	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	56.64088	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	50.77139	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	37.59910	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	30.26957	AT (469221.56, 3766669.25,	294.76, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	29.37802	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	26.71804	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	26.13908	AT (469100.25, 3766638.28,	296.89, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	25.90094	AT (469188.01, 3766622.79,	294.81, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	21.92858	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
VOL14	1ST HIGHEST VALUE IS	75.06215	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	69.68354	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	52.33321	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	42.33750	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	34.83149	AT (469221.56, 3766669.25,	294.76, 451.00,	0.00)	DC

6TH HIGHEST VALUE IS	30.78035	AT (	469100.25,	3766684.74,	297.84,	451.00,	0.00)	DC
7TH HIGHEST VALUE IS	29.37712	AT (	469188.01,	3766622.79,	294.81,	451.00,	0.00)	DC
8TH HIGHEST VALUE IS	28.11837	AT (	469100.25,	3766638.28,	296.89,	451.00,	0.00)	DC
9TH HIGHEST VALUE IS	25.58515	AT (469101.54,	3766751.85,	298.07,	451.00,	0.00)	DC
10TH HIGHEST VALUE IS	22.98473	AT (469146.71,	3766577.62,	296.10,	451.00,	0.00)	DC

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*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
VOL15	1ST HIGHEST VALUE IS	57.09940	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	48.81389	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	48.66979	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	34.36058	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	28.21290	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	27.55848	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	27.41475	AT (469221.56, 3766669.25,	294.76, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	24.72033	AT (469100.25, 3766638.28,	296.89, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	23.68207	AT (469188.01, 3766622.79,	294.81, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	21.91329	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
VOL16	1ST HIGHEST VALUE IS	11.06995	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	10.98847	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	10.49911	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	10.26617	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	9.80722	AT (469026.68, 3767008.67,	299.66, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	9.43724	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	9.23266	AT (469024.10, 3766781.53,	301.05, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	9.02011	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	8.87162	AT (469042.17, 3766724.75,	299.90, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	8.69260	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
VOL17	1ST HIGHEST VALUE IS	10.57842	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	10.51020	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	10.06510	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	9.83473	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	9.76211	AT (469026.68, 3767008.67,	299.66, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	9.06046	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	8.89194	AT (469024.10, 3766781.53,	301.05, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	8.67837	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	8.53569	AT (469042.17, 3766724.75,	299.90, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	8.35907	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
VOL18	1ST HIGHEST VALUE IS	9.92219	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	9.87430	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	9.56690	AT (469026.68, 3767008.67,	299.66, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	9.48277	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	9.23951	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC

6TH HIGHEST VALUE IS	8.55200	AT (	469074.44,	3766710.55,	297.79,	451.00,	0.00)	DC
7TH HIGHEST VALUE IS	8.42303	AT (	469024.10,	3766781.53,	301.05,	451.00,	0.00)	DC
8TH HIGHEST VALUE IS	8.18599	AT (	469157.03,	3766705.39,	296.15,	451.00,	0.00)	DC
9TH HIGHEST VALUE IS	8.07599	AT (469042.17,	3766724.75,	299.90,	451.00,	0.00)	DC
10TH HIGHEST VALUE IS	7.89724	AT (469100.25,	3766684.74,	297.84,	451.00,	0.00)	DC

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*** MODELOPTs: NonDEFAULT CONC FLAT and ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
VOL2	1ST HIGHEST VALUE IS	27.00888	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	24.77629	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	23.90925	AT (469024.10, 3766781.53,	301.05, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	20.26522	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	18.92081	AT (469042.17, 3766724.75,	299.90, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	17.45029	AT (468987.97, 3766781.53,	304.43, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	17.19128	AT (469012.49, 3766727.33,	302.27, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	17.11216	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	14.40132	AT (468984.10, 3766726.04,	305.01, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	14.15983	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
VOL3	1ST HIGHEST VALUE IS	25.76456	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	25.59503	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	22.37968	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	21.31791	AT (469024.10, 3766781.53,	301.05, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	18.55245	AT (469042.17, 3766724.75,	299.90, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	18.04532	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	16.05688	AT (469012.49, 3766727.33,	302.27, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	15.97873	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	15.36838	AT (468987.97, 3766781.53,	304.43, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	13.99437	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
VOL4	1ST HIGHEST VALUE IS	25.21919	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	23.78475	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	23.78020	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	18.91201	AT (469024.10, 3766781.53,	301.05, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	18.45230	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	17.87233	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	17.72019	AT (469042.17, 3766724.75,	299.90, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	15.01839	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	14.82960	AT (469012.49, 3766727.33,	302.27, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	13.59293	AT (468987.97, 3766781.53,	304.43, 451.00,	0.00)	DC
VOL5	1ST HIGHEST VALUE IS	24.25275	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	23.84666	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	21.41662	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	19.79953	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	18.33778	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC

6TH HIGHEST VALUE IS	16.66487	AT (	469024.10,	3766781.53,	301.05,	451.00,	0.00)	DC
7TH HIGHEST VALUE IS	16.56726	AT (	469042.17,	3766724.75,	299.90,	451.00,	0.00)	DC
8TH HIGHEST VALUE IS	15.84201	AT (	469100.25,	3766684.74,	297.84,	451.00,	0.00)	DC
9TH HIGHEST VALUE IS	15.11303	AT (469157.03,	3766705.39,	296.15,	451.00,	0.00)	DC
10TH HIGHEST VALUE IS	13.56385	AT (469012.49,	3766727.33,	302.27,	451.00,	0.00)	DC

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*** MODELOPTs: NonDEFAULT CONC FLAT and ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
VOL6	1ST HIGHEST VALUE IS	23.42745	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	21.73199	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	21.12061	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	18.97577	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	17.60813	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	16.69969	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	16.16519	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	15.21263	AT (469042.17, 3766724.75,	299.90, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	14.64306	AT (469024.10, 3766781.53,	301.05, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	13.41197	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
VOL7	1ST HIGHEST VALUE IS	21.93984	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	21.58177	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	19.63425	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	17.92255	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	16.90309	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	16.60473	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	16.02446	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	14.64974	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	14.12299	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	13.95674	AT (469042.17, 3766724.75,	299.90, 451.00,	0.00)	DC
VOL8	1ST HIGHEST VALUE IS	21.35258	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	20.04022	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	18.90486	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	17.50321	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	16.04411	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	6TH HIGHEST VALUE IS	15.54628	AT (469100.25, 3766684.74,	297.84, 451.00,	0.00)	DC
	7TH HIGHEST VALUE IS	15.40483	AT (469074.44, 3766710.55,	297.79, 451.00,	0.00)	DC
	8TH HIGHEST VALUE IS	14.93234	AT (469056.37, 3766773.79,	299.54, 451.00,	0.00)	DC
	9TH HIGHEST VALUE IS	14.69587	AT (469138.96, 3766655.06,	295.57, 451.00,	0.00)	DC
	10TH HIGHEST VALUE IS	13.15919	AT (469100.25, 3766638.28,	296.89, 451.00,	0.00)	DC
VOL9	1ST HIGHEST VALUE IS	20.61239	AT (469133.80, 3766728.62,	296.80, 451.00,	0.00)	DC
	2ND HIGHEST VALUE IS	19.43924	AT (469157.03, 3766705.39,	296.15, 451.00,	0.00)	DC
	3RD HIGHEST VALUE IS	18.24767	AT (469101.54, 3766751.85,	298.07, 451.00,	0.00)	DC
	4TH HIGHEST VALUE IS	17.32286	AT (469182.84, 3766688.61,	295.23, 451.00,	0.00)	DC
	5TH HIGHEST VALUE IS	15.70532	AT (469078.31, 3766763.46,	298.73, 451.00,	0.00)	DC

6TH HIGHEST VALUE IS	15.04284	AT (	469138.96,	3766655.06,	295.57,	451.00,	0.00)	DC
7TH HIGHEST VALUE IS	14.90507	AT (	469100.25,	3766684.74,	297.84,	451.00,	0.00)	DC
8TH HIGHEST VALUE IS	14.28780	AT (	469074.44,	3766710.55,	297.79,	451.00,	0.00)	DC
9TH HIGHEST VALUE IS	13.31164	AT (	469056.37,	3766773.79,	299.54,	451.00,	0.00)	DC
10TH HIGHEST VALUE IS	13.16408	AT (469221.56,	3766669.25,	294.76,	451.00,	0.00)	DC

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

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*** MODELOPTs: NonDEFAULT CONC FLAT and ELEV URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID			AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID
SLINE1	HIGH	1ST HIGH VALUE IS	70.81534	ON 13081806:	AT (	469228.01, 3766244.66, 291.82, 451.00, 0.00)	DC	
SLINE10	HIGH	1ST HIGH VALUE IS	793.87536	ON 16072222:	AT (	469251.24, 3766635.70, 294.35, 451.00, 0.00)	DC	
SLINE11	HIGH	1ST HIGH VALUE IS	67.54919	ON 11071106:	AT (	469228.01, 3766244.66, 291.82, 451.00, 0.00)	DC	
SLINE12	HIGH	1ST HIGH VALUE IS	39.52216	ON 13083002:	AT (	469251.24, 3766635.70, 294.35, 451.00, 0.00)	DC	
SLINE13	HIGH	1ST HIGH VALUE IS	42.42448	ON 16062005:	AT (	469251.24, 3766635.70, 294.35, 451.00, 0.00)	DC	
SLINE14	HIGH	1ST HIGH VALUE IS	92.32529	ON 15062002:	AT (	469262.86, 3766510.51, 291.93, 451.00, 0.00)	DC	
SLINE2	HIGH	1ST HIGH VALUE IS	31.73917	ON 13083002:	AT (	469251.24, 3766635.70, 294.35, 451.00, 0.00)	DC	
SLINE3	HIGH	1ST HIGH VALUE IS	33.25382	ON 16062005:	AT (	469251.24, 3766635.70, 294.35, 451.00, 0.00)	DC	
SLINE4	HIGH	1ST HIGH VALUE IS	85.29579	ON 13081806:	AT (	469262.86, 3766510.51, 291.93, 451.00, 0.00)	DC	
SLINE5	HIGH	1ST HIGH VALUE IS	225.81638	ON 15062506:	AT (	469026.68, 3767008.67, 299.66, 451.00, 0.00)	DC	
SLINE6	HIGH	1ST HIGH VALUE IS	271.69602	ON 12102008:	AT (	469026.68, 3767008.67, 299.66, 451.00, 0.00)	DC	
SLINE7	HIGH	1ST HIGH VALUE IS	491.75514	ON 16100407:	AT (	469101.54, 3766751.85, 298.07, 451.00, 0.00)	DC	
SLINE8	HIGH	1ST HIGH VALUE IS	311.59379	ON 12092202:	AT (	469026.68, 3767008.67, 299.66, 451.00, 0.00)	DC	
SLINE9	HIGH	1ST HIGH VALUE IS	398.77277	ON 16072223:	AT (	469221.56, 3766669.25, 294.76, 451.00, 0.00)	DC	
VOL1	HIGH	1ST HIGH VALUE IS	314.67890	ON 13071606:	AT (	469101.54, 3766751.85, 298.07, 451.00, 0.00)	DC	
VOL10	HIGH	1ST HIGH VALUE IS	345.47457	ON 13071606:	AT (	469056.37, 3766773.79, 299.54, 451.00, 0.00)	DC	
VOL11	HIGH	1ST HIGH VALUE IS	340.40971	ON 13071606:	AT (	469078.31, 3766763.46, 298.73, 451.00, 0.00)	DC	
VOL12	HIGH	1ST HIGH VALUE IS	324.60845	ON 13071606:	AT (	469078.31, 3766763.46, 298.73, 451.00, 0.00)	DC	
VOL13	HIGH	1ST HIGH VALUE IS	949.43443	ON 13071606:	AT (	469133.80, 3766728.62, 296.80, 451.00, 0.00)	DC	

VOL14	HIGH	1ST HIGH VALUE IS	1116.08707	ON 12042208: AT (	469182.84,	3766688.61,	295.23,	451.00,	0.00)	DC
VOL15	HIGH	1ST HIGH VALUE IS	801.11078	ON 13071606: AT (	469133.80,	3766728.62,	296.80,	451.00,	0.00)	DC
VOL16	HIGH	1ST HIGH VALUE IS	342.27484	ON 13071906: AT (	469026.68,	3767008.67,	299.66,	451.00,	0.00)	DC
VOL17	HIGH	1ST HIGH VALUE IS	346.59940	ON 16100407: AT (	469026.68,	3767008.67,	299.66,	451.00,	0.00)	DC
VOL18	HIGH	1ST HIGH VALUE IS	351.48550	ON 16100407: AT (	469026.68,	3767008.67,	299.66,	451.00,	0.00)	DC
VOL2	HIGH	1ST HIGH VALUE IS	584.75716	ON 12091521: AT (469026.68,	3767008.67,	299.66,	451.00,	0.00)	DC

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*** MODELOPTs: NonDEFAULT CONC FLAT and ELEV URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF TOXICS IN MICROGRAMS/M**3 **

GROUP ID			AVERAGE CONC	DATE (YMMDDHH)	RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID		
VOL3	HIGH	1ST HIGH VALUE IS	518.82386	ON 16111321: AT (	469026.68,	3767008.67,	299.66,	451.00,	0.00)	DC
VOL4	HIGH	1ST HIGH VALUE IS	468.38538	ON 16072703: AT (	469026.68,	3767008.67,	299.66,	451.00,	0.00)	DC
VOL5	HIGH	1ST HIGH VALUE IS	431.20552	ON 16062606: AT (	469056.37,	3766773.79,	299.54,	451.00,	0.00)	DC
VOL6	HIGH	1ST HIGH VALUE IS	424.09849	ON 16062606: AT (	469078.31,	3766763.46,	298.73,	451.00,	0.00)	DC
VOL7	HIGH	1ST HIGH VALUE IS	385.35326	ON 16062606: AT (	469078.31,	3766763.46,	298.73,	451.00,	0.00)	DC
VOL8	HIGH	1ST HIGH VALUE IS	393.05764	ON 16062606: AT (	469101.54,	3766751.85,	298.07,	451.00,	0.00)	DC
VOL9	HIGH	1ST HIGH VALUE IS	360.59023	ON 13071606: AT (469056.37,	3766773.79,	299.54,	451.00,	0.00)	DC

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

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*** MODELOPTs: NonDEFAULT CONC FLAT and ELEV URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 7 Warning Message(s)
A Total of 838 Informational Message(s)

A Total of 43848 Hours Were Processed

A Total of 40 Calm Hours Identified

A Total of 798 Missing Hours Identified (1.82 Percent)

***** FATAL ERROR MESSAGES *****
 *** NONE ***

***** WARNING MESSAGES *****

ME W186	8738	MEOPEN: THRESH_LMIN 1-min ASOS wind speed threshold used	0.50
ME W187	8738	MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET	
MX W438	8800	METQA: Convective Velocity Data Out-of-Range. KURDAT =	12010216
MX W438	11536	METQA: Convective Velocity Data Out-of-Range. KURDAT =	12042516
MX W420	16779	METQA: Wind Speed Out-of-Range. KURDAT =	12113003
MX W450	26305	CHKDAT: Record Out of Sequence in Meteorological File at:	15010101
MX W450	26305	CHKDAT: Record Out of Sequence in Meteorological File at:	1 year gap

*** AERMOD Finishes Successfully ***

PROJECT INFORMATION

HARP Version: 18159
 Project Name: TROPICA WAREHOUSES PROJECT
 Project Output Directory: P:\CLT1701 Colton Tropica Warehouses\Health Risks\TROPICA WAREHOUSES PROJECT
 HARP Database: NA

FACILITY INFORMATION

Origin
 X (m):0
 Y (m):0
 Zone:1
 No. of Sources:0
 No. of Buildings:0

EMISSION INVENTORY

No. of Pollutants:352
 No. of Background Pollutants:0

Emissions ScrID	StkID	ProID	PolID	PolAbbrev	Multi	Annual Ems (lbs/yr)	MaxHr Ems (lbs/hr)	MWAF
SLINE1	0	0	9901	DieselExhPM	1	0.0305	3.48E-06	1
SLINE1	0	0	88101	PM25	1	0.0292	3.33E-06	1
SLINE1	0	0	106990	1,3-Butadiene	1	1.59E-05	1.82E-09	1
SLINE1	0	0	71432	Benzene	1	7.64E-05	8.71E-09	1
SLINE1	0	0	100414	Ethyl Benzene	1	3.11E-05	3.54E-09	1
SLINE1	0	0	78933	MEK	1	5.51E-07	6.28E-11	1
SLINE1	0	0	91203	Naphthalene	1	1.39E-06	1.59E-10	1
SLINE1	0	0	115071	Propylene	1	9.06E-05	1.03E-08	1
SLINE1	0	0	100425	Styrene	1	3.65E-06	4.16E-10	1
SLINE1	0	0	108883	Toluene	1	0.00017	1.94E-08	1
SLINE1	0	0	1330207	Xylenes	1	0.000106	1.2E-08	1
SLINE2	0	0	9901	DieselExhPM	1	0.00762	8.69E-07	1
SLINE2	0	0	88101	PM25	1	0.00729	8.31E-07	1
SLINE2	0	0	106990	1,3-Butadiene	1	3.98E-06	4.53E-10	1
SLINE2	0	0	71432	Benzene	1	1.91E-05	2.17E-09	1
SLINE2	0	0	100414	Ethyl Benzene	1	7.75E-06	8.84E-10	1
SLINE2	0	0	78933	MEK	1	1.37E-07	1.57E-11	1
SLINE2	0	0	91203	Naphthalene	1	3.47E-07	3.96E-11	1
SLINE2	0	0	115071	Propylene	1	2.26E-05	2.58E-09	1
SLINE2	0	0	100425	Styrene	1	9.11E-07	1.04E-10	1
SLINE2	0	0	108883	Toluene	1	4.25E-05	4.85E-09	1
SLINE2	0	0	1330207	Xylenes	1	2.63E-05	3E-09	1
SLINE3	0	0	9901	DieselExhPM	1	0.00764	8.71E-07	1
SLINE3	0	0	88101	PM25	1	0.0073	8.33E-07	1
SLINE3	0	0	106990	1,3-Butadiene	1	3.98E-06	4.55E-10	1
SLINE3	0	0	71432	Benzene	1	1.91E-05	2.18E-09	1
SLINE3	0	0	100414	Ethyl Benzene	1	7.77E-06	8.86E-10	1

SLINE3	0	0	78933	MEK	1	1.38E-07	1.57E-11	1
SLINE3	0	0	91203	Naphthalene	1	3.48E-07	3.97E-11	1
SLINE3	0	0	115071	Propylene	1	2.27E-05	2.59E-09	1
SLINE3	0	0	100425	Styrene	1	9.13E-07	1.04E-10	1
SLINE3	0	0	108883	Toluene	1	4.26E-05	4.86E-09	1
SLINE3	0	0	1330207	Xylenes	1	2.64E-05	3.01E-09	1
SLINE4	0	0	9901	DieselExhPM	1	0.0305	3.48E-06	1
SLINE4	0	0	88101	PM25	1	0.0292	3.33E-06	1
SLINE4	0	0	106990	1,3-Butadiene	1	1.59E-05	1.82E-09	1
SLINE4	0	0	71432	Benzene	1	7.64E-05	8.71E-09	1
SLINE4	0	0	100414	Ethyl Benzene	1	3.11E-05	3.54E-09	1
SLINE4	0	0	78933	MEK	1	5.51E-07	6.28E-11	1
SLINE4	0	0	91203	Naphthalene	1	1.39E-06	1.59E-10	1
SLINE4	0	0	115071	Propylene	1	9.06E-05	1.03E-08	1
SLINE4	0	0	100425	Styrene	1	3.65E-06	4.16E-10	1
SLINE4	0	0	108883	Toluene	1	0.00017	1.94E-08	1
SLINE4	0	0	1330207	Xylenes	1	0.000106	1.2E-08	1
SLINE5	0	0	9901	DieselExhPM	1	0.0162	1.85E-06	1
SLINE5	0	0	88101	PM25	1	0.0155	1.77E-06	1
SLINE5	0	0	106990	1,3-Butadiene	1	1.77E-05	2.02E-09	1
SLINE5	0	0	71432	Benzene	1	8.47E-05	9.66E-09	1
SLINE5	0	0	100414	Ethyl Benzene	1	3.44E-05	3.93E-09	1
SLINE5	0	0	78933	MEK	1	6.11E-07	6.96E-11	1
SLINE5	0	0	91203	Naphthalene	1	1.54E-06	1.76E-10	1
SLINE5	0	0	115071	Propylene	1	0.000101	1.15E-08	1
SLINE5	0	0	100425	Styrene	1	4.05E-06	4.62E-10	1
SLINE5	0	0	108883	Toluene	1	0.000189	2.16E-08	1
SLINE5	0	0	1330207	Xylenes	1	0.000117	1.33E-08	1
SLINE6	0	0	9901	DieselExhPM	1	0.0208	2.38E-06	1
SLINE6	0	0	88101	PM25	1	0.0199	2.27E-06	1
SLINE6	0	0	106990	1,3-Butadiene	1	2.37E-05	2.7E-09	1
SLINE6	0	0	71432	Benzene	1	0.000114	1.3E-08	1
SLINE6	0	0	100414	Ethyl Benzene	1	4.62E-05	5.27E-09	1
SLINE6	0	0	78933	MEK	1	8.19E-07	9.34E-11	1
SLINE6	0	0	91203	Naphthalene	1	2.07E-06	2.36E-10	1
SLINE6	0	0	115071	Propylene	1	0.000135	1.54E-08	1
SLINE6	0	0	100425	Styrene	1	5.43E-06	6.19E-10	1
SLINE6	0	0	108883	Toluene	1	0.000253	2.89E-08	1
SLINE6	0	0	1330207	Xylenes	1	0.000157	1.79E-08	1
SLINE7	0	0	9901	DieselExhPM	1	0.0236	2.7E-06	1
SLINE7	0	0	88101	PM25	1	0.0226	2.58E-06	1
SLINE7	0	0	106990	1,3-Butadiene	1	2.59E-05	2.96E-09	1
SLINE7	0	0	71432	Benzene	1	0.000124	1.42E-08	1
SLINE7	0	0	100414	Ethyl Benzene	1	5.06E-05	5.77E-09	1
SLINE7	0	0	78933	MEK	1	8.96E-07	1.02E-10	1
SLINE7	0	0	91203	Naphthalene	1	2.26E-06	2.58E-10	1
SLINE7	0	0	115071	Propylene	1	0.000148	1.68E-08	1
SLINE7	0	0	100425	Styrene	1	5.94E-06	6.78E-10	1
SLINE7	0	0	108883	Toluene	1	0.000277	3.16E-08	1
SLINE7	0	0	1330207	Xylenes	1	0.000172	1.96E-08	1
VOL1	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL1	0	0	88101	PM25	1	1.4	0.00016	1

VOL1	0	0	106990	1,3-Butadiene	1	0	0	1
VOL1	0	0	71432	Benzene	1	0	0	1
VOL1	0	0	100414	Ethyl Benzene	1	0	0	1
VOL1	0	0	78933	MEK	1	0	0	1
VOL1	0	0	91203	Naphthalene	1	0	0	1
VOL1	0	0	115071	Propylene	1	0	0	1
VOL1	0	0	100425	Styrene	1	0	0	1
VOL1	0	0	108883	Toluene	1	0	0	1
VOL1	0	0	1330207	Xylenes	1	0	0	1
VOL2	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL2	0	0	88101	PM25	1	1.4	0.00016	1
VOL2	0	0	106990	1,3-Butadiene	1	0	0	1
VOL2	0	0	71432	Benzene	1	0	0	1
VOL2	0	0	100414	Ethyl Benzene	1	0	0	1
VOL2	0	0	78933	MEK	1	0	0	1
VOL2	0	0	91203	Naphthalene	1	0	0	1
VOL2	0	0	115071	Propylene	1	0	0	1
VOL2	0	0	100425	Styrene	1	0	0	1
VOL2	0	0	108883	Toluene	1	0	0	1
VOL2	0	0	1330207	Xylenes	1	0	0	1
VOL3	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL3	0	0	88101	PM25	1	1.4	0.00016	1
VOL3	0	0	106990	1,3-Butadiene	1	0	0	1
VOL3	0	0	71432	Benzene	1	0	0	1
VOL3	0	0	100414	Ethyl Benzene	1	0	0	1
VOL3	0	0	78933	MEK	1	0	0	1
VOL3	0	0	91203	Naphthalene	1	0	0	1
VOL3	0	0	115071	Propylene	1	0	0	1
VOL3	0	0	100425	Styrene	1	0	0	1
VOL3	0	0	108883	Toluene	1	0	0	1
VOL3	0	0	1330207	Xylenes	1	0	0	1
VOL4	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL4	0	0	88101	PM25	1	1.4	0.00016	1
VOL4	0	0	106990	1,3-Butadiene	1	0	0	1
VOL4	0	0	71432	Benzene	1	0	0	1
VOL4	0	0	100414	Ethyl Benzene	1	0	0	1
VOL4	0	0	78933	MEK	1	0	0	1
VOL4	0	0	91203	Naphthalene	1	0	0	1
VOL4	0	0	115071	Propylene	1	0	0	1
VOL4	0	0	100425	Styrene	1	0	0	1
VOL4	0	0	108883	Toluene	1	0	0	1
VOL4	0	0	1330207	Xylenes	1	0	0	1
VOL5	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL5	0	0	88101	PM25	1	1.4	0.00016	1
VOL5	0	0	106990	1,3-Butadiene	1	0	0	1
VOL5	0	0	71432	Benzene	1	0	0	1
VOL5	0	0	100414	Ethyl Benzene	1	0	0	1
VOL5	0	0	78933	MEK	1	0	0	1
VOL5	0	0	91203	Naphthalene	1	0	0	1
VOL5	0	0	115071	Propylene	1	0	0	1
VOL5	0	0	100425	Styrene	1	0	0	1
VOL5	0	0	108883	Toluene	1	0	0	1

VOL5	0	0	1330207	Xylenes	1	0	0	1
VOL6	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL6	0	0	88101	PM25	1	1.4	0.00016	1
VOL6	0	0	106990	1,3-Butadiene	1	0	0	1
VOL6	0	0	71432	Benzene	1	0	0	1
VOL6	0	0	100414	Ethyl Benzene	1	0	0	1
VOL6	0	0	78933	MEK	1	0	0	1
VOL6	0	0	91203	Naphthalene	1	0	0	1
VOL6	0	0	115071	Propylene	1	0	0	1
VOL6	0	0	100425	Styrene	1	0	0	1
VOL6	0	0	108883	Toluene	1	0	0	1
VOL6	0	0	1330207	Xylenes	1	0	0	1
VOL7	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL7	0	0	88101	PM25	1	1.4	0.00016	1
VOL7	0	0	106990	1,3-Butadiene	1	0	0	1
VOL7	0	0	71432	Benzene	1	0	0	1
VOL7	0	0	100414	Ethyl Benzene	1	0	0	1
VOL7	0	0	78933	MEK	1	0	0	1
VOL7	0	0	91203	Naphthalene	1	0	0	1
VOL7	0	0	115071	Propylene	1	0	0	1
VOL7	0	0	100425	Styrene	1	0	0	1
VOL7	0	0	108883	Toluene	1	0	0	1
VOL7	0	0	1330207	Xylenes	1	0	0	1
VOL8	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL8	0	0	88101	PM25	1	1.4	0.00016	1
VOL8	0	0	106990	1,3-Butadiene	1	0	0	1
VOL8	0	0	71432	Benzene	1	0	0	1
VOL8	0	0	100414	Ethyl Benzene	1	0	0	1
VOL8	0	0	78933	MEK	1	0	0	1
VOL8	0	0	91203	Naphthalene	1	0	0	1
VOL8	0	0	115071	Propylene	1	0	0	1
VOL8	0	0	100425	Styrene	1	0	0	1
VOL8	0	0	108883	Toluene	1	0	0	1
VOL8	0	0	1330207	Xylenes	1	0	0	1
VOL9	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL9	0	0	88101	PM25	1	1.4	0.00016	1
VOL9	0	0	106990	1,3-Butadiene	1	0	0	1
VOL9	0	0	71432	Benzene	1	0	0	1
VOL9	0	0	100414	Ethyl Benzene	1	0	0	1
VOL9	0	0	78933	MEK	1	0	0	1
VOL9	0	0	91203	Naphthalene	1	0	0	1
VOL9	0	0	115071	Propylene	1	0	0	1
VOL9	0	0	100425	Styrene	1	0	0	1
VOL9	0	0	108883	Toluene	1	0	0	1
VOL9	0	0	1330207	Xylenes	1	0	0	1
VOL10	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL10	0	0	88101	PM25	1	1.4	0.00016	1
VOL10	0	0	106990	1,3-Butadiene	1	0	0	1
VOL10	0	0	71432	Benzene	1	0	0	1
VOL10	0	0	100414	Ethyl Benzene	1	0	0	1
VOL10	0	0	78933	MEK	1	0	0	1
VOL10	0	0	91203	Naphthalene	1	0	0	1

VOL10	0	0	115071	Propylene	1	0	0	1
VOL10	0	0	100425	Styrene	1	0	0	1
VOL10	0	0	108883	Toluene	1	0	0	1
VOL10	0	0	1330207	Xylenes	1	0	0	1
VOL11	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL11	0	0	88101	PM25	1	1.4	0.00016	1
VOL11	0	0	106990	1,3-Butadiene	1	0	0	1
VOL11	0	0	71432	Benzene	1	0	0	1
VOL11	0	0	100414	Ethyl Benzene	1	0	0	1
VOL11	0	0	78933	MEK	1	0	0	1
VOL11	0	0	91203	Naphthalene	1	0	0	1
VOL11	0	0	115071	Propylene	1	0	0	1
VOL11	0	0	100425	Styrene	1	0	0	1
VOL11	0	0	108883	Toluene	1	0	0	1
VOL11	0	0	1330207	Xylenes	1	0	0	1
VOL12	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL12	0	0	88101	PM25	1	1.4	0.00016	1
VOL12	0	0	106990	1,3-Butadiene	1	0	0	1
VOL12	0	0	71432	Benzene	1	0	0	1
VOL12	0	0	100414	Ethyl Benzene	1	0	0	1
VOL12	0	0	78933	MEK	1	0	0	1
VOL12	0	0	91203	Naphthalene	1	0	0	1
VOL12	0	0	115071	Propylene	1	0	0	1
VOL12	0	0	100425	Styrene	1	0	0	1
VOL12	0	0	108883	Toluene	1	0	0	1
VOL12	0	0	1330207	Xylenes	1	0	0	1
VOL13	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL13	0	0	88101	PM25	1	1.4	0.00016	1
VOL13	0	0	106990	1,3-Butadiene	1	0	0	1
VOL13	0	0	71432	Benzene	1	0	0	1
VOL13	0	0	100414	Ethyl Benzene	1	0	0	1
VOL13	0	0	78933	MEK	1	0	0	1
VOL13	0	0	91203	Naphthalene	1	0	0	1
VOL13	0	0	115071	Propylene	1	0	0	1
VOL13	0	0	100425	Styrene	1	0	0	1
VOL13	0	0	108883	Toluene	1	0	0	1
VOL13	0	0	1330207	Xylenes	1	0	0	1
VOL14	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL14	0	0	88101	PM25	1	1.4	0.00016	1
VOL14	0	0	106990	1,3-Butadiene	1	0	0	1
VOL14	0	0	71432	Benzene	1	0	0	1
VOL14	0	0	100414	Ethyl Benzene	1	0	0	1
VOL14	0	0	78933	MEK	1	0	0	1
VOL14	0	0	91203	Naphthalene	1	0	0	1
VOL14	0	0	115071	Propylene	1	0	0	1
VOL14	0	0	100425	Styrene	1	0	0	1
VOL14	0	0	108883	Toluene	1	0	0	1
VOL14	0	0	1330207	Xylenes	1	0	0	1
VOL15	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL15	0	0	88101	PM25	1	1.4	0.00016	1
VOL15	0	0	106990	1,3-Butadiene	1	0	0	1
VOL15	0	0	71432	Benzene	1	0	0	1

VOL15	0	0	100414	Ethyl Benzene	1	0	0	1
VOL15	0	0	78933	MEK	1	0	0	1
VOL15	0	0	91203	Naphthalene	1	0	0	1
VOL15	0	0	115071	Propylene	1	0	0	1
VOL15	0	0	100425	Styrene	1	0	0	1
VOL15	0	0	108883	Toluene	1	0	0	1
VOL15	0	0	1330207	Xylenes	1	0	0	1
VOL16	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL16	0	0	88101	PM25	1	1.4	0.00016	1
VOL16	0	0	106990	1,3-Butadiene	1	0	0	1
VOL16	0	0	71432	Benzene	1	0	0	1
VOL16	0	0	100414	Ethyl Benzene	1	0	0	1
VOL16	0	0	78933	MEK	1	0	0	1
VOL16	0	0	91203	Naphthalene	1	0	0	1
VOL16	0	0	115071	Propylene	1	0	0	1
VOL16	0	0	100425	Styrene	1	0	0	1
VOL16	0	0	108883	Toluene	1	0	0	1
VOL16	0	0	1330207	Xylenes	1	0	0	1
VOL17	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL17	0	0	88101	PM25	1	1.4	0.00016	1
VOL17	0	0	106990	1,3-Butadiene	1	0	0	1
VOL17	0	0	71432	Benzene	1	0	0	1
VOL17	0	0	100414	Ethyl Benzene	1	0	0	1
VOL17	0	0	78933	MEK	1	0	0	1
VOL17	0	0	91203	Naphthalene	1	0	0	1
VOL17	0	0	115071	Propylene	1	0	0	1
VOL17	0	0	100425	Styrene	1	0	0	1
VOL17	0	0	108883	Toluene	1	0	0	1
VOL17	0	0	1330207	Xylenes	1	0	0	1
VOL18	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL18	0	0	88101	PM25	1	1.4	0.00016	1
VOL18	0	0	106990	1,3-Butadiene	1	0	0	1
VOL18	0	0	71432	Benzene	1	0	0	1
VOL18	0	0	100414	Ethyl Benzene	1	0	0	1
VOL18	0	0	78933	MEK	1	0	0	1
VOL18	0	0	91203	Naphthalene	1	0	0	1
VOL18	0	0	115071	Propylene	1	0	0	1
VOL18	0	0	100425	Styrene	1	0	0	1
VOL18	0	0	108883	Toluene	1	0	0	1
VOL18	0	0	1330207	Xylenes	1	0	0	1
SLINE8	0	0	9901	DieselExhPM	1	5.54E-05	6.32E-09	1
SLINE8	0	0	88101	PM25	1	5.3E-05	6.05E-09	1
SLINE8	0	0	106990	1,3-Butadiene	1	3.47E-05	3.96E-09	1
SLINE8	0	0	71432	Benzene	1	0.000166	1.9E-08	1
SLINE8	0	0	100414	Ethyl Benzene	1	6.76E-05	7.71E-09	1
SLINE8	0	0	78933	MEK	1	1.2E-06	1.37E-10	1
SLINE8	0	0	91203	Naphthalene	1	3.03E-06	3.45E-10	1
SLINE8	0	0	115071	Propylene	1	0.000197	2.25E-08	1
SLINE8	0	0	100425	Styrene	1	7.94E-06	9.06E-10	1
SLINE8	0	0	108883	Toluene	1	0.000371	4.23E-08	1
SLINE8	0	0	1330207	Xylenes	1	0.000229	2.62E-08	1
SLINE9	0	0	9901	DieselExhPM	1	0.000177	2.01E-08	1

SLINE9	0	0	88101	PM25	1	0.000169	1.93E-08	1
SLINE9	0	0	106990	1,3-Butadiene	1	0.00011	1.26E-08	1
SLINE9	0	0	71432	Benzene	1	0.000529	6.04E-08	1
SLINE9	0	0	100414	Ethyl Benzene	1	0.000215	2.46E-08	1
SLINE9	0	0	78933	MEK	1	3.81E-06	4.35E-10	1
SLINE9	0	0	91203	Naphthalene	1	9.63E-06	1.1E-09	1
SLINE9	0	0	115071	Propylene	1	0.000628	7.16E-08	1
SLINE9	0	0	100425	Styrene	1	2.53E-05	2.89E-09	1
SLINE9	0	0	108883	Toluene	1	0.00118	1.35E-07	1
SLINE9	0	0	1330207	Xylenes	1	0.000731	8.33E-08	1
SLINE10	0	0	9901	DieselExhPM	1	8.07E-05	9.21E-09	1
SLINE10	0	0	88101	PM25	1	7.72E-05	8.81E-09	1
SLINE10	0	0	106990	1,3-Butadiene	1	5.05E-05	5.76E-09	1
SLINE10	0	0	71432	Benzene	1	0.000242	2.76E-08	1
SLINE10	0	0	100414	Ethyl Benzene	1	9.84E-05	1.12E-08	1
SLINE10	0	0	78933	MEK	1	1.74E-06	1.99E-10	1
SLINE10	0	0	91203	Naphthalene	1	4.41E-06	5.03E-10	1
SLINE10	0	0	115071	Propylene	1	0.000287	3.28E-08	1
SLINE10	0	0	100425	Styrene	1	1.16E-05	1.32E-09	1
SLINE10	0	0	108883	Toluene	1	0.00054	6.16E-08	1
SLINE10	0	0	1330207	Xylenes	1	0.000334	3.81E-08	1
SLINE11	0	0	9901	DieselExhPM	1	0.000107	1.22E-08	1
SLINE11	0	0	88101	PM25	1	0.000103	1.17E-08	1
SLINE11	0	0	106990	1,3-Butadiene	1	0.000365	4.16E-08	1
SLINE11	0	0	71432	Benzene	1	0.00175	2E-07	1
SLINE11	0	0	100414	Ethyl Benzene	1	0.000711	8.12E-08	1
SLINE11	0	0	78933	MEK	1	1.26E-05	1.44E-09	1
SLINE11	0	0	91203	Naphthalene	1	3.19E-05	3.63E-09	1
SLINE11	0	0	115071	Propylene	1	0.00208	2.37E-07	1
SLINE11	0	0	100425	Styrene	1	8.36E-05	9.54E-09	1
SLINE11	0	0	108883	Toluene	1	0.0039	4.45E-07	1
SLINE11	0	0	1330207	Xylenes	1	0.00242	2.76E-07	1
SLINE12	0	0	9901	DieselExhPM	1	2.68E-05	3.06E-09	1
SLINE12	0	0	88101	PM25	1	2.57E-05	2.93E-09	1
SLINE12	0	0	106990	1,3-Butadiene	1	9.12E-05	1.04E-08	1
SLINE12	0	0	71432	Benzene	1	0.000437	4.99E-08	1
SLINE12	0	0	100414	Ethyl Benzene	1	0.000178	2.03E-08	1
SLINE12	0	0	78933	MEK	1	3.15E-06	3.59E-10	1
SLINE12	0	0	91203	Naphthalene	1	7.96E-06	9.08E-10	1
SLINE12	0	0	115071	Propylene	1	0.000519	5.92E-08	1
SLINE12	0	0	100425	Styrene	1	2.09E-05	2.38E-09	1
SLINE12	0	0	108883	Toluene	1	0.000975	1.11E-07	1
SLINE12	0	0	1330207	Xylenes	1	0.000604	6.89E-08	1
SLINE13	0	0	9901	DieselExhPM	1	2.68E-05	3.06E-09	1
SLINE13	0	0	88101	PM25	1	2.57E-05	2.93E-09	1
SLINE13	0	0	106990	1,3-Butadiene	1	9.12E-05	1.04E-08	1
SLINE13	0	0	71432	Benzene	1	0.000437	4.99E-08	1
SLINE13	0	0	100414	Ethyl Benzene	1	0.000178	2.03E-08	1
SLINE13	0	0	78933	MEK	1	3.15E-06	3.59E-10	1
SLINE13	0	0	91203	Naphthalene	1	7.96E-06	9.08E-10	1
SLINE13	0	0	115071	Propylene	1	0.000519	5.92E-08	1
SLINE13	0	0	100425	Styrene	1	2.09E-05	2.38E-09	1

SLINE13	0	0	108883	Toluene	1	0.000975	1.11E-07	1
SLINE13	0	0	1330207	Xylenes	1	0.000604	6.89E-08	1
SLINE14	0	0	9901	DieselExhPM	1	0.000107	1.22E-08	1
SLINE14	0	0	88101	PM25	1	0.000103	1.17E-08	1
SLINE14	0	0	106990	1,3-Butadiene	1	0.000365	4.16E-08	1
SLINE14	0	0	71432	Benzene	1	0.00175	1.99E-07	1
SLINE14	0	0	100414	Ethyl Benzene	1	0.000711	8.11E-08	1
SLINE14	0	0	78933	MEK	1	1.26E-05	1.44E-09	1
SLINE14	0	0	91203	Naphthalene	1	3.18E-05	3.63E-09	1
SLINE14	0	0	115071	Propylene	1	0.00208	2.37E-07	1
SLINE14	0	0	100425	Styrene	1	8.36E-05	9.53E-09	1
SLINE14	0	0	108883	Toluene	1	0.0039	4.45E-07	1
SLINE14	0	0	1330207	Xylenes	1	0.00241	2.75E-07	1

Background

PolID	PolAbbrev	Conc (ug/m^3)	MWAF
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Ground level concentration files (\glc\)

100414MAXHR.txt
100414PER.txt
100425MAXHR.txt
100425PER.txt
106990MAXHR.txt
106990PER.txt
108883MAXHR.txt
108883PER.txt
115071MAXHR.txt
115071PER.txt
1330207MAXHR.txt
1330207PER.txt
71432MAXHR.txt
71432PER.txt
78933MAXHR.txt
78933PER.txt
88101MAXHR.txt
88101PER.txt
91203MAXHR.txt
91203PER.txt
9901MAXHR.txt
9901PER.txt

POLLUTANT HEALTH INFORMATION

Health Database: C:\HARP2\Tables\HEALTH17320.mdb

Health Table Version: HEALTH18121

Official: True

PolID	PolAbbrev	InhCancer	OralCancer	AcuteREL	InhChronicREL	OralChronicREL	InhChronic8HRREL
9901	DieselExhPM	1.1			5		
88101	PM25						

106990	1,3-Butadiene	0.6	660	2	9
71432	Benzene	0.1	27	3	3
100414	Ethyl Benzene	0.0087		2000	
78933	MEK		13000		
91203	Naphthalene	0.12		9	
115071	Propylene			3000	
100425	Styrene		21000	900	
108883	Toluene		37000	300	
1330207	Xylenes		22000	700	

AIR DISPERSION MODELING INFORMATION

Versions used in HARP. All executables were obtained from USEPA's Support Center for Regulatory Atmospheric Modeling website (<http://www.epa.gov/scram001/>)

AERMOD: 18081

AERMAP: 18081

BPIPPRM: 04274

AERPLOT: 13329

METEOROLOGICAL INFORMATION

Version:

Surface File:

Profile File:

Surface Station:

Upper Station:

On-Site Station:

LIST OF AIR DISPERSION FILES

AERMOD Input File:

AERMOD Output File:

AERMOD Error File:

Plotfile list

LIST OF RISK ASSESSMENT FILES

Health risk analysis files (\hra\)

Tropica30yrCancerRisk.csv
Tropica30yrCancerRiskSumByRec.csv
Tropica30yrGLCLList.csv
Tropica30yrHRAInput.hra
Tropica30yrOutput.txt
Tropica30yrPathwayRec.csv
Tropica30yrPolDB.csv
TropicaAGLCLList.csv
TropicaAHRAInput.hra
TropicaANCAcuteRisk.csv
TropicaANCAcuteRiskSumByRec.csv
TropicaAOutput.txt
TropicaAPathwayRec.csv
TropicaAPolDB.csv
TropicaGLCLList.csv
TropicaHRAInput.hra

TropicaNCChronicRisk.csv
TropicaNCChronicRiskSumByRec.csv
TropicaOutput.txt
TropicaPathwayRec.csv
TropicaPolDB.csv

Spatial averaging files (\sa\)

PROJECT INFORMATION

HARP Version: 18159
 Project Name: TROPICA WAREHOUSES PROJECT
 Project Output Directory: P:\CLT1701 Colton Tropica Warehouses\Health Risks\TROPICA WAREHOUSES PROJECT
 HARP Database: NA

FACILITY INFORMATION

Origin
 X (m):0
 Y (m):0
 Zone:1
 No. of Sources:0
 No. of Buildings:0

EMISSION INVENTORY

No. of Pollutants:352
 No. of Background Pollutants:0

Emissions ScrID	StkID	ProID	PolID	PolAbbrev	Multi	Annual Ems (lbs/yr)	MaxHr Ems (lbs/hr)	MWAF
SLINE1	0	0	9901	DieselExhPM	1	0.0305	3.48E-06	1
SLINE1	0	0	88101	PM25	1	0.0292	3.33E-06	1
SLINE1	0	0	106990	1,3-Butadiene	1	1.59E-05	1.82E-09	1
SLINE1	0	0	71432	Benzene	1	7.64E-05	8.71E-09	1
SLINE1	0	0	100414	Ethyl Benzene	1	3.11E-05	3.54E-09	1
SLINE1	0	0	78933	MEK	1	5.51E-07	6.28E-11	1
SLINE1	0	0	91203	Naphthalene	1	1.39E-06	1.59E-10	1
SLINE1	0	0	115071	Propylene	1	9.06E-05	1.03E-08	1
SLINE1	0	0	100425	Styrene	1	3.65E-06	4.16E-10	1
SLINE1	0	0	108883	Toluene	1	0.00017	1.94E-08	1
SLINE1	0	0	1330207	Xylenes	1	0.000106	1.2E-08	1
SLINE2	0	0	9901	DieselExhPM	1	0.00762	8.69E-07	1
SLINE2	0	0	88101	PM25	1	0.00729	8.31E-07	1
SLINE2	0	0	106990	1,3-Butadiene	1	3.98E-06	4.53E-10	1
SLINE2	0	0	71432	Benzene	1	1.91E-05	2.17E-09	1
SLINE2	0	0	100414	Ethyl Benzene	1	7.75E-06	8.84E-10	1
SLINE2	0	0	78933	MEK	1	1.37E-07	1.57E-11	1
SLINE2	0	0	91203	Naphthalene	1	3.47E-07	3.96E-11	1
SLINE2	0	0	115071	Propylene	1	2.26E-05	2.58E-09	1
SLINE2	0	0	100425	Styrene	1	9.11E-07	1.04E-10	1
SLINE2	0	0	108883	Toluene	1	4.25E-05	4.85E-09	1
SLINE2	0	0	1330207	Xylenes	1	2.63E-05	3E-09	1
SLINE3	0	0	9901	DieselExhPM	1	0.00764	8.71E-07	1
SLINE3	0	0	88101	PM25	1	0.0073	8.33E-07	1
SLINE3	0	0	106990	1,3-Butadiene	1	3.98E-06	4.55E-10	1
SLINE3	0	0	71432	Benzene	1	1.91E-05	2.18E-09	1
SLINE3	0	0	100414	Ethyl Benzene	1	7.77E-06	8.86E-10	1

SLINE3	0	0	78933	MEK	1	1.38E-07	1.57E-11	1
SLINE3	0	0	91203	Naphthalene	1	3.48E-07	3.97E-11	1
SLINE3	0	0	115071	Propylene	1	2.27E-05	2.59E-09	1
SLINE3	0	0	100425	Styrene	1	9.13E-07	1.04E-10	1
SLINE3	0	0	108883	Toluene	1	4.26E-05	4.86E-09	1
SLINE3	0	0	1330207	Xylenes	1	2.64E-05	3.01E-09	1
SLINE4	0	0	9901	DieselExhPM	1	0.0305	3.48E-06	1
SLINE4	0	0	88101	PM25	1	0.0292	3.33E-06	1
SLINE4	0	0	106990	1,3-Butadiene	1	1.59E-05	1.82E-09	1
SLINE4	0	0	71432	Benzene	1	7.64E-05	8.71E-09	1
SLINE4	0	0	100414	Ethyl Benzene	1	3.11E-05	3.54E-09	1
SLINE4	0	0	78933	MEK	1	5.51E-07	6.28E-11	1
SLINE4	0	0	91203	Naphthalene	1	1.39E-06	1.59E-10	1
SLINE4	0	0	115071	Propylene	1	9.06E-05	1.03E-08	1
SLINE4	0	0	100425	Styrene	1	3.65E-06	4.16E-10	1
SLINE4	0	0	108883	Toluene	1	0.00017	1.94E-08	1
SLINE4	0	0	1330207	Xylenes	1	0.000106	1.2E-08	1
SLINE5	0	0	9901	DieselExhPM	1	0.0162	1.85E-06	1
SLINE5	0	0	88101	PM25	1	0.0155	1.77E-06	1
SLINE5	0	0	106990	1,3-Butadiene	1	1.77E-05	2.02E-09	1
SLINE5	0	0	71432	Benzene	1	8.47E-05	9.66E-09	1
SLINE5	0	0	100414	Ethyl Benzene	1	3.44E-05	3.93E-09	1
SLINE5	0	0	78933	MEK	1	6.11E-07	6.96E-11	1
SLINE5	0	0	91203	Naphthalene	1	1.54E-06	1.76E-10	1
SLINE5	0	0	115071	Propylene	1	0.000101	1.15E-08	1
SLINE5	0	0	100425	Styrene	1	4.05E-06	4.62E-10	1
SLINE5	0	0	108883	Toluene	1	0.000189	2.16E-08	1
SLINE5	0	0	1330207	Xylenes	1	0.000117	1.33E-08	1
SLINE6	0	0	9901	DieselExhPM	1	0.0208	2.38E-06	1
SLINE6	0	0	88101	PM25	1	0.0199	2.27E-06	1
SLINE6	0	0	106990	1,3-Butadiene	1	2.37E-05	2.7E-09	1
SLINE6	0	0	71432	Benzene	1	0.000114	1.3E-08	1
SLINE6	0	0	100414	Ethyl Benzene	1	4.62E-05	5.27E-09	1
SLINE6	0	0	78933	MEK	1	8.19E-07	9.34E-11	1
SLINE6	0	0	91203	Naphthalene	1	2.07E-06	2.36E-10	1
SLINE6	0	0	115071	Propylene	1	0.000135	1.54E-08	1
SLINE6	0	0	100425	Styrene	1	5.43E-06	6.19E-10	1
SLINE6	0	0	108883	Toluene	1	0.000253	2.89E-08	1
SLINE6	0	0	1330207	Xylenes	1	0.000157	1.79E-08	1
SLINE7	0	0	9901	DieselExhPM	1	0.0236	2.7E-06	1
SLINE7	0	0	88101	PM25	1	0.0226	2.58E-06	1
SLINE7	0	0	106990	1,3-Butadiene	1	2.59E-05	2.96E-09	1
SLINE7	0	0	71432	Benzene	1	0.000124	1.42E-08	1
SLINE7	0	0	100414	Ethyl Benzene	1	5.06E-05	5.77E-09	1
SLINE7	0	0	78933	MEK	1	8.96E-07	1.02E-10	1
SLINE7	0	0	91203	Naphthalene	1	2.26E-06	2.58E-10	1
SLINE7	0	0	115071	Propylene	1	0.000148	1.68E-08	1
SLINE7	0	0	100425	Styrene	1	5.94E-06	6.78E-10	1
SLINE7	0	0	108883	Toluene	1	0.000277	3.16E-08	1
SLINE7	0	0	1330207	Xylenes	1	0.000172	1.96E-08	1
VOL1	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL1	0	0	88101	PM25	1	1.4	0.00016	1

VOL1	0	0	106990	1,3-Butadiene	1	0	0	1
VOL1	0	0	71432	Benzene	1	0	0	1
VOL1	0	0	100414	Ethyl Benzene	1	0	0	1
VOL1	0	0	78933	MEK	1	0	0	1
VOL1	0	0	91203	Naphthalene	1	0	0	1
VOL1	0	0	115071	Propylene	1	0	0	1
VOL1	0	0	100425	Styrene	1	0	0	1
VOL1	0	0	108883	Toluene	1	0	0	1
VOL1	0	0	1330207	Xylenes	1	0	0	1
VOL2	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL2	0	0	88101	PM25	1	1.4	0.00016	1
VOL2	0	0	106990	1,3-Butadiene	1	0	0	1
VOL2	0	0	71432	Benzene	1	0	0	1
VOL2	0	0	100414	Ethyl Benzene	1	0	0	1
VOL2	0	0	78933	MEK	1	0	0	1
VOL2	0	0	91203	Naphthalene	1	0	0	1
VOL2	0	0	115071	Propylene	1	0	0	1
VOL2	0	0	100425	Styrene	1	0	0	1
VOL2	0	0	108883	Toluene	1	0	0	1
VOL2	0	0	1330207	Xylenes	1	0	0	1
VOL3	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL3	0	0	88101	PM25	1	1.4	0.00016	1
VOL3	0	0	106990	1,3-Butadiene	1	0	0	1
VOL3	0	0	71432	Benzene	1	0	0	1
VOL3	0	0	100414	Ethyl Benzene	1	0	0	1
VOL3	0	0	78933	MEK	1	0	0	1
VOL3	0	0	91203	Naphthalene	1	0	0	1
VOL3	0	0	115071	Propylene	1	0	0	1
VOL3	0	0	100425	Styrene	1	0	0	1
VOL3	0	0	108883	Toluene	1	0	0	1
VOL3	0	0	1330207	Xylenes	1	0	0	1
VOL4	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL4	0	0	88101	PM25	1	1.4	0.00016	1
VOL4	0	0	106990	1,3-Butadiene	1	0	0	1
VOL4	0	0	71432	Benzene	1	0	0	1
VOL4	0	0	100414	Ethyl Benzene	1	0	0	1
VOL4	0	0	78933	MEK	1	0	0	1
VOL4	0	0	91203	Naphthalene	1	0	0	1
VOL4	0	0	115071	Propylene	1	0	0	1
VOL4	0	0	100425	Styrene	1	0	0	1
VOL4	0	0	108883	Toluene	1	0	0	1
VOL4	0	0	1330207	Xylenes	1	0	0	1
VOL5	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL5	0	0	88101	PM25	1	1.4	0.00016	1
VOL5	0	0	106990	1,3-Butadiene	1	0	0	1
VOL5	0	0	71432	Benzene	1	0	0	1
VOL5	0	0	100414	Ethyl Benzene	1	0	0	1
VOL5	0	0	78933	MEK	1	0	0	1
VOL5	0	0	91203	Naphthalene	1	0	0	1
VOL5	0	0	115071	Propylene	1	0	0	1
VOL5	0	0	100425	Styrene	1	0	0	1
VOL5	0	0	108883	Toluene	1	0	0	1

VOL5	0	0	1330207	Xylenes	1	0	0	1
VOL6	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL6	0	0	88101	PM25	1	1.4	0.00016	1
VOL6	0	0	106990	1,3-Butadiene	1	0	0	1
VOL6	0	0	71432	Benzene	1	0	0	1
VOL6	0	0	100414	Ethyl Benzene	1	0	0	1
VOL6	0	0	78933	MEK	1	0	0	1
VOL6	0	0	91203	Naphthalene	1	0	0	1
VOL6	0	0	115071	Propylene	1	0	0	1
VOL6	0	0	100425	Styrene	1	0	0	1
VOL6	0	0	108883	Toluene	1	0	0	1
VOL6	0	0	1330207	Xylenes	1	0	0	1
VOL7	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL7	0	0	88101	PM25	1	1.4	0.00016	1
VOL7	0	0	106990	1,3-Butadiene	1	0	0	1
VOL7	0	0	71432	Benzene	1	0	0	1
VOL7	0	0	100414	Ethyl Benzene	1	0	0	1
VOL7	0	0	78933	MEK	1	0	0	1
VOL7	0	0	91203	Naphthalene	1	0	0	1
VOL7	0	0	115071	Propylene	1	0	0	1
VOL7	0	0	100425	Styrene	1	0	0	1
VOL7	0	0	108883	Toluene	1	0	0	1
VOL7	0	0	1330207	Xylenes	1	0	0	1
VOL8	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL8	0	0	88101	PM25	1	1.4	0.00016	1
VOL8	0	0	106990	1,3-Butadiene	1	0	0	1
VOL8	0	0	71432	Benzene	1	0	0	1
VOL8	0	0	100414	Ethyl Benzene	1	0	0	1
VOL8	0	0	78933	MEK	1	0	0	1
VOL8	0	0	91203	Naphthalene	1	0	0	1
VOL8	0	0	115071	Propylene	1	0	0	1
VOL8	0	0	100425	Styrene	1	0	0	1
VOL8	0	0	108883	Toluene	1	0	0	1
VOL8	0	0	1330207	Xylenes	1	0	0	1
VOL9	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL9	0	0	88101	PM25	1	1.4	0.00016	1
VOL9	0	0	106990	1,3-Butadiene	1	0	0	1
VOL9	0	0	71432	Benzene	1	0	0	1
VOL9	0	0	100414	Ethyl Benzene	1	0	0	1
VOL9	0	0	78933	MEK	1	0	0	1
VOL9	0	0	91203	Naphthalene	1	0	0	1
VOL9	0	0	115071	Propylene	1	0	0	1
VOL9	0	0	100425	Styrene	1	0	0	1
VOL9	0	0	108883	Toluene	1	0	0	1
VOL9	0	0	1330207	Xylenes	1	0	0	1
VOL10	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL10	0	0	88101	PM25	1	1.4	0.00016	1
VOL10	0	0	106990	1,3-Butadiene	1	0	0	1
VOL10	0	0	71432	Benzene	1	0	0	1
VOL10	0	0	100414	Ethyl Benzene	1	0	0	1
VOL10	0	0	78933	MEK	1	0	0	1
VOL10	0	0	91203	Naphthalene	1	0	0	1

VOL10	0	0	115071	Propylene	1	0	0	1
VOL10	0	0	100425	Styrene	1	0	0	1
VOL10	0	0	108883	Toluene	1	0	0	1
VOL10	0	0	1330207	Xylenes	1	0	0	1
VOL11	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL11	0	0	88101	PM25	1	1.4	0.00016	1
VOL11	0	0	106990	1,3-Butadiene	1	0	0	1
VOL11	0	0	71432	Benzene	1	0	0	1
VOL11	0	0	100414	Ethyl Benzene	1	0	0	1
VOL11	0	0	78933	MEK	1	0	0	1
VOL11	0	0	91203	Naphthalene	1	0	0	1
VOL11	0	0	115071	Propylene	1	0	0	1
VOL11	0	0	100425	Styrene	1	0	0	1
VOL11	0	0	108883	Toluene	1	0	0	1
VOL11	0	0	1330207	Xylenes	1	0	0	1
VOL12	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL12	0	0	88101	PM25	1	1.4	0.00016	1
VOL12	0	0	106990	1,3-Butadiene	1	0	0	1
VOL12	0	0	71432	Benzene	1	0	0	1
VOL12	0	0	100414	Ethyl Benzene	1	0	0	1
VOL12	0	0	78933	MEK	1	0	0	1
VOL12	0	0	91203	Naphthalene	1	0	0	1
VOL12	0	0	115071	Propylene	1	0	0	1
VOL12	0	0	100425	Styrene	1	0	0	1
VOL12	0	0	108883	Toluene	1	0	0	1
VOL12	0	0	1330207	Xylenes	1	0	0	1
VOL13	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL13	0	0	88101	PM25	1	1.4	0.00016	1
VOL13	0	0	106990	1,3-Butadiene	1	0	0	1
VOL13	0	0	71432	Benzene	1	0	0	1
VOL13	0	0	100414	Ethyl Benzene	1	0	0	1
VOL13	0	0	78933	MEK	1	0	0	1
VOL13	0	0	91203	Naphthalene	1	0	0	1
VOL13	0	0	115071	Propylene	1	0	0	1
VOL13	0	0	100425	Styrene	1	0	0	1
VOL13	0	0	108883	Toluene	1	0	0	1
VOL13	0	0	1330207	Xylenes	1	0	0	1
VOL14	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL14	0	0	88101	PM25	1	1.4	0.00016	1
VOL14	0	0	106990	1,3-Butadiene	1	0	0	1
VOL14	0	0	71432	Benzene	1	0	0	1
VOL14	0	0	100414	Ethyl Benzene	1	0	0	1
VOL14	0	0	78933	MEK	1	0	0	1
VOL14	0	0	91203	Naphthalene	1	0	0	1
VOL14	0	0	115071	Propylene	1	0	0	1
VOL14	0	0	100425	Styrene	1	0	0	1
VOL14	0	0	108883	Toluene	1	0	0	1
VOL14	0	0	1330207	Xylenes	1	0	0	1
VOL15	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL15	0	0	88101	PM25	1	1.4	0.00016	1
VOL15	0	0	106990	1,3-Butadiene	1	0	0	1
VOL15	0	0	71432	Benzene	1	0	0	1

VOL15	0	0	100414	Ethyl Benzene	1	0	0	1
VOL15	0	0	78933	MEK	1	0	0	1
VOL15	0	0	91203	Naphthalene	1	0	0	1
VOL15	0	0	115071	Propylene	1	0	0	1
VOL15	0	0	100425	Styrene	1	0	0	1
VOL15	0	0	108883	Toluene	1	0	0	1
VOL15	0	0	1330207	Xylenes	1	0	0	1
VOL16	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL16	0	0	88101	PM25	1	1.4	0.00016	1
VOL16	0	0	106990	1,3-Butadiene	1	0	0	1
VOL16	0	0	71432	Benzene	1	0	0	1
VOL16	0	0	100414	Ethyl Benzene	1	0	0	1
VOL16	0	0	78933	MEK	1	0	0	1
VOL16	0	0	91203	Naphthalene	1	0	0	1
VOL16	0	0	115071	Propylene	1	0	0	1
VOL16	0	0	100425	Styrene	1	0	0	1
VOL16	0	0	108883	Toluene	1	0	0	1
VOL16	0	0	1330207	Xylenes	1	0	0	1
VOL17	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL17	0	0	88101	PM25	1	1.4	0.00016	1
VOL17	0	0	106990	1,3-Butadiene	1	0	0	1
VOL17	0	0	71432	Benzene	1	0	0	1
VOL17	0	0	100414	Ethyl Benzene	1	0	0	1
VOL17	0	0	78933	MEK	1	0	0	1
VOL17	0	0	91203	Naphthalene	1	0	0	1
VOL17	0	0	115071	Propylene	1	0	0	1
VOL17	0	0	100425	Styrene	1	0	0	1
VOL17	0	0	108883	Toluene	1	0	0	1
VOL17	0	0	1330207	Xylenes	1	0	0	1
VOL18	0	0	9901	DieselExhPM	1	1.48	0.000169	1
VOL18	0	0	88101	PM25	1	1.4	0.00016	1
VOL18	0	0	106990	1,3-Butadiene	1	0	0	1
VOL18	0	0	71432	Benzene	1	0	0	1
VOL18	0	0	100414	Ethyl Benzene	1	0	0	1
VOL18	0	0	78933	MEK	1	0	0	1
VOL18	0	0	91203	Naphthalene	1	0	0	1
VOL18	0	0	115071	Propylene	1	0	0	1
VOL18	0	0	100425	Styrene	1	0	0	1
VOL18	0	0	108883	Toluene	1	0	0	1
VOL18	0	0	1330207	Xylenes	1	0	0	1
SLINE8	0	0	9901	DieselExhPM	1	5.54E-05	6.32E-09	1
SLINE8	0	0	88101	PM25	1	5.3E-05	6.05E-09	1
SLINE8	0	0	106990	1,3-Butadiene	1	3.47E-05	3.96E-09	1
SLINE8	0	0	71432	Benzene	1	0.000166	1.9E-08	1
SLINE8	0	0	100414	Ethyl Benzene	1	6.76E-05	7.71E-09	1
SLINE8	0	0	78933	MEK	1	1.2E-06	1.37E-10	1
SLINE8	0	0	91203	Naphthalene	1	3.03E-06	3.45E-10	1
SLINE8	0	0	115071	Propylene	1	0.000197	2.25E-08	1
SLINE8	0	0	100425	Styrene	1	7.94E-06	9.06E-10	1
SLINE8	0	0	108883	Toluene	1	0.000371	4.23E-08	1
SLINE8	0	0	1330207	Xylenes	1	0.000229	2.62E-08	1
SLINE9	0	0	9901	DieselExhPM	1	0.000177	2.01E-08	1

SLINE9	0	0	88101	PM25	1	0.000169	1.93E-08	1
SLINE9	0	0	106990	1,3-Butadiene	1	0.00011	1.26E-08	1
SLINE9	0	0	71432	Benzene	1	0.000529	6.04E-08	1
SLINE9	0	0	100414	Ethyl Benzene	1	0.000215	2.46E-08	1
SLINE9	0	0	78933	MEK	1	3.81E-06	4.35E-10	1
SLINE9	0	0	91203	Naphthalene	1	9.63E-06	1.1E-09	1
SLINE9	0	0	115071	Propylene	1	0.000628	7.16E-08	1
SLINE9	0	0	100425	Styrene	1	2.53E-05	2.89E-09	1
SLINE9	0	0	108883	Toluene	1	0.00118	1.35E-07	1
SLINE9	0	0	1330207	Xylenes	1	0.000731	8.33E-08	1
SLINE10	0	0	9901	DieselExhPM	1	8.07E-05	9.21E-09	1
SLINE10	0	0	88101	PM25	1	7.72E-05	8.81E-09	1
SLINE10	0	0	106990	1,3-Butadiene	1	5.05E-05	5.76E-09	1
SLINE10	0	0	71432	Benzene	1	0.000242	2.76E-08	1
SLINE10	0	0	100414	Ethyl Benzene	1	9.84E-05	1.12E-08	1
SLINE10	0	0	78933	MEK	1	1.74E-06	1.99E-10	1
SLINE10	0	0	91203	Naphthalene	1	4.41E-06	5.03E-10	1
SLINE10	0	0	115071	Propylene	1	0.000287	3.28E-08	1
SLINE10	0	0	100425	Styrene	1	1.16E-05	1.32E-09	1
SLINE10	0	0	108883	Toluene	1	0.00054	6.16E-08	1
SLINE10	0	0	1330207	Xylenes	1	0.000334	3.81E-08	1
SLINE11	0	0	9901	DieselExhPM	1	0.000107	1.22E-08	1
SLINE11	0	0	88101	PM25	1	0.000103	1.17E-08	1
SLINE11	0	0	106990	1,3-Butadiene	1	0.000365	4.16E-08	1
SLINE11	0	0	71432	Benzene	1	0.00175	2E-07	1
SLINE11	0	0	100414	Ethyl Benzene	1	0.000711	8.12E-08	1
SLINE11	0	0	78933	MEK	1	1.26E-05	1.44E-09	1
SLINE11	0	0	91203	Naphthalene	1	3.19E-05	3.63E-09	1
SLINE11	0	0	115071	Propylene	1	0.00208	2.37E-07	1
SLINE11	0	0	100425	Styrene	1	8.36E-05	9.54E-09	1
SLINE11	0	0	108883	Toluene	1	0.0039	4.45E-07	1
SLINE11	0	0	1330207	Xylenes	1	0.00242	2.76E-07	1
SLINE12	0	0	9901	DieselExhPM	1	2.68E-05	3.06E-09	1
SLINE12	0	0	88101	PM25	1	2.57E-05	2.93E-09	1
SLINE12	0	0	106990	1,3-Butadiene	1	9.12E-05	1.04E-08	1
SLINE12	0	0	71432	Benzene	1	0.000437	4.99E-08	1
SLINE12	0	0	100414	Ethyl Benzene	1	0.000178	2.03E-08	1
SLINE12	0	0	78933	MEK	1	3.15E-06	3.59E-10	1
SLINE12	0	0	91203	Naphthalene	1	7.96E-06	9.08E-10	1
SLINE12	0	0	115071	Propylene	1	0.000519	5.92E-08	1
SLINE12	0	0	100425	Styrene	1	2.09E-05	2.38E-09	1
SLINE12	0	0	108883	Toluene	1	0.000975	1.11E-07	1
SLINE12	0	0	1330207	Xylenes	1	0.000604	6.89E-08	1
SLINE13	0	0	9901	DieselExhPM	1	2.68E-05	3.06E-09	1
SLINE13	0	0	88101	PM25	1	2.57E-05	2.93E-09	1
SLINE13	0	0	106990	1,3-Butadiene	1	9.12E-05	1.04E-08	1
SLINE13	0	0	71432	Benzene	1	0.000437	4.99E-08	1
SLINE13	0	0	100414	Ethyl Benzene	1	0.000178	2.03E-08	1
SLINE13	0	0	78933	MEK	1	3.15E-06	3.59E-10	1
SLINE13	0	0	91203	Naphthalene	1	7.96E-06	9.08E-10	1
SLINE13	0	0	115071	Propylene	1	0.000519	5.92E-08	1
SLINE13	0	0	100425	Styrene	1	2.09E-05	2.38E-09	1

SLINE13	0	0	108883	Toluene	1	0.000975	1.11E-07	1
SLINE13	0	0	1330207	Xylenes	1	0.000604	6.89E-08	1
SLINE14	0	0	9901	DieselExhPM	1	0.000107	1.22E-08	1
SLINE14	0	0	88101	PM25	1	0.000103	1.17E-08	1
SLINE14	0	0	106990	1,3-Butadiene	1	0.000365	4.16E-08	1
SLINE14	0	0	71432	Benzene	1	0.00175	1.99E-07	1
SLINE14	0	0	100414	Ethyl Benzene	1	0.000711	8.11E-08	1
SLINE14	0	0	78933	MEK	1	1.26E-05	1.44E-09	1
SLINE14	0	0	91203	Naphthalene	1	3.18E-05	3.63E-09	1
SLINE14	0	0	115071	Propylene	1	0.00208	2.37E-07	1
SLINE14	0	0	100425	Styrene	1	8.36E-05	9.53E-09	1
SLINE14	0	0	108883	Toluene	1	0.0039	4.45E-07	1
SLINE14	0	0	1330207	Xylenes	1	0.00241	2.75E-07	1

Background

PolID	PolAbbrev	Conc (ug/m^3)	MWAF
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Ground level concentration files (\glc\)

100414MAXHR.txt
100414PER.txt
100425MAXHR.txt
100425PER.txt
106990MAXHR.txt
106990PER.txt
108883MAXHR.txt
108883PER.txt
115071MAXHR.txt
115071PER.txt
1330207MAXHR.txt
1330207PER.txt
71432MAXHR.txt
71432PER.txt
78933MAXHR.txt
78933PER.txt
88101MAXHR.txt
88101PER.txt
91203MAXHR.txt
91203PER.txt
9901MAXHR.txt
9901PER.txt

POLLUTANT HEALTH INFORMATION

Health Database: C:\HARP2\Tables\HEALTH17320.mdb

Health Table Version: HEALTH18121

Official: True

PolID	PolAbbrev	InhCancer	OralCancer	AcuteREL	InhChronicREL	OralChronicREL	InhChronic8HRREL
9901	DieselExhPM	1.1			5		
88101	PM25						

106990	1,3-Butadiene	0.6	660	2	9
71432	Benzene	0.1	27	3	3
100414	Ethyl Benzene	0.0087		2000	
78933	MEK		13000		
91203	Naphthalene	0.12		9	
115071	Propylene			3000	
100425	Styrene		21000	900	
108883	Toluene		37000	300	
1330207	Xylenes		22000	700	

AIR DISPERSION MODELING INFORMATION

Versions used in HARP. All executables were obtained from USEPA's Support Center for Regulatory Atmospheric Modeling website (<http://www.epa.gov/scram001/>)

AERMOD: 18081

AERMAP: 18081

BPIPPRM: 04274

AERPLOT: 13329

METEOROLOGICAL INFORMATION

Version:

Surface File:

Profile File:

Surface Station:

Upper Station:

On-Site Station:

LIST OF AIR DISPERSION FILES

AERMOD Input File:

AERMOD Output File:

AERMOD Error File:

Plotfile list

LIST OF RISK ASSESSMENT FILES

Health risk analysis files (\hra\)

Tropica30yrCancerRisk.csv
 Tropica30yrCancerRiskSumByRec.csv
 Tropica30yrGLCLList.csv
 Tropica30yrHRAInput.hra
 Tropica30yrOutput.txt
 Tropica30yrPathwayRec.csv
 Tropica30yrPolDB.csv
 Tropica9yrCancerRisk.csv
 Tropica9yrCancerRiskSumByRec.csv
 Tropica9yrGLCLList.csv
 Tropica9yrHRAInput.hra
 Tropica9yrOutput.txt
 Tropica9yrPathwayRec.csv
 Tropica9yrPolDB.csv
 TropicaAGLCLList.csv
 TropicaAHRAInput.hra

TropicaANCAcuteRisk.csv
TropicaANCAcuteRiskSumByRec.csv
TropicaAOutput.txt
TropicaAPathwayRec.csv
TropicaAPolDB.csv
TropicaGLCList.csv
TropicaHRAInput.hra
TropicaNCChronicRisk.csv
TropicaNCChronicRiskSumByRec.csv
TropicaOutput.txt
TropicaPathwayRec.csv
TropicaPolDB.csv

Spatial averaging files (\sa\)
